



May 24, 2023

## **Truck Tag Utilization Tags Are to Be Used – Unused or Underutilized Tags Removed and Redistributed**

The Office of the BC Container Trucking Commissioner (“OBCCTC”) has been reviewing licensee truck tag performance using data from the Port of Vancouver and real time GPS data.

Last February, the OBCCTC advised eighteen (18) licensees that they were underutilizing some of their tags and were provided 90 days notice to improve their performance under the OBCCTC Truck Tag management policy.

Last week, 91 days after they were warned, the OBCCTC provided notices to those licensees who did not improve their tag utilization that the Commissioner will be revoking those tags effective May 31, 2023.

During the tag review some licensees provided the following explanations for the underutilization of their truck tags including:

- Unable to hire drivers despite their best efforts;
- Drivers off work for an extended period of times;
- Container trucks unserviceable and awaiting truck parts;

While it is understandable that licensees experience temporary delays and absences that sideline tagged trucks, these reasons are not acceptable for failing to use a truck tag over such a long period of time.

It is the responsibility of the licensee to ensure that long term absences are addressed immediately and that if a licensee fails to address the underutilization of the truck tag, they risk the tag(s) being removed by OBCCTC.

There are approximately 1,600 truck tags that are allocated to the drayage sector. If a licensee is not using the truck tag and the truck remains off the road for an extended period of time, then it prevents another driver or licensee from benefiting from the truck tag.

This may mean licensees have to look for innovative ways of hiring drivers, reviewing if another company driver, IEO or IO should temporarily replace the driver during the absence, or renting<sup>1</sup> or replacing the unserviceable vehicle and delegating the tag<sup>2</sup> and GPS to the new vehicle.

The OBCCTC wants to see the truck tags being used and if licensees fail to address underutilized truck tags, the OBCCTC will remove those tags and provide other licensees with an opportunity to use them.

The demand for truck tags remains strong and it is only fair that licensees who could use the truck tags be given preference.

An announcement will be made soon on how licensees can apply for the additional available tags.

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<sup>1</sup> Vancouver Fraser Port Authority STR Program

<sup>2</sup> Requires OBCCTC and TLS Administration approval