



# Extraordinary Industry Advisory Committee (IAC) Notes of Discussion

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**Tuesday, June 57, 2018**

**9:30 am to 11:32 am**

**Surrey City Hall**

**13450 104<sup>th</sup> Avenue, Surrey, BC**

## **In Attendance:**

Shinda Aheer	Aheer Transportation Ltd.
John Bourbonniere	Harbourlink Container Services Inc.
Angie Kalhar	KTL Inc.
Laurie Kravski	West Fraser Forest Products
Beantt Litt	Full Load Transport Services Inc.
Matthew May	Coast 2000
Gavin McGarrigle	Unifor (arrived at 9:47am)
Frederic Moussette	Canadian Tire
Robert Neild	Loblaws
Greg Rogge	Vancouver Fraser Port Authority (arrived at 9:48am)
Larry Sargeant	Teamsters
Sucha Sekhon	Goodrich Transport Ltd.
Nick Shi	Embassy Transportation Inc.
Greg Vurdela	Pro West Trucking Ltd.
Michael Crawford	OBCCTC; Chair
Karm Jauhal	OBCCTC

## **Regrets:**

Rex D'Souza	Prudential Transportation Ltd.
Kellie Kopeck	Damco Distribution
Manmohan Kular	Future Transport
Chris Locher	LEI Cartage Ltd.
Maksim Mihic	DP World
Ivan Morton	Forfar Enterprises Ltd.
Gagan Singh	United Truckers Association
Eric Waltz	GCT Terminals
Suzanne Wentt	Indian River Transport Ltd.

The meeting was called to order at 9:31 am

## **• Commissioner's Update**

The Commissioner provided a brief update:

Special meeting of the IAC:

- A quick roundtable introduction of everyone at the table.

#### Licencing:

- Application process is now closed and the office is reviewing all the applications.

#### Court of Appeal Decision:

- Decision was rendered by the Court of Appeal last week and the application was dismissed.

#### Government of BC Rate Announcement

- The BC Government announced the rate increase of 2.6% and they can be found on our website. These rates are in effect as of June 1<sup>st</sup>, 2018.

#### Review of the Act & Regulation

- Written submissions will be accepted until the end of June, 2018.
- The Commissioner will be setting up meetings in either small groups or individually to get input on the submissions.
- The Commissioner then opened the floor for discussion
  - During the discussion, it was noted that all the rates are interlinked and they should have the rates reflect the activity based economic model which may mean that we also need to alter the FSC Structure/ model.
  - A member pointed out that there are many factors that should be taken into consideration, ie the infrastructure around the lower mainland has changed so much, there are areas that did not exist or were considered so far out that now, are only right there. The table needs to be updated.
  - There is a danger in presenting too many options with many variables, as that will lead to other issues and we could be right back here in a few years.
  - OBCCTC should look at bringing in an economist to assist with the review/ structure, should only have one table, but of course the numbers on that table will need to be higher than right now
  - Another member pointed out that the appointment schedules and rates don't work together, we have drivers spending most of their days sitting around town and if they are not moving, they are not making money.
  - We need to figure out whether an hourly rate across the board is the way to go or should we be looking at a rate table.
  - A member made the comment that if there is an hourly rate across the board, folks will figure out how to make it more efficient for them.
  - One participant requested that the Commissioner not only look at the rates, but also look at the roundtrip as that needs to be addressed, it was part of the 14 point action plan, but there was no mention of it in the Ready/ Bell report.
  - Everything should be (all submissions) made public and stakeholders should have the opportunity to make suggestions /comments based on the submissions.
  - The conversation then shifted to the reservation/ appointment system. A member pointed that they drive a container to the terminal and pick up an empty on the way out, their dispatch always tries to ensure that there is a container on every chassis in and out of the port.
  - A member suggested that when the Commissioner is meeting with companies, he should take a few minutes and look at the companies structure and see how they bill their customers.
  - Terminals want double-ended moves as this is more efficient and keeps goods moving.

- The challenge sometimes is getting reservations, a company rep pointed out that they pay rounders as 2 transactions. There should only be one table and calculate and pay Point A to B and B to C.
- If switching to hourly, please look at the longshore model and ensure that everyone is at the bargaining table at the same time to keep everyone honest.
- Fuel Surcharge (FSC) - the base rate should also been adjusted.

- **Terminal Gate Efficiency Program - Pilot**

- The Commissioner handed the floor to GCT/ Port of Vancouver to brief the IAC members on the new GCT Terminal Gate Efficiency Pilot Program that was launched on June 1<sup>st</sup> and will run until the end of the year.
- GCT walked through the presentation with the attendees
- It was noted that during the pilot program, they will be looking at reservation availability as they have noticed some level of abuse in the system, where companies are running scripts and have lots of bookings that are released a day later. There may be penalties associated with this abuse. The penalties will be assessed after a review of the perimeters for the abuse, give them an opportunity to comply (educate them) and if behaviour still does not change, then penalty.
- A member mentioned that if there is blatant abuse, should be punished right away, not to wait for the pilot program to be over.

- **Final Comments**

- The Commissioner once again reminded everyone to make their written submissions.

- **Next Meeting – Date and Time - Next meeting date for IAC - TBA**

Meeting adjourned at 11:23 am