



Industry Advisory Committee (IAC) Meeting Minutes

Wednesday, September 25, 2019

9:30 am to 11:57 am

North Delta Rec Centre

11415 84th Avenue, Delta, BC

In Attendance:

Rex D'Souza	Prudential Transportation Ltd.
Denien Ford	Chamber of Shipping
Paul Johal	Unifor (Alt)
Laurie Kravski	West Fraser Forest Products
Chris Locher	LEI Cartage Ltd.
Matthew May	Coast 2000
Frederic Moussette	Canadian Tire
Larry Sargeant	Teamsters
Michael Crawford	OBCCTC; Chair
Sheryl Kozyniak	OBCCTC; Vice Chair
Karm Jauhal	OBCCTC

Regrets:

John Bourbonniere	Harbourlink Container Services Inc.
Scott Galloway	Shipping Federation of Canada
Kellie Kopeck	Damco Distribution
Gavin McGarrigle	Unifor
Maksim Mihic	DP World
Robert Neild	Loblaws
Greg Rogge	Vancouver Fraser Port Authority
Gagan Singh	United Truckers Association
Eric Waltz	GCT Terminals

The meeting was called to order at 9:31 am

1. COMMISSIONER UPDATE

- The Commissioner welcomed the new members, Denien Ford from the Chamber of Shipping and Scott Galloway from Shipping Federation of Canada who was unable to attend the meeting.
- Several audits are ongoing and are coming to an end in the coming weeks.
- The following decisions were issued and are posted on the website:
 - ICTL – 14 violations cited (including incorrect rates, trip splitting, hybrid payments etc.) with the company voluntarily cancelling its Licence. The Bond was called to reimburse drivers for monies owed and the penalty (\$20,000.00) imposed. This decision serves as

- A Can/ MDW – A joint decision was issued as the companies have the same ownership. Poor record keeping and trip logs and time sheets that did not match gate reports, Minor rate infractions (i.e.: not paying for training) was cited and a penalty of \$25,000.00 was imposed.
- Dayal- Pay violations and truck tag transfers were cited and a penalty of \$20,000.00 was imposed. It was noted that Dayal is a small company and that many smaller Licensees “lend out” drivers without proper documentation and transparency which circumvents the Tag Policy.
- Hutchinson voluntarily cancelled their licence, wanted to sell truck tags, but tags can not be sold or bought.

2. CTS BUSINESS PLAN 2019-2020

a. 2019 Rate Changes:

- In April 2019 the government made some promises on future rate reviews/action in the Fall of 2019.
- The introduction of the \$25 PMR and transferring rate setting authority to the OBCCTC followed in July 2019.
- Stakeholders have informed this office that the PMR and lower container volumes has negatively impacted drivers and that any additional cost increases could result in more pain for drivers.
- The OBCCTC does not support rate increases in the fall and will be recommending a comprehensive rate review in early 2020 which will include potential elimination of trip rates and a review of the current hourly rates.
- Other factors such as fewer double ended moves, direct to rail, terminal inefficiencies and night gate challenges were discussed as contributing to lower container trucking moves.
- While many supported the notion of an all hourly system, some felt it would impact efficiency – however there was agreement that having a consistent pay structure would promote fairness and safety with hours of work being more closely tracked and reported.
- It was also acknowledged that some drivers are well paid by the trip and may not support the transition to an hourly model – consultations with drivers are being planned.

b. Truck Tag Policy:

- The OBCCTC is considering short and longer term changes to the existing Tag Policy:
 - Short term – opening the tag application process, removing tags that have been vacant for more the 90 days, updating the performance review process and adding additional names to the I/O list.
 - Long term – additional tag for off-dock trucks and recognition of affiliates.
- OBCCTC has recognized that some companies appear to have work, but the tag application process has been suspended – the shot term measures are intended to redistribute the current tag capacity where there is available work.
- Longer term measures are intended to better track the volume of off dock movements so this data can be considered when evaluating fleet performance. It will also ensure drivers performing off dock CTS are being remunerated correctly.

- The OBCCTC will be responsible for the administration of the additional tag class and will require declaration of off dock trucks at the time of Licensing which may increase Bond premiums but will not increase the licensing fee.
- The OBCCTC will be issuing a Bulletin outlining the short-term Tag Policy changes in the next week with the following:
 - New tag applications will be accepted beginning Oct 1st
 - Vacant tags for more than 90 days will be revoked by the first week of November
 - New I/Os will be added to the list in the third week of October
- c. **Licence Reform:**
 - The OBCCTC is considering changes to the existing licensing requirements for the next renewal cycle in 2020.
 - Changes being considered include electronic record keeping requirements, applications from new entrants, elimination of joint Licences, enhanced selections criteria including past compliance record and overall fleet performance.
 - A draft licence package is being drafted and will be available by end of November 2019 for consultation. The final Licence package will be distributed Feb/ March 2020.
 - While it is hoped that any changes to rates will be established before the next Licence cycle, several factors may impact the timing of any announcement.
 - A suggestion was made to look at “lite” vs. “full” disclosure packages for existing vs. new applicants however it was noted that our data gets stale between licensing cycles.
 - It was also discussed whether applicants needed to apply for their current tag allotment or would need to submit a more detailed business case for additional tags.
 - Some members cited the electronic record keeping requirement as costly and prohibitive for smaller companies to implement and whether a phased approach over two Licensing cycle would be more feasible.
 - Concern was also expressed about how new entrants would be evaluated and whether they had an advantage if compliance was a consideration.

3. OBCCTC CONSULTATION PLAN

- A detailed consultation plan is being developed and will target a broad range of stakeholders. The plan will include:
 - i. Meetings by invitation/ registration (discuss your business model, privately & confidentially)
 - ii. State of Industry report after
 - 1. Regular channels (newsletter, bulletins etc.)
 - 2. Update at the IAC in November/ December
 - iii. Driver Consultations (3rd week of November) may be by invitation or registration at our offices
 - iv. Town Hall meetings – more general, early 2020
 - v. Submissions by Associations will be published on our website.

NEXT STEPS

- The OBCCTC is undertaking a regulatory review and will consult with industry stakeholders concerning any new policies or initiatives that are implemented or recommended.
 - Consult the website for upcoming consultation opportunities and meeting invitations.
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- **Next Meeting – Late Fall 2019 - Date TBD**

Meeting adjourned at 11:57 am