



Industrial Advisory Committee (IAC) Meeting Minutes

Tuesday, June 16, 2020

9:30 am to 11:00 am

Via Conference Call

In Attendance:

John Bourbonniere	Harbourlink Container Services Inc.
Lucky Brar	Port Transportation Association
Rex D'Souza	Prudential Transportation Ltd.
Dave Earle	BC Trucking Association
Denien Ford	Chamber of Shipping
Scott Galloway	Shipping Federation of Canada
Laurie Kravski	West Fraser Forest Products
Matthew May	Coast 2000 Terminals
Frederic Moussette	Canadian Tire
Robert Neild	Loblaws
Larry Sargeant	Teamsters
Jonathan Ross	United Truckers Association (Alt)

Michael Crawford	OBCCTC, Chair
Sheryl Kozyniak	OBCCTC, Vice Chair
Karm Jauhal	OBCCTC
Erica Yeung	OBCCTC

Regrets:

Kelly Kopeck	Damco Distribution (arrived 9:45am)
Chris Locher	LEI Cartage Ltd.
Maksim Mihic	DP World
Greg Rogge	Vancouver Fraser Port Authority
Mario Santos	Unifor
Gagan Singh	United Truckers Association
Eric Waltz	Global Container Terminals

The meeting was called to order at 9:32 am.

1. COMMISSIONERS UPDATE

- The Commissioner provided an update of OBCCTC activity since the last IAC meeting and provided an overview of the latest decisions issued and posted on the website.
- The Commissioner reviewed the Bulletins issued since the last IAC meeting:
 - General update regarding Covid 19 best practices
 - Upcoming Licensing process – extension of CTS Licenses to November 30, 2020
 - Rate Increase for hourly I/O's
 - Interactive map is available on OBCCTC website
 - Off Dock canvass, Cascadia has been retained by government and may be reaching out to you for your input, if not done so already.
 - CTS Licence Tag Management Policy – released with some amendments following our plan from earlier this year. OBCCTC is not issuing tags at this time, as it will take place with the licencing process.
 - Wait time payments have been distributed by the VFPA.

2. OFF DOCK CONSULTATIONS

- Cascadia will and may be reaching out stakeholders for input on off-dock activity to better understand what is happening in the industry as a whole.
- A member asked what formula is being used to determine hourly I/O rates:
 - The Commissioner advised that the formula, which takes into account truck ownership costs and time/distance factors, is in an appendix to the 2018 Rate Report which is posted on the website.
- A member asked if rates are only going to go up or can they also come down, as they are driving business away
 - The Commissioner advised that rates can go up and down but must be set following consultation and some degree of consensus on appropriate rate levels. The Commissioner noted that rates have been increasing for trip rate drivers in particular and it would appear that this has had some negative impacts.
- A member mentioned that the introduction of the PMR was rushed and the rate has had a negative effect on the companies that have trip rate I/O's.
- A member asked that if the Commissioner would amend rates if there is support for the proposed changes from labour, licensees and paying customers?
 - The Commissioner advised that rates can be amended if there has been adequate consultation and that there is general consensus on the changes.
- Another member stated that competing for business when having to pay the PMR is difficult, if you have a trip rate I/O business model vs. company drivers.
- A member asked if a company can have trip rate and hourly paid I/Os in the same fleet?
 - The Commissioner advised that hybrid pay per driver is prohibited but that there is no prohibition on mixed fleets. The Commissioner suggested that any change to fleet composition and pay should be discussed and supported by the drivers affected.

- A member asked if he can get clarity as to when start and stop times apply for hourly paid I/Os.
 - The Commissioner referenced, the Pro West decision as well as other decisions issued over the years to highlight what constitutes “container trucking services” when calculating hours worked by a driver.

3. CTC LICENCE UPDATE

- The OBCCTC has issued a bulletin to extend the current licence period to end of November 2020. This will give everyone more time to apply as well as align with the Access Agreement.
 - **Phase I** is when the licence applications will be released and available on the OBCCTC website, a bulletin will be issued, and applicants will be able to download forms when providing key information and truck tag business cases.
 - **Phase II** will involve the OBCCTC assessing truck tag business cases and making truck tag assignment decisions. In making decisions, the OBCCTC will be evaluating the business cases, past compliance and truck utilization for Q3 and Q4 of 2018 and all of 2019.
 - **Phase III** will require providing driver information and completing all required forms and bond requirements.
 - **FINAL STAGE** – Final approval sent out and new licences issued.
 - Bond/ Security – the OBCCTC is examining the option of using riders to update bonds.
- A member asked that if he has a mixed fleet now, can he reapply with only one type of fleet?
 - The Commissioner advised that all applicants have the option to request truck tags based on their preferred fleet composition.

OTHER/ GENERAL DISCUSSION

- a. No questions asked.

Meeting adjourned 10:43am.