

Mr. Glen MacInnes
Office of the British Columbia Container Trucking Commissioner
1085 Cambie Street
Vancouver, BC V6B 5L7

VIA EMAIL: registrar@obcctc.ca

February 26, 2024

RE: Submission to the OBCCTC 2024 CTS Licence Reform Proposed Changes

Dear Commissioner MacInnes,

With respect to the proposed license changes, our company's views are in line with those submitted by the PTA (Port Transportation Association).

We are extremely concerned about the apparent appetite to expand the Commissioners Office at a cost that will ultimately be passes on to consumers.

The changes being purposes will create a high level of discord between all stakeholders and their employees.

Our Company, for 25 years, has prided itself on being diverse and in a position to keep our drivers employed flush with hours and with the option for overtime should the driver seek it.

The OBCCTC is now requiring that we change course after 25 Years, forgo our competitive rates within the Lawful off-dock container work sector, become totally reliant upon Port Container traffic, park our trucks and send our drivers home when the Port work has dried up.

The message could not be clearer to the OBCCTC that I/O's are being taking advantage of and only being utilized based on company convenience or Port reservation availability.

We witnessed large gatherings hosted by the UTA (United Truckers Association) with all stakeholders and relevant Government representatives in attendance. What was positioned outside of the gatherings were late model tractors with large signs on them that displayed the last day they worked, in some cases months.

We cannot for life of us figure out why the OBCCTC would want to crush diversity and promote a dray sector that is 100% reliant upon Port Container Traffic.

The industry is very aware that the Port volumes are unpredictable at best; I would suggest that the OBCCTC is familiar with Port container volumes. If not, please contact the Vancouver Fraser Port Authority for direct and accurate firsthand information.

There have been several consultations over the years surrounding erratic ERD (earliest return dates), LFD (last free day changes), and the newest drag on our drayage sector, the curtailment of open shifts at the Terminals due to lower container volumes.

All these ailments require a robust and highly adaptable drayage sector at the ready to respond to any situation that may have the potential to disrupt our supply chain.

This can ONLY be achieved by having trucks on the ready. This DOES NOT mean having trucks sitting idle that have not worked in weeks to respond to short gates during an influx of Import/Export drayage.

It is clear that the continued abuse of I/O's by companies that couldn't care less where their next meal is coming from is reaching a boiling point.

The remedy is most certainly NOT attempting to go after unlicensed carriers work, but rather is in the promotion of diversity.

Companies that can demonstrate diverse operations and that keep consistent paycheques in drivers pockets, are companies that should be recognized and rewarded for their entrepreneurial efforts.

It is our understanding that the OBBCTC's mandate is to protect drivers and ensure stability within the PORT drayage sector.

Over the last 10 years, the OBCCTC has done a phenomenal job in weeding out bad actors and keeping companies accountable in terms of driver payroll practices.

The trajectory of the OBCCTC has recently veered off course despite all the positive ground the industry reclaimed.

We are of the opinion that the OBCCTC should refrain from attempting to interfere with a company's operational practices through licensing changes, and instead remain focused on enforcement.

That said, we in British Columbia are blessed with having an agency the specifically deals with employee complaints, the Employment Standards Branch.

This is a regulatory body that is already funded by Government to deal with employee grievances.

Modelling the OBCCTC after an already functioning well funded Government organization (ESB), is in our opinion adding to the redundancy that the OBCCT is attempting to eradicate from the 2024 purposed licence changes.

If what I had mentioned above is not your intention, we ask that you refrain from making any changes to the License that would compel us to cut jobs and forbid us from competing in the **Lawful** Domestic and off-dock sector. These proposed changes will unequivocally become a disaster.

Thank you for taking the time to review our submission and we are always available to elaborate on any of the above positions that we have noted.

Sincerely,

Tom Johnson
KD Truckline Ltd.