



February 24, 2024

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

Dear Mr MacInnes,

The following is my submission in regards to the Proposed changes in the 2024 CTS License reform. I am currently an I/O employed by [REDACTED] and hold a valid Sponsorship Agreement in place and have been working in the industry for over 20 years.

I want my opening statement to be impactful so I am going to be bold and say that I believe we need to put an **IMMEDIATE** stop to any changes to the current Container Trucking Act and Regulation.

I have always suggested that we need a governing body to enforce rates, rights and regulations for owner operators and company drivers. At the same time hold our employers accountable when it comes to making decisions that would directly effect our livelihoods. I was involved in many strikes and work stoppages that eventually caught the governments eye. As a member of Unifor Local VCTA and having previously held positions at the union, I have also been involved in more collective bargaining disputes than I can remember. The struggle is tenuous and has been on going for many years and still remains today.

When the OBCCTC was finally introduced, never did I think that your office would be the one to **TERMINATE** my employment in an industry that is one of the most difficult to survive in.

I want to give you a brief breakdown of events that took place with me over the past few months. On November 28, 2023 I sent in a email to the OBCCTC stating I was going to be on medical leave from November 29, 2023 for up to 3-6 months.

On November 30, 2023 I received an email from the Deputy Commissioner at OBCCTC, Karm Jauhal stating my Sponsorship Agreement with [REDACTED] was terminated and that my I/O status was changed from "Active" to "Inactive" and that I would remain on the I/O list until status change.

Upon receiving this information the day after my surgery, I immediately placed a call to OBCCTC to inquire about why my Sponsorship Agreement had been cancelled. I had a conversation with Karm and she informed me that my Sponsorship Agreement was cancelled based on the information I had provided to the OBCCTC. I was in disbelief at this point and could not comprehend what had just taken place and immediately went into panic mode. This was a terrible scenario for me and my family as both of my retired parents, including myself had all just been hospitalized over the last month, not to mention also getting fired by your office.

On December 01, 2023 Jetes Lumber Co. Ltd. received an email from the TLS Administrator informing them about the removal of my truck from their TLS Fleet and that my truck was deactivated, also requesting the return of the GPS Locator by December 22, 2023. Subsequently this email was passed onto me and I had to concentrate on what to do next while I was still trying to rehabilitate my body from post surgery.

On December 15, 2023 I emailed the OBCCTC informing them of a return to work timeline which was going to be after the Christmas holidays and to have my Sponsorship Agreement with Jetes Lumber Co. Ltd. reinstated and to change my I/O status to "Active".

On December 18, 2023 I received an email from the OBCCTC requesting a clearance letter from my doctor to return to work and on December 21, 2023 I provided that letter to the OBCCTC.

On January 09, 2024 I received an email from the OBCCTC changing my status to "Eligible" and that I would have 90 days to seek a new sponsorship with a CTS Licensee as of January 15, 2024.

On January 23, 2024 I signed a new Sponsorship Agreement AGAIN with Jetes Lumber Co. Ltd.

On January 26, 2024 Jetes Lumber Co. Ltd. received an email from the TLS Administrator approving my I/O application.

On February 02, 2024 Jetes Lumber Co. Ltd. received an email requiring all approved "I/O's" to have a new Tag installed on their trucks.

On February 03, 2024 at the Delta Truck Staging Facility I got the new Tag installed.

On February 07, 2024 at the Delta Truck Staging Facility I had a GPS Locator reinstalled.

So after going through everything as mentioned in this timeline of events, I'm finally back to square one. I hope this paints a picture for you to understand that all of this could and should have been avoided and **NEVER** taken place to begin with.

I have been compliant with everything that we are governed to abide by in our sector of this industry. Over the last decade there was a Rolling Truck Age Program introduced by the Vancouver Fraser Port Authority where I was forced to buy a truck in 2021 that met the truck age requirements. As of February 2023 its no longer required. I had to sell off my assets in order to make this purchase which cost me \$70K, totally unnecessary.

There are many areas of concern within the Container Trucking Act and Regulation that need immediate attention, these are just few the things that need overhauling:

- 1) SPONSORSHIP AGREEMENT
- 2) TAGS
- 3) I E O' S
- 4) STAKEHOLDERS
- 5) HOUSEKEEPING

I believe before taking two steps forward we need to take two steps back. I have some suggestions that I feel will be beneficial to all parties involved. I would like to thank you for taking the time to go over my submission and I look forward to the opportunity in having some productive consultation meetings with you in person in March later this year. I have one request if you could slate me in for the first round of meetings, that would be appreciated.

Sincerely yours,

A solid black rectangular box used to redact the signature of the sender.