



RATE REVIEW CONSULTATION REPORT

APRIL 2025



OFFICE OF THE
BRITISH COLUMBIA CONTAINER
TRUCKING COMMISSIONER

Table of Contents

Introduction.....	3
What We Heard.....	3
Consultation Response.....	5
Conclusion	6
Table-1	8
Table-2	8
Table-3	8
Table-4	9
Table-5	10
Appendix A	11
Appendix B.....	12

Introduction

The Commissioner has the authority under the *Container Trucking Act* (“Act”) and the *Container Trucking Regulation* (“Regulation”) to set minimum rates that licensees must pay truckers performing specified container trucking services. Minimum rates have been adjusted after consultation since the Container Trucking Commissioner has been responsible for setting them.

In April 2023, the OBCCTC released its [2023 Rate Review Consultation Report](#) (“2023 Rate Report”) after extensive consultation with the container trucking industry on proposed rate revisions. This 2025 Rate Review Consultation Report considers and builds upon the 2023 Rate Report.

As part of the 2023 Rate Report, I agreed with industry that another rate review should be undertaken within 30 months to ensure that the Minimum Regulated Rates (“MRR”) continued to provide stability and to enable the drayage sector to remain competitive.

In March 2025, the OBCCTC released its [2025 Rate Review Recommendation Report](#) (“2025 Recommendation Report”) which built upon the December 1, 2022, Trucking Compensation Study by Cascadia (“2022 Cascadia Report”) and gathered some more current economic information. Based on my review of the 2022 Cascadia Report and more current economic data I recommended the following:

- 1. Continuing with the MRR rate increases for July 1, 2025, announced in the 2023 Rate Report**
- 2. Adjusting future MRRs starting July 1, 2026, based on the Consumer Price Index (“CPI”)**
- 3. Reviewing the MRR again in 30 months**

The 2025 Recommendation Report was published on March 13, 2025, and interested stakeholders were invited to provide feedback and submissions. The OBCCTC receive submissions from drivers, licensees, and industry associations by the deadline of April 8, 2025.

What We Heard

Many of the submissions tracked those sentiments expressed in response to the previous 2023 Rate Report. The drivers and their associations in the industry support the increases in the MRR and spoke about the day-to-day challenges they face. Some argued that the increases did not go far enough in light of other economic and job comparators in the industry. Licensees and their associations understood the reasons for increases to MRRs but did not support some of the proposals because they either did not account for compensation packages based on incentives currently offered to drivers or did not reflect the economic reality facing business owners or the resulting challenges in the industry as a whole.

It is understandable that submissions would focus on the effects of an increase to the MRR based on a projected nominal increase in the inflation rate. Even though licensees and truckers can and do

negotiate higher rates than the MRR, the research has shown that the MRR is generally the rate paid to drivers since the creation of the *Container Trucking Act* in 2014.¹

Most of the submissions did not seriously challenge the analysis in the 2025 Recommendation Report that the proposals simply keep the MRRs at 2014 levels when adjusted for inflation and simply keep BC drayage drivers in their historic position in comparison to drayage drivers in eastern Canada and the west coast of the United States. Furthermore, most did not challenge the idea that the proposed final wage gap correction in 2025 is sufficient to close the wage gap between company drivers and Independent Operators.

Those advocating for a higher overall MRR provide convincing personal and economic reasons to justify earning more than the MRR. Many of the driver submissions shared anecdotal experiences of increases in their household expenses due to inflation and geopolitical events. In addition, drivers provided copies of Lower Mainland truck driver job postings offering \$40-50 per hour demonstrating the entry level wages for truck drivers are actually higher than the \$28.00 per hour reported in the 2025 Recommendation Report. Finally, one driver association shared its support for the proposals but was concerned that the increased rates did not mean that drivers would earn full-time wages; this association felt that drivers would not be economically secure without also being assured full-time work.

Those submissions generally opposed to the proposals were concerned that current economic indicators do not support the proposed increases and tying future MRR increases to the consumer price index is philosophically and practically the wrong approach. The disparity between the current MRR and the average BC trucker rate of \$28.00 as reported in the 2025 Recommendation Report was raised in support of the argument that the current MRR is either sufficient or too high. Others pointed to the increased health care and benefit costs placed on licensees that are not accounted for when assessing the MRR. One submission used 2017 as a baseline to illustrate that the proposed increases in the MRR are approximately \$2.00 higher when adjusted for inflation than the rates set in 2017. Another submission suggested the recent changes to the temporary foreign worker program (which nearly half of the current licensees are registered to use), and the higher unemployment rate should result in downward pressure on comparable wages and alleviate the need to increase the MRR. Finally, some argued that the CPI measure used to adjust the MRR was too simplistic and did not account for other factors including container volume, recruitment, displacement to other ports, efficiency, transfer of costs down the supply chain, and collective bargaining.

Overall, there was not much disagreement that the MRR should be reviewed regularly to course correct when necessary. Some were concerned that 30-month intervals were too short and the MRR should be reviewed at three-year intervals instead. Others thought that the review should be broader than outlined in the 2022 Cascadia Report.

¹ 2022 Cascadia Report, page 14.

Consultation Response

The fact that the submissions either argued the proposed MRR increases are too high or not high enough indicates that the proposals have found a balance between competing interests. Each submission eloquently explained the day-to-day struggles drivers or licensees are facing, whether it be in their households or businesses. Each submission outlined how changes to the MRR will either alleviate their circumstances or not. At the end of the day, the legislature tasked the Commissioner with setting an MRR to ensure that drivers were properly compensated for the work they perform and to create a level playing field for licensees, so they are not competing against other companies who undercut their shipping rates by paying lower (and unsustainable) wages.

The MRR was originally a negotiated rate that culminated in the signing of the Joint Action Plan that ended the last labour dispute in 2014. Since the introduction of the *Act*, the MRR has been raised from time-to-time after industry consultation. None of the submissions seriously challenged the 2025 Recommendation Report findings that the proposed 2025 MRR is equivalent to the 2014 MRR when adjusted for inflation. In other words, drivers' real wages are effectively the same in 2025 as they were in 2014.

Some of the submissions either challenged or relied on the 2025 Recommendation Report's finding that the average transport trucker in BC earns \$28.00 per hour in 2024 to support an increase or decrease. However, the 2025 Recommendation Report shows that the hourly rates for different comparator jobs in the Lower Mainland range from \$28.00 to \$48.38 per hour². Furthermore, the hourly rate of similar jobs in similar port jurisdictions ranges from \$25.79 to \$41.17 per hour³. I find that the use of "comparator ranges" instead of comparisons to one specific job ensures that the MRR is within a reasonable range compared to similar roles or in the broader job market. The proposed MRR is positioned in the middle of similar comparator ranges used in the Cascadia Report.

I certainly understand that the proposed MRR does not address all the challenges drivers face. However, compensation based on retention, performance, business earnings, and length of service are very specific indices and not easily incorporated into one minimum rate. Rather, more complex compensation models are better left to individual and collective negotiations with licensees. The MRR sets a floor rate that ensures that all drivers are compensated at a minimum for the work they perform and provides drivers with opportunities to build on those rates based on individual and specific circumstances.

Conversely, I understand concerns that the proposals do not adequately address the day-to-day challenges faced by licensees in this industry and the constantly changing external factors. However, the MRR was introduced to counter the ongoing rate undercutting that led to past labour disruptions. While I appreciate that the MRR may not align with some licensees' preferred methods of establishing

² Table 4

³ Table 3

compensation schemes, the reality is the legislature determined a MRR was necessary to avoid the then-consistent rate undercutting. That is not to say that compensation rates above the MRR cannot address the issues raised in the submissions, it just means that licensees cannot fall below the floor set for the industry. I will note that the MRR is inclusive of benefit costs.

The 2025 Recommendation Report conclusion that compensation for BC drayage drivers would remain in its historic position between drayage drivers in eastern Canada and the western United States if the proposals were adopted was not challenged. Neither was the finding that no further wage correction gaps were required after 2025. While there were some limited concerns raised by licensee associations about the effect of the proposed increases on other participants in the supply chain, shippers and other industry stakeholders were invited to provide a submission but did not. I note too that the elimination of the carbon tax on diesel fuel on April 1, 2025, will equate to a decrease in the regulated fuel surcharge and offset the proposed nominal increase in 2025.

While I agree to a certain extent that increasing the MRR by the rate of inflation may not account for other factors including volume of work and changing economic circumstances, I find that adjusting the MRR in accordance with the CPI between review periods is the best available method to provide certainty to the industry and avoid potential spikes. Rate reviews -- including this review -- are not predetermined. They look at a variety of factors beyond inflation and provide an opportunity to course correct when necessary. I think 30-month reviews are sufficient to identify any trends that need to be addressed when considering future MRR adjustments.

Based on the above, I have adopted the proposals as presented in the 2025 Recommendation Report.

Conclusion

It has been approximately 10 years since the introduction of the *Container Trucking Act* and 30 months since the last MRR review. During this period, the OBCCTC has been able to gain insight into the effects of the MRR and identify the appropriate comparators and economic indicators to assist in specific and general increases. The analysis contained in the 2025 Recommendation Report and the subsequent consultation feedback provided valuable information into future rate increases.

What has developed is a relative baseline of the MRR to those within similar industries and those drivers who perform drayage work in other jurisdictions. The proposals in the 2025 Recommendation Report will keep Lower Mainland drayage drivers in the same relative position as their direct counterparts. Regular reviews will continue and will ensure that corrections can be made if the relative position of drivers changes. Industry will be consulted in that event. In the meantime, tying the MRR increases to the CPI brings clarity and certainty to the industry as a whole and removes the need for the dramatic increases that occurred in the past.

I wish to thank all those stakeholders who have provided their time and insight into this consultation. While industry advisors do not always agree they are always aligned in their desire to contribute to the advancement of the sector.

The publication of this consultation report gives stakeholders sufficient notice to meet the required changes set out in the adopted proposals. The appropriate rate orders will be published as required by the *Act* and *Regulation* starting effective July 1, 2025.

A handwritten signature in blue ink, reading "Glen MacInnes". The signature is fluid and cursive, with the first name "Glen" and last name "MacInnes" clearly distinguishable.

Glen MacInnes
Container Trucking Commissioner

Table-1

As first published in the [2023 Rate Review Consultation Report](#), released in April 2023

			Company Drivers And Indirectly Employed Operators				Independent Operators (Hourly)	
Date of Rate Order	CPI Rate		Final Wage Gap Correction Rate/hour	=	Less than 2,340 hours	2,340 hours or more	Less than 2,340 hours	2,340 hours or more
July 1, 2025,	2.6%	+	\$0.75		\$33.85	\$35.29	\$71.54	\$73.51

Table-2

I/O Minimum Call Out	Rate	CPI Increase
July 1, 2028	\$362	2.0%
July 1, 2027	\$355	2.0%
July 1, 2026	\$348	2.0%
July 1, 2025	\$341	2.6%
July 1, 2024	\$332	3.9%
July 1, 2023	\$320	N/A

Table-3

City	2024 Company Container Driver Hourly Rate	Minimum Wage 2024	Percentage difference between company driver rate and minimum wage
Halifax	\$25.79	\$15.20	52%
Montreal	\$25.74	\$15.75	48%
Lower Mainland ⁴	\$32.67	\$17.40	61%
Seattle (Tacoma)*	\$40.96	\$23.35	55%
Los Angeles*	\$41.17	\$22.95	57%

*Converted into Canadian dollars as of February 1, 2025 @ \$1.4346

⁴ MRR for 2024 changed on July 1, 2024. To reflect the two MRR rates in 2024, they were averaged.

Table-4

Occupation in Lower Mainland	2024 Median Hourly Rate ⁵
Longshoreman ⁶	\$48.38
Bus driver ⁷	\$35.00
Heavy Equipment Operator ⁸	\$34.62
Regulated container trucking services company driver⁹	\$32.67
Garbage truck driver ¹⁰	\$30.00
Transport truck driver ¹¹	\$28.00
Tanker driver ¹²	\$28.00

⁵ Lower Mainland Median Rate used from data supplied by B.C. Labour Market Information Office.

⁶ B.C. Labour Market Information Office, derived from 2024 Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/8367/BC>

⁷ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/23334/BC>

⁸ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/15029/BC>

⁹ MRR for 2024 changed on July 1, 2024. To reflect the two MRR rates in 2024, they were averaged.

¹⁰ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/10567/BC>

¹¹ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/10553/BC>

¹² B.C. Labour Market Information Office, derived from Job Bank Wage data: <https://www.nl.jobbank.gc.ca/marketreport/wages-occupation/10549/BC>

Table-5

Similar CPI increases would be made to the trip rates as per the projection below:

MRR Increases based on CPI					
Date	Projected CPI Increase	Company Drivers		Independent Operators	
		Less than 2,340 hours	2,340 hours or more	Less than 2,340 hours	2,340 hours or more
July 1, 2026	2.0%	\$34.53	\$36.00	\$72.97	\$74.98
July 1, 2027	2.0%	\$35.22	\$36.72	\$74.43	\$76.48
July 1, 2028 (subject to review)	2.0%	\$35.92	\$37.45	\$75.92	\$78.01

See Appendix A and B for adjusted on dock and off dock trip rates

Appendix A

ON-DOCK TRIP RATES													
ITEM	Column 1	Column 2	Column 3	Column 4	Column 2	Column 3	Column 4	Column 2	Column 3	Column 4	Column 2	Column 3	Column 4
	Origin/Destination Area	Trip to or from Centerm/ Vanterm	Trip to or from Deltaport	Trip to or from Fraser Surrey Docks	Trip to or from Centerm/ Vanterm	Trip to or from Deltaport	Trip to or from Fraser Surrey Dock	Trip to or from Centerm/ Vanterm	Trip to or from Deltaport	Trip to or from Fraser Surrey Dock	Trip to or from Centerm/ Vanterm	Trip to or from Deltaport	Trip to or from Fraser Surrey Dock
		2.6%	2.6%	2.6%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		July 1, 2025	July 1, 2025	July 1, 2025	July 1, 2026	July 1, 2026	July 1, 2026	July 1, 2027	July 1, 2027	July 1, 2027	July 1, 2028	July 1, 2028	July 1, 2028
1	Abbotsford East	\$271.85	\$271.85	\$238.77	\$277.29	\$277.29	\$243.55	\$282.83	\$282.83	\$248.42	\$288.49	\$288.49	\$253.39
2	Abbotsford West	\$232.19	\$232.19	\$212.38	\$236.84	\$236.84	\$216.63	\$241.57	\$241.57	\$220.96	\$246.41	\$246.41	\$225.38
3	Burnaby North	\$139.36	\$185.78	\$145.93	\$142.15	\$189.49	\$148.85	\$144.99	\$193.28	\$151.82	\$147.89	\$197.15	\$154.86
4	Burnaby South	\$145.93	\$179.10	\$139.36	\$148.85	\$182.68	\$142.15	\$151.82	\$186.33	\$144.99	\$154.86	\$190.06	\$147.89
5	Chilliwack	\$298.31	\$298.31	\$258.69	\$304.28	\$304.28	\$263.86	\$310.36	\$310.36	\$269.14	\$316.57	\$316.57	\$274.52
6	Cloverdale	\$179.10	\$179.10	\$159.29	\$182.68	\$182.68	\$162.47	\$186.33	\$186.33	\$165.72	\$190.06	\$190.06	\$169.04
7	Annacis	\$159.29	\$159.29	\$132.68	\$162.47	\$162.47	\$135.34	\$165.72	\$165.72	\$138.04	\$169.04	\$169.04	\$140.80
8	Delta	\$179.10	\$132.68	\$132.68	\$182.68	\$135.34	\$135.34	\$186.33	\$138.04	\$138.04	\$190.06	\$140.80	\$140.80
9	Tri Cities North	\$165.85	\$199.02	\$159.29	\$169.17	\$203.00	\$162.47	\$172.55	\$207.06	\$165.72	\$176.00	\$211.21	\$169.04
10	Maple Ridge	\$212.38	\$218.95	\$179.10	\$216.63	\$223.33	\$182.68	\$220.96	\$227.79	\$186.33	\$225.38	\$232.35	\$190.06
11	Langley West	\$205.71	\$205.71	\$159.29	\$209.83	\$209.83	\$162.47	\$214.02	\$214.02	\$165.72	\$218.30	\$218.30	\$169.04
12	Langley East	\$218.95	\$218.95	\$179.10	\$223.33	\$223.33	\$182.68	\$227.79	\$227.79	\$186.33	\$232.35	\$232.35	\$190.06
13	Mission	\$245.55	\$252.12	\$218.95	\$250.46	\$257.16	\$223.33	\$255.47	\$262.30	\$227.79	\$260.58	\$267.55	\$232.35
14	New Westminster	\$152.61	\$179.10	\$139.36	\$155.66	\$182.68	\$142.15	\$158.77	\$186.33	\$144.99	\$161.95	\$190.06	\$147.89
15	North Vancouver	\$139.36	\$192.34	\$179.10	\$142.15	\$196.19	\$182.68	\$144.99	\$200.11	\$186.33	\$147.89	\$204.12	\$190.06
16	Pacific Highway	\$218.95	\$179.10	\$159.29	\$223.33	\$182.68	\$162.47	\$227.79	\$186.33	\$165.72	\$232.35	\$190.06	\$169.04
17	Pitt Meadows	\$179.10	\$199.02	\$159.29	\$182.68	\$203.00	\$162.47	\$186.33	\$207.06	\$165.72	\$190.06	\$211.21	\$169.04
18	Port Kells	\$179.10	\$192.34	\$145.93	\$182.68	\$196.19	\$148.85	\$186.33	\$200.11	\$151.82	\$190.06	\$204.12	\$154.86
19	Tri Cities South	\$159.29	\$192.34	\$152.61	\$162.47	\$196.19	\$155.66	\$165.72	\$200.11	\$158.77	\$169.04	\$204.12	\$161.95
20	Richmond North	\$139.36	\$159.29	\$139.36	\$142.15	\$162.47	\$142.15	\$144.99	\$165.72	\$144.99	\$147.89	\$169.04	\$147.89
21	Richmond South	\$145.93	\$145.93	\$139.36	\$148.85	\$148.85	\$142.15	\$151.82	\$151.82	\$144.99	\$154.86	\$154.86	\$147.89
22	Surrey North	\$159.29	\$159.29	\$132.68	\$162.47	\$162.47	\$135.34	\$165.72	\$165.72	\$138.04	\$169.04	\$169.04	\$140.80
23	Surrey Central	\$179.10	\$159.29	\$159.29	\$182.68	\$162.47	\$162.47	\$186.33	\$165.72	\$165.72	\$190.06	\$169.04	\$169.04
24	Vancouver North	\$132.68	\$185.78	\$165.85	\$135.34	\$189.49	\$169.17	\$138.04	\$193.28	\$172.55	\$140.80	\$197.15	\$176.00
25	Vancouver South	\$132.68	\$179.10	\$159.29	\$135.34	\$182.68	\$162.47	\$138.04	\$186.33	\$165.72	\$140.80	\$190.06	\$169.04
26	West Vancouver	\$145.93	\$199.02	\$185.78	\$148.85	\$203.00	\$189.49	\$151.82	\$207.06	\$193.28	\$154.86	\$211.21	\$197.15

Appendix B

OFF-DOCK TRIP RATES for INDEPENDENT OPERATORS - Effective July 1, 2025																										
2.60%																										
Column 1	Column 2																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
A	119	131	194	194	131	166	189	189	194	160	155	142	131	189	207	166	189	166	189	200	194	176	171	207	200	212
B	131	119	176	176	142	149	171	171	176	149	142	131	131	171	189	155	176	155	171	184	176	160	155	189	184	194
C	194	176	119	131	212	142	142	155	136	160	155	166	189	136	136	160	142	142	136	136	142	136	142	131	131	142
D	194	176	131	119	212	142	136	142	136	160	155	160	189	131	136	155	142	142	136	136	142	136	142	131	131	142
E	131	142	212	212	119	176	207	207	212	171	166	155	142	207	224	176	200	184	207	219	212	194	189	224	219	229
F	166	149	142	142	176	119	142	136	149	155	131	136	160	136	155	131	149	131	142	149	149	131	131	155	149	160
G	189	171	142	136	207	142	119	131	149	171	149	155	189	131	142	142	155	142	142	131	136	136	136	142	136	149
H	189	171	155	142	207	136	131	119	155	171	149	155	194	136	149	136	155	142	149	136	131	131	131	149	142	155
I	194	176	136	136	212	149	149	155	119	142	155	160	160	142	149	155	136	149	131	149	155	136	149	149	149	155
J	160	149	160	160	171	155	171	171	142	119	149	155	131	149	166	160	131	155	142	176	176	155	155	166	171	171
K	155	142	155	155	166	131	149	149	155	149	119	131	155	149	166	136	160	131	149	160	155	136	136	160	160	171
L	142	131	166	160	155	136	155	155	160	155	131	119	149	155	171	142	166	136	155	166	160	142	142	166	166	176
M	131	131	189	189	142	160	189	194	160	131	155	149	119	184	200	166	149	160	160	207	200	166	166	207	207	207
N	189	171	136	131	207	136	131	136	142	149	149	155	184	119	142	142	142	136	136	131	136	131	136	136	136	149
O	207	189	136	136	224	155	142	149	149	166	166	171	200	142	119	166	155	155	149	136	142	149	155	131	136	131
P	166	155	160	155	176	131	142	136	155	160	136	142	166	142	166	119	155	142	149	149	142	136	131	160	155	166
Q	189	176	142	142	200	149	155	155	136	131	160	166	149	142	155	155	119	149	136	155	160	142	149	149	155	160
R	166	155	142	142	184	131	142	142	149	155	131	136	160	136	155	142	149	119	142	149	149	131	136	155	149	160
S	189	171	136	136	207	142	142	149	131	142	149	155	160	136	149	149	136	142	119	142	149	131	142	142	142	155
T	200	184	136	136	219	149	131	136	149	176	160	166	207	131	136	149	155	149	142	119	131	136	142	131	131	142
U	194	176	142	142	212	149	136	131	155	176	155	160	200	136	142	142	160	149	149	131	119	136	136	136	136	149
V	176	160	136	136	194	131	136	131	136	155	136	142	166	131	149	136	142	131	131	136	136	119	131	149	142	149
W	171	155	142	142	189	131	136	131	149	155	136	142	166	136	155	131	149	136	142	142	136	131	119	155	149	160
X	207	189	131	131	224	155	142	149	149	166	160	166	207	136	131	160	149	155	142	131	136	149	155	119	119	136
Y	200	184	131	131	219	149	136	142	149	171	160	166	207	136	136	155	155	149	142	131	136	142	149	119	119	142
Z	212	194	142	142	229	160	149	155	155	171	171	176	207	149	131	166	160	160	155	142	149	149	160	136	142	119

OFF-DOCK TRIP RATES for INDEPENDENT OPERATORS - Effective July 1, 2026

2.00%

Column 1	Column 2																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
A	121	134	198	198	134	170	193	193	198	163	158	144	134	193	211	170	193	170	193	204	198	180	175	211	204	217
B	134	121	180	180	144	152	175	175	180	152	144	134	134	175	193	158	180	158	175	187	180	163	158	193	187	198
C	198	180	121	134	217	144	144	158	139	163	158	170	193	139	139	163	144	144	139	139	144	139	144	134	134	144
D	198	180	134	121	217	144	139	144	139	163	158	163	193	134	139	158	144	144	139	139	144	139	144	134	134	144
E	134	144	217	217	121	180	211	211	217	175	170	158	144	211	228	180	204	187	211	223	217	198	193	228	223	233
F	170	152	144	144	180	121	144	139	152	158	134	139	163	139	158	134	152	134	144	152	152	134	134	158	152	163
G	193	175	144	139	211	144	121	134	152	175	152	158	193	134	144	144	158	144	144	134	139	139	139	144	139	152
H	193	175	158	144	211	139	134	121	158	175	152	158	198	139	152	139	158	144	152	139	134	134	134	152	144	158
I	198	180	139	139	217	152	152	158	121	144	158	163	163	144	152	158	139	152	134	152	158	139	152	152	152	158
J	163	152	163	163	175	158	175	175	144	121	152	158	134	152	170	163	134	158	144	180	180	158	158	170	175	175
K	158	144	158	158	170	134	152	152	158	152	121	134	158	152	170	139	163	134	152	163	158	139	139	163	163	175
L	144	134	170	163	158	139	158	158	163	158	134	121	152	158	175	144	170	139	158	170	163	144	144	170	170	180
M	134	134	193	193	144	163	193	198	163	134	158	152	121	187	204	170	152	163	163	211	204	170	170	211	211	211
N	193	175	139	134	211	139	134	139	144	152	152	158	187	121	144	144	144	139	139	134	139	134	139	139	139	152
O	211	193	139	139	228	158	144	152	152	170	170	175	204	144	121	170	158	158	152	139	144	152	158	134	139	134
P	170	158	163	158	180	134	144	139	158	163	139	144	170	144	170	121	158	144	152	152	144	139	134	163	158	170
Q	193	180	144	144	204	152	158	158	139	134	163	170	152	144	158	158	121	152	139	158	163	144	152	152	158	163
R	170	158	144	144	187	134	144	144	152	158	134	139	163	139	158	144	152	121	144	152	152	134	139	158	152	163
S	193	175	139	139	211	144	144	152	134	144	152	158	163	139	152	152	139	144	121	144	152	134	144	144	144	158
T	204	187	139	139	223	152	134	139	152	180	163	170	211	134	139	152	158	152	144	121	134	139	144	134	134	144
U	198	180	144	144	217	152	139	134	158	180	158	163	204	139	144	144	163	152	152	134	121	139	139	139	139	152
V	180	163	139	139	198	134	139	134	139	158	139	144	170	134	152	139	144	134	134	139	139	121	134	152	144	152
W	175	158	144	144	193	134	139	134	152	158	139	144	170	139	158	134	152	139	144	144	139	134	121	158	152	163
X	211	193	134	134	228	158	144	152	152	170	163	170	211	139	134	163	152	158	144	134	139	152	158	121	121	139
Y	204	187	134	134	223	152	139	144	152	175	163	170	211	139	139	158	158	152	144	134	139	144	152	121	121	144
Z	217	198	144	144	233	163	152	158	158	175	175	180	211	152	134	170	163	163	158	144	152	152	163	139	144	121

OFF-DOCK TRIP RATES for INDEPENDENT OPERATORS - Effective July 1, 2027

2.00%

Column 1	Column 2																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
A	124	137	202	202	137	173	196	196	202	167	161	147	137	196	216	173	196	173	196	208	202	184	178	216	208	221
B	137	124	184	184	147	155	178	178	184	155	147	137	137	178	196	161	184	161	178	191	184	167	161	196	191	202
C	202	184	124	137	221	147	147	161	142	167	161	173	196	142	142	167	147	147	142	142	147	142	147	137	137	147
D	202	184	137	124	221	147	142	147	142	167	161	167	196	137	142	161	147	147	142	142	147	142	147	137	137	147
E	137	147	221	221	124	184	216	216	221	178	173	161	147	216	233	184	208	191	216	227	221	202	196	233	227	238
F	173	155	147	147	184	124	147	142	155	161	137	142	167	142	161	137	155	137	147	155	155	137	137	161	155	167
G	196	178	147	142	216	147	124	137	155	178	155	161	196	137	147	147	161	147	147	137	142	142	142	147	142	155
H	196	178	161	147	216	142	137	124	161	178	155	161	202	142	155	142	161	147	155	142	137	137	137	155	147	161
I	202	184	142	142	221	155	155	161	124	147	161	167	167	147	155	161	142	155	137	155	161	142	155	155	155	161
J	167	155	167	167	178	161	178	178	147	124	155	161	137	155	173	167	137	161	147	184	184	161	161	173	178	178
K	161	147	161	161	173	137	155	155	161	155	124	137	161	155	173	142	167	137	155	167	161	142	142	167	167	178
L	147	137	173	167	161	142	161	161	167	161	137	124	155	161	178	147	173	142	161	173	167	147	147	173	173	184
M	137	137	196	196	147	167	196	202	167	137	161	155	124	191	208	173	155	167	167	216	208	173	173	216	216	216
N	196	178	142	137	216	142	137	142	147	155	155	161	191	124	147	147	147	142	142	137	142	137	142	142	142	155
O	216	196	142	142	233	161	147	155	155	173	173	178	208	147	124	173	161	161	155	142	147	155	161	137	142	137
P	173	161	167	161	184	137	147	142	161	167	142	147	173	147	173	124	161	147	155	155	147	142	137	167	161	173
Q	196	184	147	147	208	155	161	161	142	137	167	173	155	147	161	161	124	155	142	161	167	147	155	155	161	167
R	173	161	147	147	191	137	147	147	155	161	137	142	167	142	161	147	155	124	147	155	155	137	142	161	155	167
S	196	178	142	142	216	147	147	155	137	147	155	161	167	142	155	155	142	147	124	147	155	137	147	147	147	161
T	208	191	142	142	227	155	137	142	155	184	167	173	216	137	142	155	161	155	147	124	137	142	147	137	137	147
U	202	184	147	147	221	155	142	137	161	184	161	167	208	142	147	147	167	155	155	137	124	142	142	142	142	155
V	184	167	142	142	202	137	142	137	142	161	142	147	173	137	155	142	147	137	137	142	142	124	137	155	147	155
W	178	161	147	147	196	137	142	137	155	161	142	147	173	142	161	137	155	142	147	147	142	137	124	161	155	167
X	216	196	137	137	233	161	147	155	155	173	167	173	216	142	137	167	155	161	147	137	142	155	161	124	124	142
Y	208	191	137	137	227	155	142	147	155	178	167	173	216	142	142	161	161	155	147	137	142	147	155	124	124	147
Z	221	202	147	147	238	167	155	161	161	178	178	184	216	155	137	173	167	167	161	147	155	155	167	142	147	124

OFF-DOCK TRIP RATES for INDEPENDENT OPERATORS - Effective July 1, 2028**2.00%**

Column 1	Column 2																									
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
A	126	139	206	206	139	176	200	200	206	170	164	150	139	200	220	176	200	176	200	212	206	187	182	220	212	225
B	139	126	187	187	150	158	182	182	187	158	150	139	139	182	200	164	187	164	182	195	187	170	164	200	195	206
C	206	187	126	139	225	150	150	164	145	170	164	176	200	145	145	170	150	150	145	145	150	145	150	139	139	150
D	206	187	139	126	225	150	145	150	145	170	164	170	200	139	145	164	150	150	145	145	150	145	150	139	139	150
E	139	150	225	225	126	187	220	220	225	182	176	164	150	220	237	187	212	195	220	232	225	206	200	237	232	243
F	176	158	150	150	187	126	150	145	158	164	139	145	170	145	164	139	158	139	150	158	158	139	139	164	158	170
G	200	182	150	145	220	150	126	139	158	182	158	164	200	139	150	150	164	150	150	139	145	145	145	150	145	158
H	200	182	164	150	220	145	139	126	164	182	158	164	206	145	158	145	164	150	158	145	139	139	139	158	150	164
I	206	187	145	145	225	158	158	164	126	150	164	170	170	150	158	164	145	158	139	158	164	145	158	158	158	164
J	170	158	170	170	182	164	182	182	150	126	158	164	139	158	176	170	139	164	150	187	187	164	164	176	182	182
K	164	150	164	164	176	139	158	158	164	158	126	139	164	158	176	145	170	139	158	170	164	145	145	170	170	182
L	150	139	176	170	164	145	164	164	170	164	139	126	158	164	182	150	176	145	164	176	170	150	150	176	176	187
M	139	139	200	200	150	170	200	206	170	139	164	158	126	195	212	176	158	170	170	220	212	176	176	220	220	220
N	200	182	145	139	220	145	139	145	150	158	158	164	195	126	150	150	150	145	145	139	145	139	145	145	145	158
O	220	200	145	145	237	164	150	158	158	176	176	182	212	150	126	176	164	164	158	145	150	158	164	139	145	139
P	176	164	170	164	187	139	150	145	164	170	145	150	176	150	176	126	164	150	158	158	150	145	139	170	164	176
Q	200	187	150	150	212	158	164	164	145	139	170	176	158	150	164	164	126	158	145	164	170	150	158	158	164	170
R	176	164	150	150	195	139	150	150	158	164	139	145	170	145	164	150	158	126	150	158	158	139	145	164	158	170
S	200	182	145	145	220	150	150	158	139	150	158	164	170	145	158	158	145	150	126	150	158	139	150	150	150	164
T	212	195	145	145	232	158	139	145	158	187	170	176	220	139	145	158	164	158	150	126	139	145	150	139	139	150
U	206	187	150	150	225	158	145	139	164	187	164	170	212	145	150	150	170	158	158	139	126	145	145	145	145	158
V	187	170	145	145	206	139	145	139	145	164	145	150	176	139	158	145	150	139	139	145	145	126	139	158	150	158
W	182	164	150	150	200	139	145	139	158	164	145	150	176	145	164	139	158	145	150	150	145	139	126	164	158	170
X	220	200	139	139	237	164	150	158	158	176	170	176	220	145	139	170	158	164	150	139	145	158	164	126	126	145
Y	212	195	139	139	232	158	145	150	158	182	170	176	220	145	145	164	164	158	150	139	145	150	158	126	126	150
Z	225	206	150	150	243	170	158	164	164	182	182	187	220	158	139	176	170	170	164	150	158	158	170	145	150	126

