



Industry Advisory Committee (IAC) Meeting Minutes

Tuesday, March 10, 2026

Office of the BC Container Trucking Commissioner

1085 Cambie Street, Vancouver, BC V6B 5L7

9:30am - 11:30am

In Attendance:

Gary Brar	BC Trucking Association
Kailee Stefanovic	Port Transportation Association
Paul Nagra	Unifor
Pawandeep Sandhu	United Container Drivers Association
Gagan Singh	UTA Truckers Society of BC
Andy Sekhon	Vancouver Fraser Port Authority
Amrik Dhillon	Teamsters Local 31
Spencer Neufeld	Ministry of Transportation and Transit
Glen MacInnes	OBCCTC, Chair
Karm Jauhal	OBCCTC, Vice Chair
Anupam Sandhu	OBCCTC
Tarandeep Deol	OBCCTC

Regrets:

No Rep Assigned	Shipping Federation of Canada
Bonnie Gee	Chamber of Shipping

The meeting was called to order at 9:35am.

Request to Electronical Record Meetings

The Commissioner denied a member's written request to electronically record the meeting. The Commissioner noted that the meeting minutes are published on the website and serve as a summary of the dialogue without attribution. The concern was that recording the meeting would hinder the open and frank dialogue if comments were attributed and there may be some notification requirements to the participants under the privacy legislation.

The Commissioner advised that the office will review the use of electronic recording devices and provide an update on this matter in the future.

1. COMMISSIONER'S UPDATE

A. Judicial Review/ Human Rights Code Complaints

- The Commissioner advised that two new Judicial Reviews have been filed since the last meeting. One challenges a decision involving TrasBC Freight Ltd., and the other was brought forward by three licensees, KD Truckline Ltd., TransBC Freightways (2007) Ltd., and Raja Road Rail Services Ltd. who are disputing tag withdrawals that resulted from recent performance reviews. Both matters are still in the early procedural phase, and no hearing dates have been set.
- The Commissioner also reported that two Human Rights complaints previously filed by I/Os regarding the use of permanent Indirectly Employed Operators (IEOs) have now been withdrawn.

B. Audits/ Decisions

- The Commissioner noted that the recent CNTL and Intermodex decisions include important procedural and interpretive guidance on how untagged trucks may be used for container-trucking services and shunt-truck activities.
- He also reported that audit volumes continue to be high. The office is relying heavily on electronic documentation, which has helped speed up review times and improve the reliability of evidence.

C. Enforcement/Investigations - Use of ConfidenceLine

- The Commissioner reported that approximately a dozen investigations are underway.
- The Commissioner emphasized that all complaints must be submitted through the ConfidenceLine system. Using this process ensures proper verification, documentation, and tracking. For privacy reasons and to protect the integrity of investigations, the office does not acknowledge complaints made outside the system. This approach also helps maintain consistent communication with complainants.

D. 2026 Licence Consultation Update - Preliminary

- The Commissioner thanked members for their submissions to the 2026 consultation process. He noted that in the feedback received, some new points were introduced and that he is taking time to review them.

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- He also advised that the final consultation report will be released soon.

2. 2026 CTS LICENCE PROCESS

The Commissioner reviewed several key policy areas that will guide the 2026 licensing process and invited comments from members. He emphasized that stability, fairness, and empirical evidence remain central considerations.

A. Tag Allocation

- The Commissioner advised that the 50/50 allocation of I/O and company tags during the 2024 CTS licence application has remained relatively stable since the beginning of the 2024 licence period based on the monthly updates and leaning towards a similar ratio in 2026. The Commissioner sought feedback on the appropriate allocation for the 2026 CTS licence.
- A member expressed concern regarding large changes in allocation occurring within a single licensing cycle. They noted that such changes can create significant uncertainty for both I/Os and company drivers, potentially resulting in displacement. Therefore, it is best that the tag allocation remains 50/50.
- Another member emphasized that any changes to fleet composition should ideally happen through natural attrition, retirements, and business driven planning rather than sudden administrative shifts. They noted that there is room for both models in the market and that emerging technologies will bring their own challenges. Locking licensees into a single model could be difficult, so the OBCCTC should maintain flexibility.
 - The Commissioner acknowledged these points.

B. Ranking

- The Commissioner discussed the ranking framework used in the previous licensing cycle, which evaluates both years of service and compliance. He confirmed that a ranking system will likely continue, emphasizing that it is designed to acknowledge compliance while maintaining a competitive and fair industry.
- A member asked whether factors related to workplace practices, such as driver retention and treatment of workers (specifically regarding "bullying" or harsh practices), could be incorporated. He noted that consistent, long-term retention can reflect stability and positive management practices.
 - The Commissioner acknowledged the value of these indicators but emphasized that any ranking factor must be objective, non-subjective, and empirical.
- Another member asked if the penalties on the record of enforcement get cleared after a certain period of time, like ICBC points get cleared.

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- The Commissioner clarified that while historical penalties remain on a licensee's record, but their relative impact should be mitigated as the company builds a longer history of compliant performance. This approach should ensure that a growing record of compliance years can outweigh past infractions, supporting a system of long-term improvement.

C. Tag Preference

- The Commissioner addressed the administrative challenges surrounding the secondary tag preference introduced in 2024. He noted that while the option was intended to provide flexibility, some licensees later claimed they were forced to take an alternative they did not want.
- To prevent similar issues going forward, he indicated that applicants will likely be required to apply only for the tag type they genuinely intend to operate.
- Members discussed a range of possible refinements, including:
 - Setting limits on the percentage of tag conversions allowed
 - Longevity of the drivers and I/Os within a company
 - Encouraging conversions to occur naturally over time as drivers retire or move into new roles.
 - Considering safeguards to avoid worker displacement when tag compositions shift
- The Commissioner acknowledged the value of these suggestions, noting that overall driver numbers have remained stable and that some issues are governed by collective agreements.

D. NSC Compliance

- The Commissioner addressed the serious implications of National Safety Code (NSC) suspensions and noted the changes in the 2024 CTS licence requiring licensees to report NSC suspension. He noted that a suspension causes operations to cease immediately, which affects all drivers within a company and the customers who count on a limited number of licensees and should be considered in the next licence application.
- A member shared an example of a situation where the stated cargo height did not match the actual load, or where drivers were given incomplete or inaccurate routing information, saying that these inconsistencies can create safety risks that are outside the control of individual drivers.
- Another member said that they supported using NSC as a vetting tool for new applicants. It was noted that the length of time a company has maintained a valid NSC certificate serves as an objective measure of their operational experience.

E. Tag Growth (%)

- The Commissioner led a review of the growth model used in the 2024 licensing cycle, which provided for a minimum increase of either 3 tags or 10%, whichever was greater. He noted that while approximately 15% of applicants were eligible for this growth cap, the majority did not meet it. He invited the Committee to consider whether the current cap remains appropriate or if it should be adjusted.
- A member noted that a careful balance must be maintained, as there is currently no significant overall growth in the market.
- Another member raised concerns regarding Section 41 of the *Container Trucking Act* and pending legislative changes. They pointed out that unlicensed companies are moving marine containers, creating an uneven playing field for those who have lost or do not hold a licence.
- A member said there should be no discrimination in growth opportunities based on company size (small, medium, or large), as operating costs increase for all categories. They suggested that the OBCCTC should allow for natural growth through market mechanisms, such as acquisitions between companies, rather than growth being solely distributed by the OBCCTC.
- The Commissioner clarified that while a minimum requirement of five tags had been applied in the past, he is not currently utilizing that specific threshold.

F. Orientation for New Entrants

- The Commissioner advised that the office would conduct an online orientation session for new entrants ahead of the licensing period. He indicated that he might extend an invitation to existing licensees to participate as well.
- The session will clarify expectations regarding the type and quality of evidence required in applications. The Commissioner reiterated that empirical evidence, including payroll records and utilization data, forms the basis of all licensing decisions.
- The Commissioner clarified that materials such as yard photos, commonly submitted in past applications, are not considered relevant and should not be included.

3. CORRESPONDENCE RECEIVED

The letters were summarized but not circulated due to confidentiality.

A. ConfidenceLine (February 13, 2026)

- Correspondence inquired about how complaint data is gathered, reviewed, and incorporated into investigations.
 - The member said that the Commissioner addressed these concerns earlier, and no further clarification is required.

B. Complaint Process – Identification of Licensees under investigation and audit (February 17, 2026)

- Correspondence asked that the OBCCTC publicly identify companies currently under investigation or audit on their website.
- The Commissioner reiterated that the office does not generally publicize investigation subjects due to concerns regarding privacy, fairness, and investigative integrity. Once investigations or audits are completed, any finding of a breach is published.
- The Commissioner added that he understands that the complainants naturally want to know that their complaint is being actively worked on, but the complainant should seek updates through ConfidenceLine where updates can be provided.

C. Tag Count Changes (February 18, 2026)

- Correspondence suggested that the monthly updates between December 2024 and January 2025 indicated that company truck tags were reduced at faster rate than I/O truck tags or converted to I/O truck tags.
- The Commissioner drew the committee’s attention to the December 2024-February 2025 monthly reports that noted the distribution of company and I/O tags were based on the courts’ decision to allow two licensees to retain approximately 75 company tags when they were awarded 75 I/O tags on December 1, 2024. The numbers were corrected in March 2025 after the court dismissed the licensee’s application and they were awarded the 75 I/O tags that they originally were granted.
- The Commissioner reiterated that subsequent reductions are attributable to standard performance review processes, licence cancellations, failure to fill vacant truck tags and the reductions were generally even.

D. Annual Report (February 18, 2026)

- Correspondence regarding the items that make up the OBCCTC’s financial summary since its inception. The Commissioner asked for more details from the member who had sent in the correspondence.
 - The member said that the specific request was for the OBCCTC’s rent costs and concerns that the office was located in Vancouver while the OBCCTC does its tag installation in Delta, BC. The member also was seeking a total of the OBCCTC’s legal costs.
- The Commissioner advised that office space is selected through the Ministry and a lease is currently in place. The Commissioner noted that installation sites are selected based on operational practicality, including access to trucks and available space, while the OBCCTC tries to make it convenient for the licensee by traveling to the licensee.
- The Commissioner will review the request for operational costs.

E. Clarification of Rates for new drivers (February 20, 2026)

- Correspondence requested calculation of the 2,340 hour threshold for company drivers and I/Os paid hourly and the difficulty determining the rates for new drivers due to improper records and lack of information.
 - The Commissioner confirmed that the CTS hours performed with any licensee, including long-haul container movements, count toward this total.
 - Each licensee is required to track the number of hours a driver works on their wage statements and provide a copy to the driver.
 - The Commissioner advised that the onus of demonstrating that a driver has worked less than 2,340 hours rests on the licensee who pays the lower minimum regulated rate. If the licensee is uncertain that they can calculate the driver's previous CTS hours, they can decide not to hire the driver at the lower regulated rate to ensure compliance.
 - Another member suggested the OBCCTC also maintain a list of hours worked to ensure compliance.
 - The Commissioner explained that licensees must keep a record of the hours worked and provide to the OBCCTC upon request.

F. Section 24 Nominations & Allocation of I/O Tags (February 25, 2026)

- Correspondence raised concerns regarding displacement of I/Os and the impact of the ability of licensees to nominate I/Os to fill the vacant tags.
 - The Commissioner reiterated that nominations to the I/O list were first introduced in 2020 and was to address those licensees who had collective agreements allowing for the advancement of their employees when a tag becomes vacant. Any changes to the Tag Policy would require more industry consultation.
 - The Commissioner noted that the nominations were not accepted during the 2024 court-ordered tag stay since approximately 75 I/Os were out of work.
 - The Commission stated that when an I/O on the I/O list is out of work, the OBCCTC works with the I/O (i.e. termination of employment) to find a vacant tag and will consider suspending the tag if that is the only method to move the driver to another licensee.
- The member raised concerns that the nomination process was being abused by licensees who terminate the employment of a driver and replace the driver with someone nominated within the company. They cited an instance where an I/O was terminated and he complained in the labor board, but his hearing was held two years later.
 - The Commissioner stated that nominations are generally from unionized companies who have processes and remedies in place if a driver is terminated without just cause. The OBCCTC does not generally adjudicate just cause but will work with the driver to find employment elsewhere to mitigate any loss of wages while that process is underway between the licensee and the union.

G. Fuel Surcharge Rates (March 9, 2026)

- Correspondence reported that customers misinterpret posted monthly fuel surcharges and requested that the rates were updated weekly due to the ongoing Middle East war situation and fuel prices fluctuation.
 - A member explained that the current fluctuations in the price of diesel make it hard for the licensees to capture their increased fuel costs because they point to the OBCCTC fuel surcharge rate that is based on the previous month's fuel average. In the alternative, the member asked that the OBCCTC not publicly release the fuel surcharge.
 - Another member said that weekly calculation of the fuel surcharge would cause administrative and operational challenges.
- The Commissioner reminded members that the formula to calculate fuel surcharge is required to be published as part of the Rate Order (see s. 22(1)(5) of the *Container Trucking Act*). The monthly fuel surcharge update is provided as information to drivers and licensees about the fuel surcharge percentage relied upon by the OBCCTC. The Commissioner will monitor the situation, but no immediate changes are contemplated on the calculation of fuel surcharge.

4. ROUNDTABLE/ OTHER MATTERS

- A member reiterated the importance of reliable data in licensing submissions.
 - The Commissioner noted that the office continues to rely heavily on empirical evidence to assess operational needs and compliance.
- A member discussed concerns regarding driver displacement caused by changes in fleet composition or tag allocation.
 - The Commissioner advised that while I/O displacement can often be mitigated by placement into existing vacancies, transitions for company drivers remain more challenging.
- A member raised the possibility of creating a structured pathway for experienced company drivers to transition to I/O roles. They added that there should be a company driver list.
 - The Commissioner noted that this idea will be reviewed, subject to safeguards preventing undue pressure on drivers to purchase equipment.
- A member raised concerns regarding over-height incidents and operational routing.
 - The Commissioner acknowledged these challenges and emphasized the interconnected responsibilities of terminals, carriers, and drivers in managing safety. He noted that NSC suspensions can have significant repercussions across the system.

5. NEXT MEETING

- The next IAC meeting is scheduled for 9:30 am on June 9, 2026, at the OBCCTC's office and

an invitation will be sent in advance.

- A member requested to consider more accessible locations for future meetings or adjust time.
- The Commissioner agreed to review options.

The meeting was adjourned at 12:09 pm.