



Industry Advisory Committee (IAC) Meeting Minutes

Tuesday, September 23, 2025

Office of the BC Container Trucking Commissioner

1085 Cambie Street, Vancouver, BC V6B 5L7

9:30am - 11:30am

In Attendance:

Paul Nagra	Unifor
Sharn Gill	Port Transportation Association
Tony Benincasa	Vancouver Fraser Port Authority
Andy Sekhon	Vancouver Fraser Port Authority
Amrik Dhillon	Teamsters Local 31
Gagan Singh	UTA Truckers Society of BC
Gary Brar	BC Trucking Association
Glen MacInnes	OBCCTC, Chair
Karm Jauhal	OBCCTC, Vice Chair
Tarandeep Deol	OBCCTC

Regrets:

Gurinder Pooni	United Container Drivers Association
No Rep Assigned	Shipping Federation of Canada
Bonnie Gee	Chamber of Shipping
Anupam Sandhu	OBCCTC

The meeting was called to order at 9:40am.

1. COMMISSIONER'S UPDATE

A. 2025 Rate Increase

- The Commissioner reported that the 2025 Rate Order came into effect on July 1, 2025. The rates are aligned with the Consumer Price Index (CPI) and will continue along this path for the next two years.
- He acknowledged the value of industry feedback and expressed a desire for more interactive

engagement in future rounds to foster mutual understanding.

B. Judicial Reviews

- The Commissioner noted that to keep the stakeholders updated about Judicial Reviews, the OBCCTC has been issuing updates.
- He confirmed that there are also Human Rights complaints filed by some drivers, including widows and long-term ill individuals, who wish to remain on the I/O list or hire full-time replacement drivers.
- A member asked how many Human Rights complaints have been filed.
 - The Commissioner responded that they are combined cases involving several individuals with similar requests.

C. Audits

- The Commissioner advised that the office was on track for a record number of audits, supported by improved electronic record-keeping.
- Audit timelines have been reduced from two years to six months.
- Some issues include payroll discrepancies and wage statement compliance. The Commissioner emphasized that the *Regulation* is clear, referencing the Vince Ready report and said that penalties are being issued for violations. He said that an Industry Advisory has been issued regarding wage statements.
- A member asked whether audits related to unlicensed trucks are a challenge for the office.
 - The Commissioner responded that decisions have been written, and investigations are ongoing, with support from ConfidenceLine complaints.
- A member asked how many licensees fail to provide records when requested.
 - The Commissioner replied that only one licensee has failed to provide records.
- A member raised concerns about I/Os supporting companies sometimes.
 - The Commissioner acknowledged the concern and emphasized the role of the investigator in such cases.
- A member asked about the Joint Action Plan and whether the office could audit collective agreements instead of companies.
 - The Commissioner responded that the legislation supersedes any collective agreement and that side agreements are not acceptable. Wage statements remain the key focus while determining compliance.

D. Enforcement

- The Commissioner highlighted efforts around the OBCCTC Tag enforcement, noting that while most licensees are compliant, some drivers still operate without decals.
 - A member commented that enforcement sets an example, emphasizing the importance

of compliance.

- A member inquired about the turnaround time for the ConfidenceLine complaints.
 - The Commissioner explained that turnaround time for ConfidenceLine complaints depends on the nature of the complaint. Auditors engage directly with drivers, and that Investigator does field investigations.
- A member asked how many complaints are received on average.
 - The Deputy Commissioner noted that complaint statistics are published in the annual report available on the OBCCTC website.
 - The Commissioner emphasized that ConfidenceLine ensures impartiality and step-by-step updates.

E. Licensee Insurance Bonds

- The Commissioner advised that the OBCCTC has been calling bonds more often with increased enforcement.
- He emphasized that licensees are expected to meet payment deadlines without reminders. If payment is not confirmed, the bond will be called. Licensees must proactively notify the OBCCTC of payment to avoid enforcement.

F. Performance Reviews

- Earlier in Spring this year, the OBCCTC sent out performance review letters to licensees underutilizing their tags. They were given 90 days to improve their tag utilization. The Commissioner said that performances will be reviewed again now and underutilized tags may be taken away and redistributed.
- The Commissioner confirmed that one licence has been cancelled, and another suspended resulting from underutilization of truck tags.
- A member suggested using wages and truck utilization as indicators to determine tag utilization, saying that they are stronger indicators than mileage.
 - The Commissioner agreed, noting that payroll records help validate operational narratives and that long-haul usage of CTS tags is inefficient.
- A member asked whether sample data used in scoring could be shared.
 - The Commissioner confirmed that a scorecard is used, tracking number of trips per truck. The Commissioner further added that all container trips are considered, and payroll records are used to assess driver compensation.
- A member asked how frequently companies share data.
 - The Commissioner responded that data is shared during licensing and through regular performance reviews.
- Another member asked about the timing of the next licensing round and if it would follow the same timeline.

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- The Commissioner confirmed fewer changes this year and a quicker turnaround.
 - The member then asked whether the scoring method from the previous round will be reused.
 - The Commissioner confirmed that it likely will be, and those in compliance will be prioritized.
 - A member asked whether the scoring system accounts for severity of infractions.
 - The Commissioner acknowledged the concern and emphasized that penalties are scaled based on breach severity and repetition.

2. ROUNDTABLE DISCUSSION

- A member asked whether the Tag Management Policy will be updated.
 - The Commissioner responded that before that is undertaken, Human Rights complaints are the immediate challenge. He noted that when the changes are proposed, submissions have been received, and consultations will be held.
- The member asked whether the number of I/Os remains the same.
 - The Commissioner explained that the office is looking at reviewing the system, acknowledging challenges with nominated I/Os switching companies.
- A member asked about overtime for I/Os.
 - The Commissioner explained that Section 24 (2) of the *Container Trucking Regulation* will need modification before the OBCCTC could enforce their overtime.
- The member then noted that I/Os are waiting 4–5 hours and earning less than hourly drivers.
 - The Commissioner responded that short-haul drivers in BC are entitled to overtime after 9 hours and can pursue claims through the Employment Standards Branch or through their unions. He added that the OBCCTC's overtime requirement just adds on the already existing entitlement to overtime in BC.
- A VFPA representative noted delays in scorecards updates and confirmed that April data has been posted, with September updates expected soon.
- A member requested sample data, and stating a specific situation about highway carriers, asked if it was a violation.
 - VFPA confirmed that fleet data, reservation timing, and utilization metrics are available. They explained that long-haul carriers are monitored and audited by VFPA similarly to how OBCCTC audits licensees. They further added that complaints are taken seriously and that they have fines and terminations.
- A member raised concerns about limited hiring flexibility from the I/O list.
 - The Commissioner emphasized the importance of making sure that the I/Os are paid correctly, which is why the office needs to know which all I/Os are working in the industry in order to verify I/O payments and maintaining industry oversight.
- The member questioned the qualifications of I/Os on the list.

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- The Deputy Commissioner clarified that 5 years of industry experience is required.
 - The Commissioner added that OBCCTC takes into account the qualifications for nominations too.
 - A member requested flexibility to convert tags between company tags and I/O tags outside licensing period, suggesting that conversions should be allowed between licensing periods.
 - The Commissioner acknowledged competing interests and confirmed that top-ranked licensees have more options. The Commissioner expressed openness to the idea but emphasized the need to protect I/Os who have invested in equipment.
 - A member noted disparities in container volumes between I/Os and company drivers.
 - The Commissioner confirmed that if an I/O reports insufficient work, the office can look into issuing provisional tags based on evidence.

The Commissioner concluded by acknowledging the challenge of balancing competing interests and encouraged proactive engagement ahead of the 2026 licensing round.

The next IAC meeting is scheduled for December 9, 2025, at 9:30 a.m. and an invitation will be sent in advance with the particulars.

The meeting was adjourned at 11:20 am.