



# Industry Advisory Committee (IAC)

## Notes of Discussion

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**Tuesday, February 20, 2018**  
**9:30 am to 11:30 am**

**In Attendance:**

Mandan Aheer	AG Transport
Shinda Aheer	Aheer Transportation
Gurveen Bath	Big Boss Transport/Royal City
Rex D'Souza	Prudential
Laurie Kravski	West Fraser Forest Products
Gavin McGarrigle	Unifor
Frederic Moussette	Canadian Tire
Greg Rogge	Port Metro Vancouver
Larry Sargeant	Teamsters
Michael Crawford	OBCCTC; Chair

**Regrets:**

Marco Dekovic	GCT Terminals (Alternate)
Matthew Mays	Coast 2000
Maksim Mihic	DP World
Robert Neild	Loblaws
Gagan Singh	United Truckers Association
Eric Waltz	GCT Terminals

The meeting was called to order at 9:30 am

### **1. Commissioner's Update**

The Commissioner welcomed new members to the Committee noting that the composition of the IAC had changed. Licence holders are now represented on the IAC on a rotating basis. The Commissioner distributed the Office of the BC Container Trucking Commissioner's ("OBCCTC") second Newsletter. The Commissioner noted that OBCCTC Newsletters will be released on a quarterly basis and are being distributed to drivers as well as licence holders. The intention of the Newsletter is to provide information about the regulatory scheme and decisions/policies of the OBCCTC in an effort to provide greater clarity to the industry.



## 2. Truck Tag Policy - Discussion

The Commissioner provided the following Truck Tag Policy statistics which were current to February 20, 2018:

Tag & I/O Movement (Since Jan. 1, 2018)	
Applications for Additional Tags received	6
Applications for Additional Tags Approved	4
Total Tags Issued	40
Tags revoked	
Independent Owner Operators moved to date	8
Number of Active I/O's	907
Number of Eligible I/O's	6
Number of InActive I/O's	5

The Commissioner further noted that since January 2017, the OBCCTC has approved the conversion of 70 company truck tags to Independent Operator ("I/O") tags and 8 I/O tags to company truck tags.

## 3. Truck Tag Policy Clarification Request by UTA- Discussion

The Commissioner noted that the UTA has requested a number of changes to the Truck Tag Policy. The Commissioner advised that the Policy was developed after significant consultation with a range of industry stakeholders in response to a number of issues including driver mobility and restrictions on fleet growth. It is the position of the Commissioner that the Policy is new and the full effect of the Policy will not be known until future phases (truck tag removal) have occurred. The Commissioner did commit to a review of the Policy in the fall of 2018, once each element of the Policy has been introduced and its effects demonstrated.

The Commissioner did note that the UTA has requested that the Commissioner take a policy position on the conversion of vacant I/O truck tags to company truck tags. The Commissioner sought feedback from the IAC regarding the reasons for the UTA's request.

The floor was opened to discussion, feedback and thoughts on the UTA's proposal put forth;

- It was the consensus amongst the IAC that the likely reason for the UTA's request was concern on the part of I/O's that licensees may choose to provide work to hourly, employee drivers because it was economically more viable to pay an hourly employee for specific accounts which require short trips.



- Labour representatives were concerned that the conversion of I/O tags to company truck tags could result in I/O's losing work, particularly in light of the competition they face due to potential undercutting on off-dock rates.
- Labour asked that the Commissioner issue a clarification bulletin regarding the legislative requirements to pay off-dock rates.
- Licensee representatives voiced concern that there were unlicensed companies conducting off-dock work at lower than the legislated rates.
- A shipper representative expressed concern about limiting a licensee's ability to convert truck tags as they see fit.
- Labour representatives supported the UTA's request

#### **4. Request to add I/O's to I/O List**

The Commissioner noted that 15 I/O tags had been assigned to one company under the new Policy but the company has not been able to fill the vacant tags with I/O's on the I/O List. The Commissioner sought feedback from the IAC regarding the addition of I/O's on the I/O List.

- Some IAC members warned of the danger of adding more I/O tags if there isn't a corresponding level of efficiency in the Gateway. It was not considered a benefit to add more I/O's to the fleet when they would not be able to get a reasonable amount of trips per day.
- The IAC noted that a decision by the Commissioner to add more I/O's to the List at this time will set a precedent which could be referenced by future truck tag applicants.
- Some members noted that a lack of I/O movement at the moment could be the result of considerations by I/O's regarding the impact of movement on seniority.
- The IAC requested that the Commissioner post on the OBCCTC website information regarding which licensees have available truck tags in order to assist in the facilitation of I/O movement.
- Labour representatives also requested that the Commissioner make space available on the OBCCTC's website for licensees to post hiring information.
- The IAC requested that the Commissioner grant the licensee with vacant I/O tags more time to attempt to fill the tags before the tags are removed.

#### **5. Next Meeting – Date and Time - Next meeting date for full IAC – May 2018**

Meeting adjourned at 10:50 am