



OFFICE OF THE
BRITISH COLUMBIA CONTAINER
TRUCKING COMMISSIONER

Rate Review Recommendation Report

March 2025



OFFICE OF THE BRITISH COLUMBIA CONTAINER TRUCKING COMMISSIONER

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Introduction

The Commissioner has the authority under the Container Trucking Act and the Container Trucking Regulation to set minimum rates that licensees must pay truckers performing specified container trucking services to or on behalf of licensees. Since the creation of the Office of the BC Container Trucking Commissioner (“OBCCTC”), minimum rates have been adjusted after consultation.

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

The main findings of the 2023 Rate Report with respect to minimum regulated rates (“MRR”) were:

- MRRs for Directly Employed Operators (“company drivers”) and indirectly employed operators (“IEOs”) had not kept up with the rate of inflation (based on the consumer price index or “CPI”), resulting in a significant wage gap between company drivers/IEOs and hourly rate Independent Operators (“I/Os”), who had seen both increases to their hourly rate and the introduction of the Position Movement Rate (“PMR”).
- Trip rates for I/Os had remained stagnant and had not been adjusted (based on the CPI).
- Some licensees were not paying the Employment Standards Act overtime rates owed to their company drivers.
- Historically, corrections to the MRR had been made after years of stagnation and industry/licensees often did not have enough time to adjust to what seemed like dramatic increases.

As a result of the findings in the 2023 Rate Report, the Commissioner introduced the following changes to the Rate Order:

- A wage gap correction of \$2.50 an hour over three years (2023: \$1.00/hour; 2024: \$0.75/hour; 2025: \$0.75/hour) for company drivers and IEOs to restore their MRR to 2014 purchasing power and close the wage gap with hourly rate I/Os (effective July 1, 2023).
- Annual increases to the MRRs, including trip rates, for all drivers adjusted based on the previous year’s average annual CPI to avoid unpredictable spikes in wages (also effective July 1, 2023).
- An OBCCTC overtime rate for company drivers and IEOs working more than 9 hours in a day and 45 hours in a work week (effective May 1, 2023).

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 MRRs continued to provide stability and to enable the drayage sector to remain competitive.

As part of that commitment, I have reviewed the findings of the December 1, 2022 Trucking Compensation Study by Cascadia (“Cascadia Report”) that helped inform the 2023 Rate Report and have gathered some current economic information (summarized below). Based on my review of the Cascadia Report and the

new economic information, I have provided some recommendations for proceeding forward over the next 30 months. It is important that those in the Lower Mainland's drayage sector have the opportunity to review and make submissions on the below in advance of the July 1, 2025 Rate Order.

Background

The following chart shows the progression of the MRR for company drivers, IEOs and I/Os paid hourly since the introduction of the *Container Trucking Act*.

Table-1

| | Company Drivers and IEOs | | Independent Operators (Hourly) | |
|---------------------------|--------------------------|---------------------|--------------------------------|---------------------|
| | Less than 2,340 hours | 2,340 hours or more | Less than 2,340 hours | 2,340 hours or more |
| July 1, 2024 | \$32.26 | \$33.66 | \$69.73 | \$71.65 |
| July 1, 2023 | \$30.33 | \$31.67 | \$67.86 | \$69.41 |
| July 1, 2022 | \$27.62 | \$28.88 | \$63.48 | \$64.93 |
| July 1, 2021 | \$26.30 | \$27.50 | \$57.71 | \$59.03 |
| July 1, 2020 | \$26.30 | \$27.50 | \$57.71 | \$59.03 |
| July 1, 2019 | \$26.30 | \$27.50 | \$52.46 | \$53.66 |
| June 1, 2018 | \$25.78 | \$26.96 | \$51.43 | \$52.61 |
| May 14, 2017 | \$25.13 | \$26.28 | \$50.13 | \$51.28 |
| May 14, 2016 | \$25.13 | \$26.28 | \$50.13 | \$51.28 |
| May 14, 2015 ¹ | \$25.13 | \$26.28 | \$50.13 | \$51.28 |
| April 3, 2014 | \$25.13 | \$26.28 | \$50.13 | \$51.28 |

Company Drivers and IEOs

The 2023 Rate Report announced that a percentage rate increase, and the third of three wage rate adjustments, would both become effective July 1, 2025, in order to ensure the MRR for company drivers and IEOs kept up with the rate of inflation based on the CPI.

The 2024 British Columbia CPI average annual rate increase was 2.6 %.² The chart below reflects the MRRs with a 2.6% increase, along with the final wage gap correction of \$0.75 per hour, for company drivers and IEOs. This rate increase is scheduled to go into effect on July 1, 2025, subject to any changes resulting from this consultation.

¹ This rate was retroactive to April 3, 2014

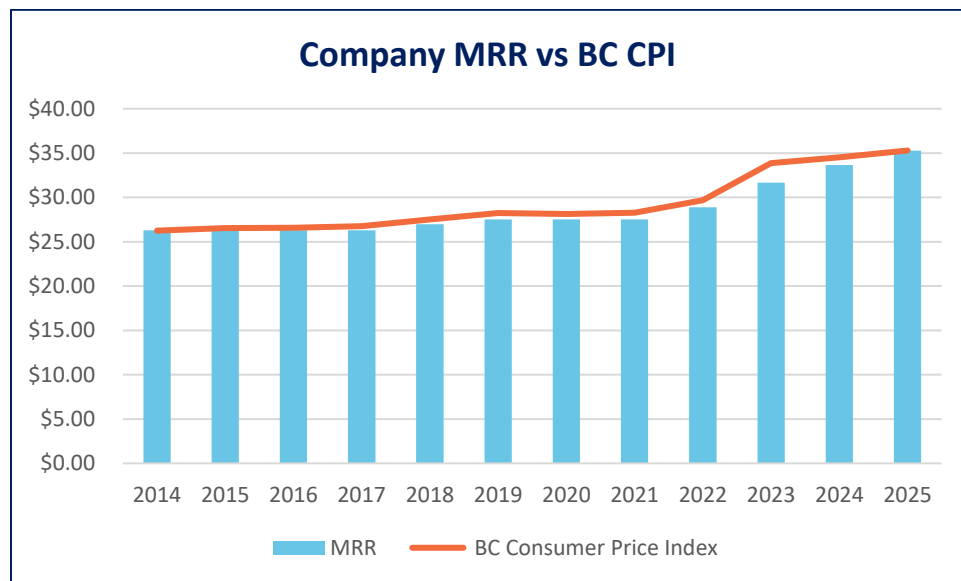
² BC Stats (12-month annual average on December 31, 2024)

Table-2

| | | | 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 |

In 2024, the MRR for company drivers and IEOs was still slightly below the original MRR for container trucking services work in 2014 after adjusting for inflation. The wage correction scheduled for July 1, 2025, will bring the 2025 MRR rate on par with the original MRR rate when adjusted for inflation, as shown below:

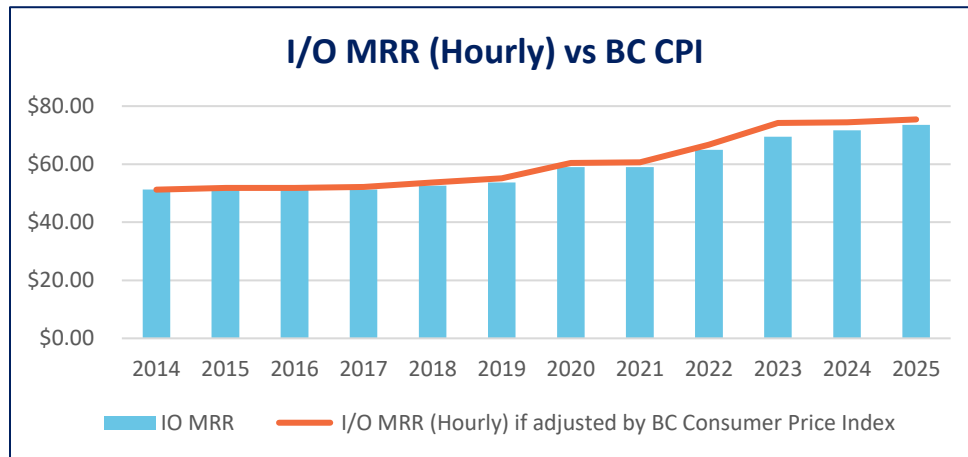
Graph-1



Independent Operators (Hourly)

Adjusting for inflation, the MRR for hourly I/Os in 2024 was slightly below the same for container trucking services work in 2014. Adjusting the MRR for hourly I/Os based on the CPI brings the MRR for hourly I/Os back to 2014 levels:

Graph-2



Independent Operator Trip Rates

Trip rates are harder to compare over time given the specific rate changes within zones and the changes to the zone boundaries. There is general agreement within the industry that I/O trip rates have remained relatively stagnant and that most of the increases to I/O compensation have been the result of the introduction of the PMR in 2020. In 2023, I/O trip rates were adjusted across the board to the rate of inflation, and they will again be adjusted to the rate of inflation (2.6%) on July 1, 2025.

See Appendix A and B

I/O Minimum Call Out Rate

The minimum call out rate for I/Os paid according to the trip rate, projected to be adjusted to the BC CPI as follows:

Table-3

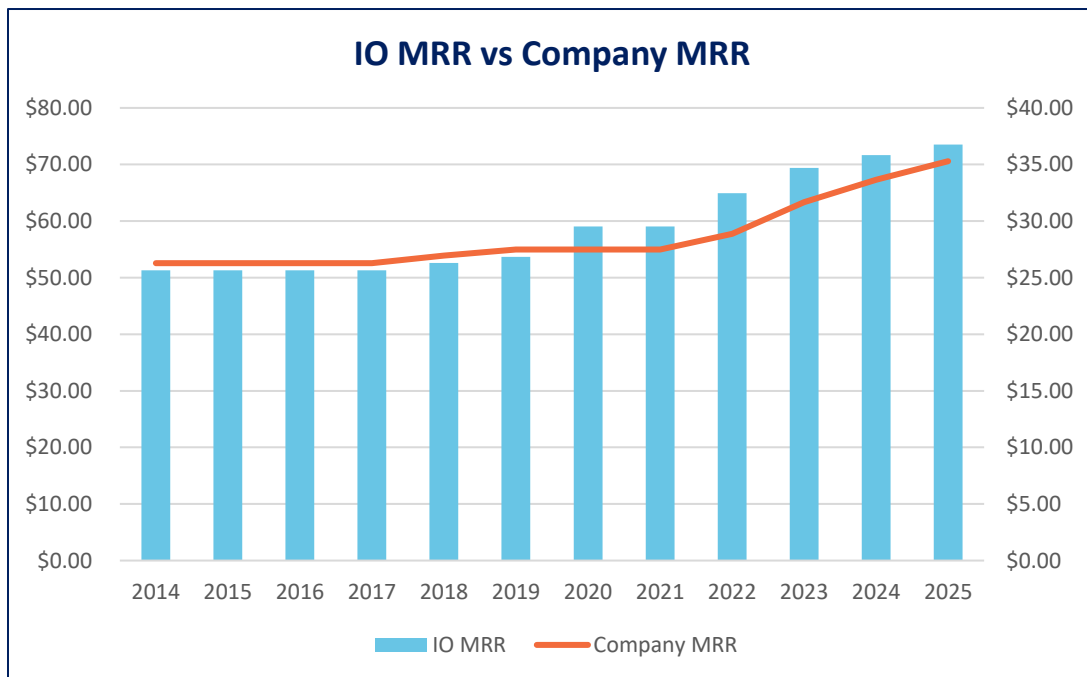
| I/O Minimum Call Out | Rate | CPI Increase |
|----------------------|--------------|--------------|
| July 1, 2028 | \$362 | 2.0% |
| July 1, 2027 | \$355 | 2.0% |
| July 1, 2026 | \$348 | 2.0% |
| July 1, 2025 | \$341 | 2.6% |
| July 1, 2024 | \$332 | 3.9% |
| July 1, 2023 | \$320 | N/A |

Wage Gap Correction

In 2014, there was an initial difference between the MRR for company drivers and for I/Os paid hourly. This initial difference can be justified because the MRR for I/Os covers the expenses of owning and running a truck, which are not borne by company drivers.

However, as shown in the chart below, because of the uneven increases in the MRRs since 2014, the wage gap rates difference between company drivers and I/Os had grown starting in 2020. This growing difference essentially lowered the MRR for company drivers and incentivized drivers to become I/Os. It has also incentivized licensees to prefer company drivers for their lower labour costs. The wage gap correction for company drivers and IEOs was meant to reverse this growing gap and the problems it was creating. The effect of the three-year wage gap correction has reduced the gap from starting in 2023 to where it is in 2025.³ The proposed annual increases to the overall MRR would keep the percentage difference between the two rates stable.

Graph-3



³ Based on rates for 2,340 hours or more

Job Comparators

Similar Jobs in Other Jurisdictions

Building off some of the comparators used in the Cascadia Report, I have compiled a list of current company driver drayage rates (\$CAD/hour) across jurisdictions:⁴

Table-4

| 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 ⁵ | \$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

Similar to the findings in the Cascadia Report, company drivers in the Lower Mainland remain positioned between their counterparts in Canada and the western United States.

It is often difficult to compare similar jobs in different economies. One barometer is the spread between minimum wage and the rate paid to (here) company drivers in a given jurisdiction. As shown in the table above, company drivers in the Lower Mainland have a higher spread than their Canadian counterparts but are on par with the drivers on the west coast of the United States.

Similar Job Types within the Lower Mainland

Building off some of the comparators used in the Cascadia Report, I have compiled a list of rates from similar jobs (\$CAD/hour) within the Lower Mainland:

⁴ Averages taken from aggregate rates where available listed at ZipRecruiter.com, Indeed.ca, Talent.com, and Salary.com and Job Bank Canada

⁵ MRR for 2024 changed on July 1, 2024. To reflect the two MRR rates in 2024, they were averaged.

Table-5

| Occupation in Lower Mainland | 2024 Median Hourly Rate ⁶ |
|--|--------------------------------------|
| Longshoreman ⁷ | \$48.38 |
| Bus driver ⁸ | \$35.00 |
| Heavy Equipment Operator ⁹ | \$34.62 |
| Regulated container trucking services company driver¹⁰ | \$32.67 |
| Garbage truck driver ¹¹ | \$30.00 |
| Transport truck driver ¹² | \$28.00 |
| Tanker driver ¹³ | \$28.00 |

Similar to the findings in the Cascadia Report, the updated analysis shows that company drivers in the regulated drayage sector remain in the middle of the similar comparators in the Lower Mainland.

Projected Rate of Inflation over the next 3 years

The Bank of Canada expects the CPI to stabilize at 2.0% annually between 2025 and 2026¹⁴ and TD Bank economists¹⁵ expect that trend to continue to 2028.

Without any further wage gap corrections and presuming an adjustment of wages based only on the previous year's average annual CPI (similar to the rate increases to BC's minimum wage), the following projections can be made for the MRR:

⁶ Lower Mainland Median Rate used from data supplied by B.C. Labour Market Information Office.

⁷ B.C. Labour Market Information Office, derived from 2024 Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/8367/BC>

⁸ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/23334/BC>

⁹ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/15029/BC>

¹⁰ MRR for 2024 changed on July 1, 2024. To reflect the two MRR rates in 2024, they were averaged.

¹¹ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/10567/BC>

¹² B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/10553/BC>

¹³ B.C. Labour Market Information Office, derived from Job Bank Wage data: <https://www.nl.jobbank.gc.ca/marketreport/wages-occupation/10549/BC>

¹⁴ www.bankofcanada.ca/wp-content/uploads/2025/01/mpr-2025-01-29.pdf

¹⁵ <https://economics.td.com/ca-long-term-forecast>

Table-6

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

| MRR Increases based on CPI | | | | | |
|-------------------------------------|-------------------------------|------------------------------|----------------------------|------------------------------|----------------------------|
| | | Company Drivers | | Independent Operators | |
| Date | Projected CPI Increase | 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

Job Market

According to a Statistics Canada 2024 report,¹⁶ there has been a decrease in the number of job vacancies in the trucking industry overall since 2022, but about one in three vacancies advertised were unfilled for 90 days or more. The report goes on to say demand in the transportation and warehouse sector remains strong and notes that the average wage increase for truckers in Canada, from \$24.05 in 2021 to \$27.10 in 2024, may have been meant to attract more drivers to meet the demand.

The Labour Market Information Office¹⁷ identifies employment prospects for transport truck drivers between 2024 and 2026 as “good” based on the following:

- Employment growth will lead to a moderate number of new positions.
- Several positions will become available due to retirements.
- There are a moderate number of unemployed workers with recent experience in this occupation.

¹⁶ October 21, 2024 Fewer job vacancies for truckers, but demand remains amid supply chain challenges, StatsCan

¹⁷ B.C. Labour Market Information Office, derived from Job Bank Wage data - <https://www.jobbank.gc.ca/marketreport/wages-occupation/10552/BC>

While it is commonly reported that the work/life balance makes a local container trucking services position more desirable than its long-haul counterparts, it cannot be ignored that nearly half of container trucking services licensees rely on temporary foreign workers (“TFW”). A search of the Employment Standards Branch database¹⁸ shows that 31 of the 67 licensees are registered to hire temporary foreign workers. It seems that licensees are hiring TFW as drivers given questions to the OBCCTC about the applicability of the MRR for temporary foreign workers.¹⁹ Given my understanding that the TFW is based on a shortage of available Canadian workers and given the presence of TFWs in the drayage sector, there still appears to be a demand for drivers.

Other indicators of the state of the industry include the demand for CTS Licences and the financial viability of the shipping companies that deliver the containers. The OBCCTC recently received a record number of license applications from trucking companies wanting to move containers to and from Vancouver marine terminals.²⁰ The Vancouver Fraser Port Authority recently received approval to expand Roberts Bank Terminal 2, which it projects will accommodate an additional 2.4 million twenty-foot equivalent container units annually in the Lower Mainland.²¹ Furthermore, the Vancouver Fraser Port Authority has reported an 11% increase in container traffic in 2024.²² Industry analysts report that major shipping companies’ container volumes and revenue reached record levels in 2024.²³

Analysis

Rates paid to company drivers have not changed their relative position in comparison with comparable jobs in the Lower Mainland or in comparison with similar jobs in different jurisdictions since the 2023 Rate Report. While the vacancy rate in Canada has decreased overall, demand for container trucking drivers has remained strong.

The three-year wage rate adjustment for company drivers and IEOs has moved the MRR for these drivers to the MRR set for 2014 when adjusted for inflation. It has also closed the gap between company drivers and I/Os paid hourly, down from 78% to 70%, and closer to its original 66%.

¹⁸ <https://services.labour.gov.bc.ca/TFWRegistrationSearch> is the provincial registry for companies who are a part of the Temporary Foreign Work program.

¹⁹ OBCCTC Industry Bulletin, Rates of Pay for Temporary Foreign Workers Performing Container Trucking Services Information Available to the Commissioner Upon Request, September 26, 2021

²⁰ OBCCTC Bulletin 2024 CTS Licensing Update, December 2, 2024

²¹ <https://www.portvancouver.com/project/roberts-bank-terminal-2>

²² <https://www.portvancouver.com/article/port-vancouver-moves-record-trade-2024-supporting-canada-and-canadians>

²³ <https://www.bnnbloomberg.ca/business/international/2024/09/01/container-carrier-profits-soar-on-record-volumes-higher-rates>; Shi, Katherine (2024, October 9) Cosco Shipping profits up 67% in first nine months of 2024, *Seatrade Maritime News*; Knowler, Greg (2024, December 27) Continued volatility to keep container line profits on course in 2025, *S&P Journal of Commerce*

Nothing in my data review indicates that the current rates have shifted Lower Mainland container trucking drivers from their position between their Canadian and western US counterparts. Nothing in my data review suggests that the current rates have dramatically outpaced the hourly rates for comparable jobs in the Lower Mainland.

Given the modest CPI rate increases projected over the next few years, the benefits of certainty and gradual increases are to be preferred over a lengthy period of frozen wages followed by sudden and dramatic increases.

The wage gap correction has narrowed the gap between company drivers and I/Os and the percentage difference will remain stable over the next three years, even with projected increases based on CPI only.

Finally, indexing minimum wages to the CPI rate as a policy to combat erosion of minimum rates set by government due to inflation was extensively analyzed and discussed in the BC Fair Wages Commission Report and Recommendations to the Minister of Labour.²⁴ Those same concerns around eroding the minimum rates were addressed in the 2023 Report, because the initial MRRs (set first by the Lieutenant Governor in Council and then by the Commissioner) had not kept up with inflation in the case of company drivers and IEOs.²⁵ As the rates set by the Commissioner are only minimum rates, it is important to ensure that they are not eroded by future inflationary increases.

Conclusion

The drayage sector has been impacted by recent labour disputes at the ports and the current uncertainty surrounding the implementation of US tariffs is causing some concern. The 30-month rate review anticipated in the 2023 Report provides an opportunity to assess the current MRRs. While there may always be some uncertainty, the forecasted continuing demand for drivers (and the current reliance on TFWs) along with the proposed adjustments to the MRRs will maintain the relative position of drivers in comparison to similar jobs in the Lower Mainland and in Canada and the western United States.

While there may be a temptation to retreat from any MRR increases at this time, it cannot be forgotten that these adjustments allow drivers to cover their increased costs due to inflation and avoid the instability that comes from undercutting rates to get ahead. At the same time, continuing MRR adjustments based on the average annual CPI index will protect licensees from large and unanticipated payroll increases.

Proposals

²⁴ Transition to a \$15 Minimum Wage and Subsequent Increase: BC Fair Wages Commission Report and recommendations to the Minister of Labour. Cohen, M.G., Limpright, I., & Peacock, K. (2018). British Columbia Fair Wages Commission, 1-67

²⁵ Section 3.6 of the Cascadia Report attached to the 2023 Report

Based on the above, I make the following proposals:

1. Continuing with the MRR rate increases for July 1, 2025, as announced in the 2023 Report

Given that the 2024 MRR is approximately the same as the 2014 MRR when adjusted for inflation, and in light of the now-smaller compensation gap between company drivers and I/Os, it seems appropriate to proceed with the proposed increases for company (Table 2) and IEOs announced in 2023 (Appendix A and B - July 1, 2025). The increases based on the CPI rate to I/Os (hourly and trip rates including minimum call out rates) will also help I/Os and company drivers ensure that they can meet increasing costs.

2. Adjusting future MRRs starting July 1, 2026, based on the CPI [Table 3, Table 6, Appendix A and B (2026-2028)]

Given the relative position of regulated container trucking services drivers in the Lower Mainland compared to their Canadian and western US counterparts and given the unnecessary spikes that come without small adjustments to the MRR, continuing with small and predictable adjustments to ensure driver costs are covered, and licensees are not surprised by sudden rate increases for all drivers would likely be beneficial across the industry.

3. Reviewing the MRR again in 30 months

While the economic climate over the last 30 months has not affected the relative position of Lower Mainland container trucking drivers' hourly wages, it is important to consider that certain external events have impacted and may in future impact the container trucking services sector in other ways. It is important to adjust where appropriate and the 30-month review therefore appears to be a prudent process.

Next Steps

Invitation for submissions on proposals

The OBCCTC will accept submissions from interested parties on the proposals until April 8, 2025. I will review and consider the submissions before publishing the July 1, 2025 Rate Order.



Glen MacInnes
Container Trucking Commissioner

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 - July 1, 2024 (Current) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 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 | 116 | 128 | 189 | 189 | 128 | 162 | 184 | 184 | 189 | 156 | 151 | 138 | 128 | 184 | 202 | 162 | 184 | 162 | 184 | 195 | 189 | 172 | 167 | 202 | 195 | 207 |
| B | 128 | 116 | 172 | 172 | 138 | 145 | 167 | 167 | 172 | 145 | 138 | 128 | 128 | 167 | 184 | 151 | 172 | 151 | 167 | 179 | 172 | 156 | 151 | 184 | 179 | 189 |
| C | 189 | 172 | 116 | 128 | 207 | 138 | 138 | 151 | 133 | 156 | 151 | 162 | 184 | 133 | 133 | 156 | 138 | 138 | 133 | 133 | 138 | 133 | 138 | 128 | 128 | 138 |
| D | 189 | 172 | 128 | 116 | 207 | 138 | 133 | 138 | 133 | 156 | 151 | 156 | 184 | 128 | 133 | 151 | 138 | 138 | 133 | 133 | 138 | 133 | 138 | 128 | 128 | 138 |
| E | 128 | 138 | 207 | 207 | 116 | 172 | 202 | 202 | 207 | 167 | 162 | 151 | 138 | 202 | 218 | 172 | 195 | 179 | 202 | 213 | 207 | 189 | 184 | 218 | 213 | 223 |
| F | 162 | 145 | 138 | 138 | 172 | 116 | 138 | 133 | 145 | 151 | 128 | 133 | 156 | 133 | 151 | 128 | 145 | 128 | 138 | 145 | 145 | 128 | 128 | 151 | 145 | 156 |
| G | 184 | 167 | 138 | 133 | 202 | 138 | 116 | 128 | 145 | 167 | 145 | 151 | 184 | 128 | 138 | 138 | 151 | 138 | 138 | 128 | 133 | 133 | 133 | 138 | 133 | 145 |
| H | 184 | 167 | 151 | 138 | 202 | 133 | 128 | 116 | 151 | 167 | 145 | 151 | 189 | 133 | 145 | 133 | 151 | 138 | 145 | 133 | 128 | 128 | 128 | 145 | 138 | 151 |
| I | 189 | 172 | 133 | 133 | 207 | 145 | 145 | 151 | 116 | 138 | 151 | 156 | 156 | 138 | 145 | 151 | 133 | 145 | 128 | 145 | 151 | 133 | 145 | 145 | 145 | 151 |
| J | 156 | 145 | 156 | 156 | 167 | 151 | 167 | 167 | 138 | 116 | 145 | 151 | 128 | 145 | 162 | 156 | 128 | 151 | 138 | 172 | 172 | 151 | 151 | 162 | 167 | 167 |
| K | 151 | 138 | 151 | 151 | 162 | 128 | 145 | 145 | 151 | 145 | 116 | 128 | 151 | 145 | 162 | 133 | 156 | 128 | 145 | 156 | 151 | 133 | 133 | 156 | 156 | 167 |
| L | 138 | 128 | 162 | 156 | 151 | 133 | 151 | 151 | 156 | 151 | 128 | 116 | 145 | 151 | 167 | 138 | 162 | 133 | 151 | 162 | 156 | 138 | 138 | 162 | 162 | 172 |
| M | 128 | 128 | 184 | 184 | 138 | 156 | 184 | 189 | 156 | 128 | 151 | 145 | 116 | 179 | 195 | 162 | 145 | 156 | 156 | 202 | 195 | 162 | 162 | 202 | 202 | 202 |
| N | 184 | 167 | 133 | 128 | 202 | 133 | 128 | 133 | 138 | 145 | 145 | 151 | 179 | 116 | 138 | 138 | 138 | 133 | 133 | 128 | 133 | 128 | 133 | 133 | 133 | 145 |
| O | 202 | 184 | 133 | 133 | 218 | 151 | 138 | 145 | 145 | 162 | 162 | 167 | 195 | 138 | 116 | 162 | 151 | 151 | 145 | 133 | 138 | 145 | 151 | 128 | 133 | 128 |
| P | 162 | 151 | 156 | 151 | 172 | 128 | 138 | 133 | 151 | 156 | 133 | 138 | 162 | 138 | 162 | 116 | 151 | 138 | 145 | 145 | 138 | 133 | 128 | 156 | 151 | 162 |
| Q | 184 | 172 | 138 | 138 | 195 | 145 | 151 | 151 | 133 | 128 | 156 | 162 | 145 | 138 | 151 | 151 | 116 | 145 | 133 | 151 | 156 | 138 | 145 | 145 | 151 | 156 |
| R | 162 | 151 | 138 | 138 | 179 | 128 | 138 | 138 | 145 | 151 | 128 | 133 | 156 | 133 | 151 | 138 | 145 | 116 | 138 | 145 | 145 | 128 | 133 | 151 | 145 | 156 |
| S | 184 | 167 | 133 | 133 | 202 | 138 | 138 | 145 | 128 | 138 | 145 | 151 | 156 | 133 | 145 | 145 | 133 | 138 | 116 | 138 | 145 | 128 | 138 | 138 | 138 | 151 |
| T | 195 | 179 | 133 | 133 | 213 | 145 | 128 | 133 | 145 | 172 | 156 | 162 | 202 | 128 | 133 | 145 | 151 | 145 | 138 | 116 | 128 | 133 | 138 | 128 | 128 | 138 |
| U | 189 | 172 | 138 | 138 | 207 | 145 | 133 | 128 | 151 | 172 | 151 | 156 | 195 | 133 | 138 | 138 | 156 | 145 | 145 | 128 | 116 | 133 | 133 | 133 | 133 | 145 |
| V | 172 | 156 | 133 | 133 | 189 | 128 | 133 | 128 | 133 | 151 | 133 | 138 | 162 | 128 | 145 | 133 | 138 | 128 | 128 | 133 | 133 | 116 | 128 | 145 | 138 | 145 |
| W | 167 | 151 | 138 | 138 | 184 | 128 | 133 | 128 | 145 | 151 | 133 | 138 | 162 | 133 | 151 | 128 | 145 | 133 | 138 | 138 | 133 | 128 | 116 | 151 | 145 | 156 |
| X | 202 | 184 | 128 | 128 | 218 | 151 | 138 | 145 | 145 | 162 | 156 | 162 | 202 | 133 | 128 | 156 | 145 | 151 | 138 | 128 | 133 | 145 | 151 | 116 | 116 | 133 |
| Y | 195 | 179 | 128 | 128 | 213 | 145 | 133 | 138 | 145 | 167 | 156 | 162 | 202 | 133 | 133 | 151 | 151 | 145 | 138 | 128 | 133 | 138 | 145 | 116 | 116 | 138 |
| Z | 207 | 189 | 138 | 138 | 223 | 156 | 145 | 151 | 151 | 167 | 167 | 172 | 202 | 145 | 128 | 162 | 156 | 156 | 151 | 138 | 145 | 145 | 156 | 133 | 138 | 116 |

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 | 136 | 155 | 155 | 149 | 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 |

