

From: [REDACTED]
To: [Registrar, CTC CTC:EX](#)
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Good Morning OBCCTC,

My name is [REDACTED] and I have been an I/O in the drayage sector since 2003. I 100% agree with what was proposed originally by the OBCCTC and did not have any comments to the original submission request.

I have read through the submission provided by UTA and disagree with their point of view. My major concern here is that UTA has its own unionized arm called K-alliance and how it contradicts what they are talking about in their submissions.

UTA says there should be a fair collective and no undercutting of I/O Rates. However the UTA/K Alliance is a registered union of 3-4 different companies in the drainage sector. All of these companies have close allies or family of UTA leadership working in these companies and the union itself is allowing the use of a hybrid pay system between hourly and trip rates for I/O's and it is jointly supported by the union/UTA since their membership is benefiting.

This is affecting I/O's like us who have been sitting at home and working 1-2 days per week because our company can only choose to pay by trip or hourly, and we can not do Canadian Tire service unless we are working for the hourly I/O' companies. But the UTA/K alliance I/O's are collectively undermining the system by paying trip rates on trips that were done by the trip and classifying them as hourly on paystubs.

I suggest the United truck association to first look inside their alliance union and see how they are themselves undermining the rest of their membership which is not part of these 3-4 companies, because taking the food away from the rest of the I/O's in the industry.

I have sent details through the confidence line showing the inter-link of this and how the hybrid pay system is still running to this date with the support of the UTA/K alliance.