



TEAMSTERS LOCAL UNION No. 31

AFFILIATED WITH TEAMSTERS CANADA AND THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS
#1 GROSVENOR SQUARE, DELTA, BC V3M 5S1

June 29, 2018

Sent via e-mail: registrar@obcctc.ca

Michael Crawford
Container Trucking Commissioner
Office of the Container Trucking Commissioner
1085 Cambie Street
Vancouver, BC V6B 5L7

Dear Mr. Crawford:

Re: Teamsters Local Union No. 31; Consultation Submission Concerning the Container Trucking Act and Regulation

The Teamsters Union welcomes the opportunity to submit its recommendations to the Container Trucking Commissioner with respect to any possible changes to the Container Trucking Act as well the Container Trucking Regulations. The Teamsters Union has played an integral part in the container trucking industry by representing drivers and owner-operators at the Port Metro Vancouver for over 60 years. In fact, the Teamsters Union was for many years the only transport Union at the Port of Vancouver, handling all drayage until 1980. Throughout that time we gained a vast amount of knowledge and experience few organizations at the Port of Vancouver can match.

Unfortunately since the early 1980's the history of the container trucking industry can be best described as tumultuous. As the Commissioner is well aware, shut downs have occurred in 1999, 2005, and 2014. Each time the grievances that led to those disputes were resolved on an ad hoc basis.

Before 1980, in an era of stability at the ports of Vancouver, Teamster drivers were paid an hourly wage. Port trucking ran smoothly without a single shutdown. This practice worked well

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until non-unionized companies began to undercut the unionized hourly system. Companies began to hire owner-operators to perform work on a “per move” basis as well as to consistently undercut rates of pay.

In 2014, the Provincial Government was asked by the Vancouver Port Authority to help implement rates of pay for owner-operators and drivers including a system that would protect these rates of pay that had been historically undercut. However, the government attempts to make changes have not resulted in success. Presently, we are faced with a broken system where drivers and owner-operators are struggling with high operating costs and long delays that cause decreases to revenue income and wages. This can only lead to further work stoppages and monetary losses for all parties involved.

To resolve issues outlined above, the Teamsters Union recommends the following:

Owner-Operators

- 1) The implementation of an minimum hourly rate of \$65.00 per hour for owner-operators that perform Container Trucking Act work; and
- 2) The implementation of the following:
 - a) health and welfare benefits;
 - b) 2.5% rate increase per year to the wage, pension and health and welfare benefits, and;
 - c) a fuel cap of \$0.80 per liter
- 3) The implementation of a five (5) hour minimum call out rate for owner-operators at the applicable hourly rate.

Company Drivers

- 1) That implementation of minimum hourly rate for company drivers of \$28.00 per hour, in addition to:
 - a) \$5.00 per hour towards pension, health and welfare benefits;
 - b) 2.5% rate increase per year to the wage, pension and health and welfare benefits.

In conclusion, the implementation of compensation based on an hourly rate is fundamental in reforming the compensation framework within the Container Trucking Act and Regulations. The Teamsters Union proposes that hourly rates would eliminate several secondary problems that have plagued the port industry. These problems being the following:

- a) Unfair compensation method that continues to destabilize the port trucking industry; and
- b) Unpaid wait times; and
- c) Inefficient dispatching; and
- d) Too many trucks working at and from Port Metro Vancouver

The Teamsters Union believes that our recommendations are fair and would be easily managed by port drivers, port owner-operators, port companies and the office of the Container Trucking Commissioner.

Sincerely,

Stan Hennessy
President
Teamsters Local Union No. 31