



# Industry Advisory Committee (IAC) Meeting Minutes

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**Friday, October 13, 2023**

**9:30am to 10:30 am**

**Microsoft Teams Meeting**

**In Attendance:**

Paul Nagra	Unifor
Sharn Gill	Port Transportation Association
Larry Sargeant	Teamsters Local 31
Dave Earle	BC Trucking Association
Sapinder Samra	United Container Driver Association
Bonnie Gee	Chamber of Shipping
Gagan Singh	United Truckers Association
Greg Rogge	Vancouver Fraser Port Authority
Glen MacInnes	OBCCTC, Chair
Karm Jauhal	OBCCTC, Vice Chair
Anupam Sandhu	OBCCTC

**Regrets:**

Bill McKinstry	Shipping Federation of Canada
Tarandeep Deol	OBCCTC

The meeting was called to order at 9:30am

## **1. ROUNDTABLE INTRODUCTIONS**

- The Commissioner provided an update on the staffing/ recruitment at the OBCCTC since last IAC Meeting:
  - Anupam Sandhu is the new Registrar/ Manager, Business Operations and joined the OBCCTC a couple of weeks ago.
  - An additional Investigator/ Auditor will be joining the Investigation/ Audit team in the next few weeks.

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## 2. OBCCTC UPDATE

### OBCCTC Tags

The Office of the BC Container Trucking Commissioner (“OBCCTC”) announced the introduction of the OBCCTC tag. One of the issues that has been identified is certainly from the team that does the off-dock inspections and the agencies OBCCTC works with which is the difficulty in identifying which trucks are under the license and which ones aren’t. While conducting enforcement activities, visibility was identified as a huge issue as far as being able to see the TLS decals and being able to identify a tagged truck. Therefore, having done off dock investigations since December and after going through a few exercises, the OBCCTC has come up with one of the solutions to identify the tagged truck which is **OBCCTC tag/ decal**. The reason behind this route is to make it more visible so that everyone knows that it is a tagged truck that is for Container Trucking Services (CTS). This is not in any way replacing the TLS decal. If you have a TLS decal that will still be valid, which will give you access to a marine terminal. The TLS decal is tied to the access agreement.

The OBCCTC would like suggestions on the placement of the OBCCTC tag/ decal on the truck from the IAC members. The one thing that OBCCTC won’t be doing is putting it on the windshield for obvious reasons, i.e., visibility and so forth. The floor was opened for discussion:

- A Committee member asked about the size of the new OBCCTC tag, and the Deputy Commissioner explained that this will be determined after this discussion. The sample that was shown was 5X7 of the OBCCTC tag. The size may be altered based on the feedback from the Committee and is still to be determined based on the placement and other factors.
- A member of the IAC expressed his concerns as an older operator that if this was to be put on the paint then everything is going to fade except for what’s under the paint. So, if you ever take that decal off, you're going to have one big square on your paint.
- Another member followed up with a question that how is that any different than having anything else on the truck? To which the member responded, in most cases when the I/Os go to a new company, they just cover it back up with another decal. So, once you pull it off, you're not going to be replacing it with something. So, it's going to be a square tag.
- The Deputy Commissioner added that the OBCCTC tags will be replaced every license term and will only be valid for the term of the license. Therefore, the only time the OBCCTC tag will be removed and not replaced is when the truck is taken out of the system, otherwise, a new valid OBCCTC tag will be placed in its place for a new term. Similar to the TLS decal where it replaces the decal every year.
- Another question was raised by the IAC member that will this decal have a serial number on it?
  - The Deputy Commissioner responded yes there will be an identifier on each tag and will be recorded in the OBCCTC database.

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- The Committee member brought up the topic of the size of the decal again and presented his views on the size of decal and said it should be at least 15"x15", so, it must be visible when even though that truck is at high speed too. In addition, the member proposed the idea of having distinguishable serial number, so it's easier to identify between I/O and Company truck. It may be in the difference of serial numbers.
  - The OBCCTC advised that the OBCCTC tag is reflective, so it is eye-catching, and it supports the point to make sure it is visible from far away.
  - The Committee member asked if there are any guidelines around how much space around the OBCCTC decal should be clear.
    - The Deputy Commissioner responded that the OBCCTC will be putting those guidelines together after this discussion and the purpose of this meeting is to brainstorm ideas that will assist in outlining the guidelines.
  - The major question here is the size of the decal and the Deputy Commissioner has done a couple of mockups with different sizes and 5"x7" seems to be good. Another question is about the placement of the decal and since the primary logo of the company can't be hidden, the OBCCTC is looking for some suggestions.
  - The Committee member addressed the fact that even if you go with the bigger size nobody is going to be checking things at high speed. So, this will only be useful when the I/O or company driver is at the port, this bigger decal will help in identifying whether it's a tagged truck or not.
    - The Commissioner responded that during enforcement when the trucks are being pulled aside as they approach us at 40-50 kms/hr, we do look for the tag and thus we want a size that is visible from far enough, so that we know it's a tagged truck and it's approved to move that container in the Lower Mainland.
  - The Committee member said the size shown by the Deputy Commissioner is good enough because if they go bigger, it will raise further issues, since they have limited space and there are already decals of authorities and they got to put those on.
  - Another Committee member suggests that the OBCCTC tag be placed on both sides of the truck, so that regardless of what side you are on, you will see the tag.
    - The Commissioner clarified that he has stood there with the CVSE officers and the way they position themselves is they can see the driver's door quite from far away. That is the side they see and because they're also looking at the top, they can see TLS master decal on the driver's side, above the driver's side door. Hence, they can see the door and it is a little bit more visible. However, placing the decal on the top in the middle doesn't make sense and is a debatable issue. There is no central location. Ideally, we need suggestions to designate a central area where everybody knows where to look.
  - The Committee member responded that mirror might be a good area to put the decal on. And about the size, if the OBCCTC don't make it so big, they might be able to stick it. It

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doesn't have to be big if it's on the mirror on either side.

- Another Committee member asked what the need of two decals on the truck is for having a-TLS and OBCCTC. Furthermore, is OBCCTC anticipating issuing these decals under different parameters than what they have under TLS? He proposed redesigning the current decal rather than sticking two different ones on the truck. Since the issue is the visibility of decals, thus size and color can be redesigned and TLS/ OBCCTC would not have to track two decals.
  - The Commissioner explained that the TLS master decal serves the purposes of the port and it makes sense where the Port has positioned their decal. If you go through the Port, you see the security guards in the gates are high enough off the ground, that they see the decal. Having something lower down the door may not serve their purpose because it's not easy to see that. Whereas, during enforcement, we are standing on the ground, therefore the decal is not visible opposed to moving trucks through the gate. The OBCCTC understood the reason for the Port's placement of the decal and didn't want to increase or ask the port to increase the space on the windshield. At this point, with no additional cost to the licensees, we're just basically going to have our own decal so that it serves the enforcement purposes.
- The Committee member asked if there is an easier, more elegant solution rather than another decal?
  - The Commissioner clarified that the OBCCTC is not closed to the idea of working with the port to see what purpose they could do, but they're not going to do that right now. The OBCCTC understands why they have it where they do. However, maybe in future, this can be a topic of discussion. For now, the OBCCTC is facing a problem when they pull over a driver since the tag is not visible but as they come closer it's visible and we then don't have a reason to indulge in a conversation with the driver. These decals will also be helpful in the OBCCTC brand establishment as well.
- The Commissioner added that it will help identify if the truck is tagged or not amongst the drivers. .
- The Commissioner further said that new OBCCTC decals/ Tags doesn't mean that there will be more tags. The OBCCTC tag will only be put on a truck that already has a TLS decal. The OBCCTC is not bringing more trucks into the system, however it is trying to identify the trucks that are currently in the system. The OBCCTC would like to receive feedback on this, and the Committee members can email the OBCCTC if they have any further suggestions or concerns.
- The OBCCTC will review the feedback and take suggestions into account. Once the OBCCTC reviews the feedback, they will send out a bulletin/ industry advisory and communication to all the stakeholders advising of the changes. Then OBCCTC will have an implementation timeline.
- The Port clarified the TLS access to agreement requires a licensee's company name must be the prominent name on the door, but TLS recognize there are other reasons for other names. To serve the terminal operators under the reservation system, they require the name of the company that the reservation is in. Hence, there are companies that use secondary trucking

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companies to do services on their behalf. Therefore, the license can have multiple signs with the dominant sign.

- The OBCCTC knows that there may be some challenges with the introduction of the OBCCTC tag and will ensure we do our best to respond quickly to any questions from drivers and licensees.

#### 2024 Licence Amendments

- Th Commissioner advised that the OBCCTC is finalizing proposed amendments to 2024 License terms and application package and will send out to the IAC well in advance of the call for 2024 licence applications for feedback.

The meeting was adjourned at 10:05 am.