

2015 ANNUAL STATUS REPORT & POLICY UPDATE

Your way ahead



Serving members

a message from Louise Yako, BCTA President & CEO

BCTA is a small organization in terms of staff numbers, but through our combined experience and effort, we get things done. We bring that expertise to bear daily on industry issues, supported by a strong network of connections with governments at all levels, other business organizations, our fellow provincial trucking associations, and through the Canadian Trucking Alliance and Motor Coach Canada, which address national and international road transportation issues. When you belong to BCTA, you tap into a host of connections and resources we foster and maintain on your behalf, freeing you to focus on your business.

In 2015, we were also indebted to you, our members, for your support, input, experience, and participation. Whether advocating, defending the industry's image, communicating, or providing training and products at a reasonable price, we always strive to exceed your expectations.

I am pleased to present this report highlighting the top BCTA achievements that benefitted you and your businesses in 2015. We will aim even higher for 2016.

Our focus

Safety

In April, BCTA and the western trucking associations expressed concern about the lack of **monitoring and rating of US carriers**. Currently, carriers from BC, Alberta, Manitoba and Saskatchewan can accumulate points for US incidents on their Canadian profiles, yet US carriers' safety performance in Canada is not recorded on their US profiles. • In August, BCTA supported the **Trans Mountain Pipeline Expansion project** with a caveat that project approval include a safety standard requirement for any sub-contracted trucking companies. Thanks to our advocacy, Kinder Morgan Canada, the project proponent, has already committed to safety-related requirements. • In anticipation of the US final rule requiring ELDs, we confirmed the support of our provincial government for a **Canadian standard for ELDs** and a pan-Canadian approach to implementation. We hosted a workshop with the Canadian Trucking Alliance for members to receive an update on the ELD regulatory status and to give input on the current industry uptake of the technology and what ELD enforcement policies should cover. • We provided training details on the new **Workplace Hazardous Materials Information System 2015**. Although changes will be phased in over three years, the US switched to the new classification system as of December 1, 2015, leaving employers to meet training requirements by December 2, when materials entering Canada from the US would carry WHMIS 2015-compliant markings.

Infrastructure

The Ministry of Transportation and Infrastructure's 2015 *BC on the Move: A 10-Year Transportation Plan* reflects recommendations BCTA made during the 2014 consultation, including for more rest areas, additional pullouts throughout BC and two new truck parking areas in the Lower Mainland. To assist the ministry's efforts, we were consulted on two surveys for commercial truck drivers, one for Lower Mainland truck parking and one for rest area improvements province wide, and assisted with promotion.



Speaking of Truck Parking: South Taylor Hill

MoTI completed expansion of the new chain-up area on Highway 97 at South Taylor Hill between Fort St. John and Dawson Creek. The original 3-truck pull out now has parking for at least 30 trucks to chain up

safely and allows efficient entrance and exit. Improvements include four-laning of the highway at the bottom of the hill. The Northern BC Truckers Association (Business Manager Gary McLeod sits on our Board) commented on project plans and both NBCTA and BCTA were instrumental in advocating for upgrades and earlier traffic management plans for dealing with winter safety issues on the hill.

Thanks to BCTA member Rosenau Transport Ltd. for the photo.

Members had a chance to help test and comment on the **Washington State Commercial Vehicle Pass System**, designed to support freight movement during state highway disruptions. • The Canada Border Services Agency benefitted when members commented on how a crossing with full commercial capabilities at Aldergrove would change their operations. In 2008, BCTA was instrumental in convincing CBSA to keep Aldergrove open to commercial traffic and to expand the inspection facility to create a designated truck crossing. • We're working with TransLink to mitigate the effect of the 5-month **Pattullo Bridge Rehabilitation Project** scheduled for mid-2016 – originally TransLink had plans for an 18-month project involving a truck ban, but BCTA and other stakeholders convinced TransLink to scale down the project and cancel the ban. We've asked for toll rate reductions and other concessions on the Port Mann Bridge during the project. • BCTA organized **Winter Maintenance Standard Workshops** for members to speak to MoTI officials in Langley and Kamloops. The workshop results will inform a government review of existing Highway Maintenance Service Agreements. • In October, we were approached by the City of New Westminster, in an about-face to its long-held anti-truck bias, to work on **solutions to accommodate truck traffic** in and through the city. • And, in the cause of industry efficiency, we:

- supported accelerated timelines for proposed improvements along the **16 Avenue corridor** from Highway 99 in Surrey to Bradner Road in Abbotsford (and a planned connector to Marshall Road).
- supported the **Highway 13 expansion project**, including four-laning, from Aldergrove/Lynden to 8 Avenue, and later to Highway 1.
- opposed construction of a **new intersection on Brunette Avenue** in New Westminster for access to a large, proposed mixed-use development at Braid Street.

- opposed a proposed **traffic signal at the intersection of 29 Avenue at 264 Street** (Highway 13) in Langley Township, one block north of the signalized intersection at Fraser Highway and Highway 13.



Thanks to BCTA advocacy for more heavy-haul routes for project cargo, MoTI announced **two new pre-approved routes for shipments of up to 85-tonne GVW** along the Highway 17/South Fraser Perimeter Road and on Highway 16 from Terrace to Kitwanga. • Finally, we participated in a working group consisting of Port Metro Vancouver, two terminals, and the Chamber of Shipping of BC to create new **125-tonne corridors** between Metro Vancouver and Prince Rupert and the BC-Alberta border for project cargo as well.

Human resources

Aiding members with their human resources challenges was a primary BCTA goal for 2015. • We supported *Driving the Future*, a project to define a new **National Occupational Standard for commercial vehicle operators** led by Trucking Human Resources Canada. The new standard will help guide everything from training programs to certification initiatives and promote recognition for truck driving as a skilled occupation. • With the Asia Pacific Gateway Skills Table, we invited members to take part in a project to develop **knowledge transfer plans for Vancouver Gateway employers** with older, experienced managers due to retire. • With truck driving identified as one of seven “high priority” jobs supporting liquefied natural gas development, we assisted in defining barriers and action plans for the Province to facilitate access to **internationally trained workers for employers in the LNG sector**. • BCTA completed the Phase 2 pilot for IDRIVE, involving skilled veterans, newly trained drivers and drivers with foreign training and experience. IDRIVE consists of five **tools for assessing driver skills and experience**, including essential skills, industry knowledge and a practical road test. • We provided input on changes to the **BC Provincial Nominee Program**. • In continuing support for the **Commercial Driver Training Program** at the NorKam Trades and Technology Centre in Kamloops, we pursued an allowance for students completing the high school program to obtain a **Class 1 or 3 licence at age 18** rather than 19, to ensure they are job ready on graduation. Our efforts caused the formation of a Deputy Ministers’ Working Group from three provincial ministries to address the problem. • BCTA continued to advocate that ICBC establish a **minimum curriculum for Class 1 driver training** accompanied by access to student loans/grants for trainees.

Regulations & red tape

Comments from BCTA members contributed to a revision to *MoTI’s Pilot Car Load Movement Guidelines*. Policy revisions are ongoing. • For members with electronic logging devices, we clarified with Commercial Vehicle Safety and Enforcement that regulations only require **post-trip inspection reports** when defects are found, since some ELDs don’t provide a feature for completing them. Drivers can provide either an electronic or paper version. • BCTA submitted **seven recommendations for reducing red tape** to the BC Ministry of Small Business and Red Tape Reduction, including, among others, replacing the Multijurisdictional Vehicle Tax refund application process with an immediate and automatic credit, and coordinating the provincial and municipal permit approval processes for oversize-overweight vehicles.

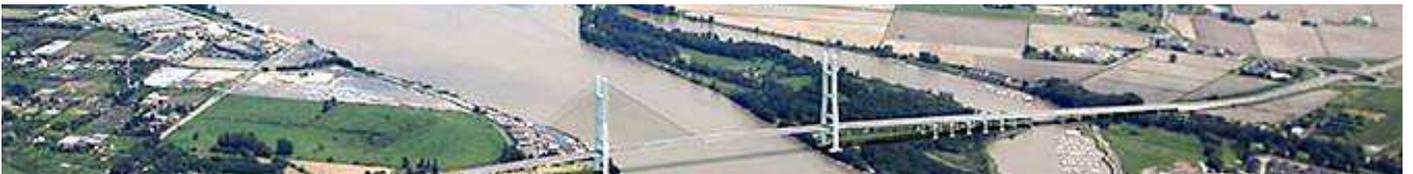
Mobility Pricing and Transportation Planning in Metro Vancouver

In fall 2015, the BCTA Board of Directors approved a new policy position on mobility pricing and transportation planning in Metro Vancouver, to differentiate from an existing BCTA policy on infrastructure tolling (now revised to apply to project tolls for all of BC except Metro Vancouver). Our original position stated, among other details, that existing infrastructure should not be tolled, and a non-tolled alternative should always exist. Given growing congestion in Metro Vancouver and the likelihood of tolls on all but one bridge on the south Fraser River (the Alex Fraser), we had to consider whether a policy targeting regional challenges made better sense.

In December, BCTA released a five-point summary of our new position for Metro Vancouver calling for:

- a regional Transportation Plan (integrated with land-use planning and based on a common set of priorities for current and projected road system and public transit needs), minimum throughput standards for traffic or passenger volumes on high-priority road and transit corridors, and actions for when those standards aren't met;
- more productive use of the existing road system;
- an appropriate annual budget for operations and maintenance of the major infrastructure network, based on a true accounting of regional road user taxes and fees;
- integrating revenue from these sources to invest in road infrastructure and public transit when there is an appreciable benefit to users and incorporating some form of mobility pricing, to ensure everyone contributes to supporting the transportation system (and not just users of new, tolled bridges); and
- a convenient, accessible and safe public transit system, delivered and managed in a financially sustainable manner.

An editorial explaining our position received attention from Metro Vancouver and trade media in December and January 2016.



Environment

In May, members identified the practical pitfalls should Canada simply adopt US greenhouse gas emissions regulations, to arm CTA with the information it needs to defend the industry during the development of **Canadian GHG regulations**. Members were firm that any Canadian GHG rules must ensure that equipment can operate reliably in extreme weather conditions and includes failsafe measures to ensure drivers and equipment won't be stranded in remote areas. • In a submission for the BC Ministry of Environment's **Climate Leadership Plan consultation**, BCTA recommended an industry-specific plan to help trucking further improve fuel efficiency and reduce GHG emissions, including incentives for new vehicle purchases and removal of regulatory barriers to adopt fuel-efficient technologies. • BCTA continued to participate on an advisory committee established by the ministry to develop a **land-based spill response and control** regulatory framework.

Cross border

CTA invited members to take part in a **Canada-US Entry-Exit Initiative webinar** to explain US and Canadian tax and immigration requirements and the implications for drivers. • With CTA, we provided advice regarding **proof-of-release compliance** in cases where Canada Border Services Agency officials refuse to stamp paper Pre-arrival Review System documents – and encouraged companies to sign up for free, automated Release Notification System messages. And, also thanks to CTA, CBSA agreed to act immediately to provide resources for both border officers and drivers to better understand port procedures. • With a new US rule for the heat treatment of Canadian/US-origin **wood packaging materials** in the offing, BCTA shared CTA’s recommendation that carriers communicate with supply-chain partners to help them understand coming changes and consider writing the provision of ISPM-15-compliant wood into contracts with suppliers. • Following a US Federal Motor Carrier Safety Administration notice to US law enforcement agencies about **commercial driver medical requirements**

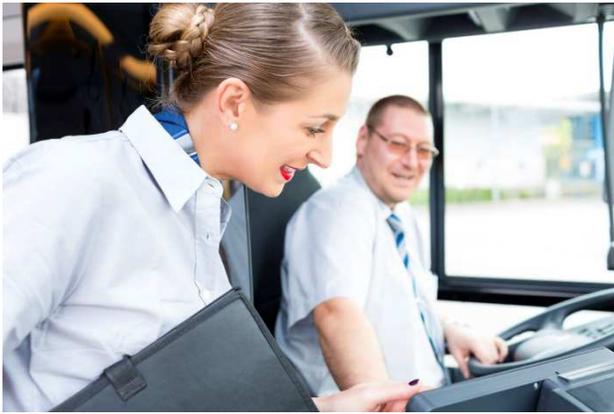


in the US, BCTA sought and communicated an ICBC recommendation that drivers with BC Class 5 licences (which have no medical standard) either upgrade to Class 1 to 4 licences (which do) or obtain a commercial driver medical card from an approved US examiner. BCTA also requested ICBC remind FMCSA that a BC Class 5 licence with endorsement 18, 19, or 20 requires a medical examination.

Intermodal

Throughout 2015, BCTA advocated for changes to PMV’s Truck Licensing System and improvements to marine container terminal service for trucks. • We clarified details about PMV’s **selection criteria and approvals for the TLS**; confusing language used in statutory declarations; and the effective date for applying changes to the new rate structure from the Joint Action Plan. • Following a Federal Court decision in April, BCTA recommended PMV review all **unsuccessful TLS applications** and not just those of companies involved in the court challenge. PMV agreed, as long as companies initially rejected met certain criteria. • Acting Container Trucking Commissioner Corinn Bell, appointed in October, clarified that the Commissioner could consent to a request from a company to **transfer its licence and associated truck tags to another company in the TLS** upon its sale, supporting a BCTA recommendation. • We protested the collection of **reservation fees** by marine container terminals and asked they demonstrate the need to keep charging them. • Once the new local TLS had been introduced, PMV consulted BCTA and other stakeholders on **long-haul container licence reform**. • We recommended changing the **proposed definition of “long haul”** to protect companies from having to change how they operate. A decision is pending.





Motor coach

We supported MoTI's announced plan to **review industry safety** with a media release to confirm the industry's strong safety record and participated on the review's Advisory Committee. BCTA members were also invited to provide their views at an MoTI-led workshop. A final report is expected in April 2016. • BCTA consulted members regarding proposed updates to the federal *Potable Water Regulations for Common Carriers* to

requiring coach operators ensure potable water provided to passengers is free from contamination. BCTA and Motor Coach Canada had no reservations about the changes, since almost all carriers have discontinued use of on-board potable water container or reservoir systems.

Taxes & fees

Thanks to BCTA, ICBC now applies an **automatic credit for fleet-to-fleet transfers** of prorate vehicles instead of requiring carriers to apply and wait for a refund from the Consumer Taxation Branch. • And, the CTB submitted a BCTA proposal to the Tax Policy Branch to allow carriers that temporarily unlicense and then relicense a vehicle in the same fleet to receive an **automatic credit for the remaining balance of the initial MJV tax** paid on relicensing. A change to the Provincial Sales Tax Act is required. • We succeeded, early in 2016, in bringing a change to a **WorkSafeBC policy** that required US carriers hauling goods out of BC more than six times a year to pay premiums in BC, even if they meet all other requirements of an existing exemption. Washington State was considering but backed down on retaliatory legislation against Canadian carriers. • BCTA members benefitted from a CTA-commissioned report and webinar explaining the application of the Goods and Services Tax to **chargebacks for items like fuel or repairs** purchased by a trucking company for an owner-operator. • With New Jersey seizing both US and Canadian-plated trucks for failure to pay the **state Corporate Business Tax**, CTA gained favourable terms from the NJ Division of Taxation for carriers to voluntarily come forward to register their businesses and file the appropriate taxes by December 31, 2015.



Show producer Master Promotions announced a date change for TRUXPO 2016, which will return to Tradex in Abbotsford on **Friday and Saturday, May 13-14, 2016**.

As host of this major industry event, BCTA is confident that TRUXPO will not only continue to be a high quality show, but that the new spring dates will appeal to an even larger audience. We look forward to seeing guests and exhibitors there in May.

Former BCTA Chair Hanne Madsen is working with Master Promotions to promote TRUXPO to the industry. She'd welcome an opportunity to make a presentation at an employee meeting or to just drop off registration information. Contact her or expect her to contact you!

For information regarding exhibiting at TRUXPO 2016, contact Les Trendall, Master Promotions, at 604-864-6800 or 877-888-7111.



Contact Hanne Madsen at
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604-376-3779

Public relations

BCTA is a known and respected source for media on industry issues – in 2015, we commented on drayage issues, truck parking, road pricing, the need to attract young people to trucking jobs, ELDs, the BC on the Move 10-year transportation plan, the Pattullo Bridge, motor coach safety, and many other topics. • We continued our MLA Outreach Program, established in 2014, with five board members meeting with seven MLAs (six of them ministers) to educate them about our industry. • In October, the BCTA Board of Directors hosted an MLA reception in Victoria, attended by 35 MLAs, including several ministers.

2015 BCTA Member Awards

We presented the following awards to our winners on Saturday, June 13, 2015, at the Fairmont Chateau Whistler Resort during our Annual Management Conference.

Service to the Industry: Ron Andrews, Pacific Coast Heavy Truck Group

Honourary Life Members: Ron Andrews, Al Chorny, formerly of Cummins and Freightliner (retired), Kevin Delaney, Kal Tire (retired), Harold Denefeld, Finning Canada (retired)

Driver of the Year: Geoff Chadwick, Bison Transport Inc.

Long Service Member Awards: The following members received a Long Service Member Award to acknowledge their impressive records of participation in and support for BCTA.



Louise Yako & Ron Andrews

25 Years

- Banner Transport Ltd.
- BC Hydro Fleet Services
- Charter Bus Lines of BC Ltd.
- International Stage Lines Inc.
- Silverton Transport Ltd.
- TYCROP Manufacturing Ltd.
- Valley Driving School

30 Years

- Aspen Custom Trailers
- Insurance Corporation of BC
- Peace Moving & Storage Ltd.
- Saferway Driving School Ltd.

35 Years

- DCT Chambers Trucking Ltd.
- Kal Tire
- Thermo King of BC Inc.

40 Years

- Argus Carriers Ltd.
- Minoru Truck Bodies Ltd.
- Inland Kenworth

45 Years

- Salmon's Transfer Ltd.

50 Years

- Cullen Diesel Power Ltd.
- Cummins Canada Ltd.
- Ryder Canada

55 Years

- Finning (Canada)
- Fraser Valley Transport 2009 Ltd.

60 Years

- Canadian Kenworth Co.
- Northwest Tank Lines Inc.

Programs & services

The inaugural Next Generation Leadership Communications Training program saw 18 participants graduate in May. The 2015/2016 program currently has 18 registrants. • We revamped our Transportation of Dangerous Goods courses with the introduction of a new instructor and streamlined the TDG Train the Trainer Course. • Members had the opportunity to enroll in the Crestcom Bullet Proof® Manager Training Program at a 10 percent discount. • Membership in the BCTA Advantage Plus Group Benefits Plan continued to grow. • In our Shop, we introduced a Canadian Hours of Service wallet card, a BCTA Local Log Book, J.J. Keller's *Passenger Carrying Driver Handbook* and CTA's *Practical Safety Inspection Book*. • Along with CTA and our fellow provincial associations, we supported the re-launch of the national Cargo Theft Initiative, sponsored by the Insurance Bureau of Canada. The improved program includes a rigorous process for receiving and storing cargo theft data and releasing limited information.



Honouring BCTA Associate Members

We are privileged to rely on our Associate Members for their assistance on industry issues of shared concern and their enthusiasm in planning and sponsoring events for all members to enjoy. Associate Members provide a range of input on BCTA committees. They are also primary drivers on the Conference Committee and sponsors for social events, and their unfailing generosity helps BCTA to organize reasonably priced events. The more members we are able to engage and actively connect with, the stronger BCTA is as an association, and Associate Members play a vital role in setting the scene. Thank you for your dedication and support.

In recognition and thanks for Associate Members' contribution, please look to their businesses for the goods and services they offer in support of the industry.

Please call us if we can be of service!

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