

Port Transportation Association



February 20, 2026

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

VIA: Email registrar@obcctc.ca

Subject: Feedback on Stakeholder Submissions RE 2026 CTS Licence

Dear Commissioner MacInnes,

Thank you for the opportunity to comment on the stakeholder submissions received regarding the January 2026 CTS Licence – Proposed Changes. The Port Transportation Association (PTA) has carefully reviewed the proposals of items outside the current scope of the proposed CTS Licence, and would like to note the following comments for consideration.

The PTA understands the protective nature of the requests by both the United Truckers Association (UTA) and United Container Drivers Association (UCDA) for required hiring from the existing I/O list and a potential company driver list. However, the PTA disagrees with these requests.

The BC drayage industry is a regulated industry, not a closed one. Companies should always be able to hire drivers who are the best fit; prior employment within the industry does not guarantee indefinite employment. Furthermore, if drivers are concerned about the inability to find comparable employment should they be let go from their Licensee company, perhaps the OBCCTC should re-examine the current rate scheme, as the rates have placed dray drivers pay well beyond the BC trucking industry norm.

Additional requests, such as expanding the scope of the CTS Licence or using the tag allocation process to add restrictions or limitations to a Licensee's company policy, hiring procedures, or dispatch practices, feel like an attempt to extend the OBCCTC beyond a regulatory body and into the role of bargaining agent for drivers.

P.O. Box 1791 Parksville, BC V9P 2H6

778-228-0544

administration@ptavancouver.com

<https://ptavancouver.com/>

For transparency and industry purposes, the PTA intends to distribute all content and post all meaningful dialogue on our website, to be viewed by both industry and the public.

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The PTA agrees with UCDA that the 50/50 tag split is inconsistent with industry needs and would like to see tags awarded based on the best reflection of a Licensee's business model and desired tag, rather than imposing unnecessary equality in tag numbers.

We appreciate the opportunity to provide feedback and look forward to continued dialogue among stakeholders in response to the 2026 CTS Licence and application process.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Stefanovic".

Kailee Stefanovic
Port Transportation Association
administration@ptavancouver.com

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