



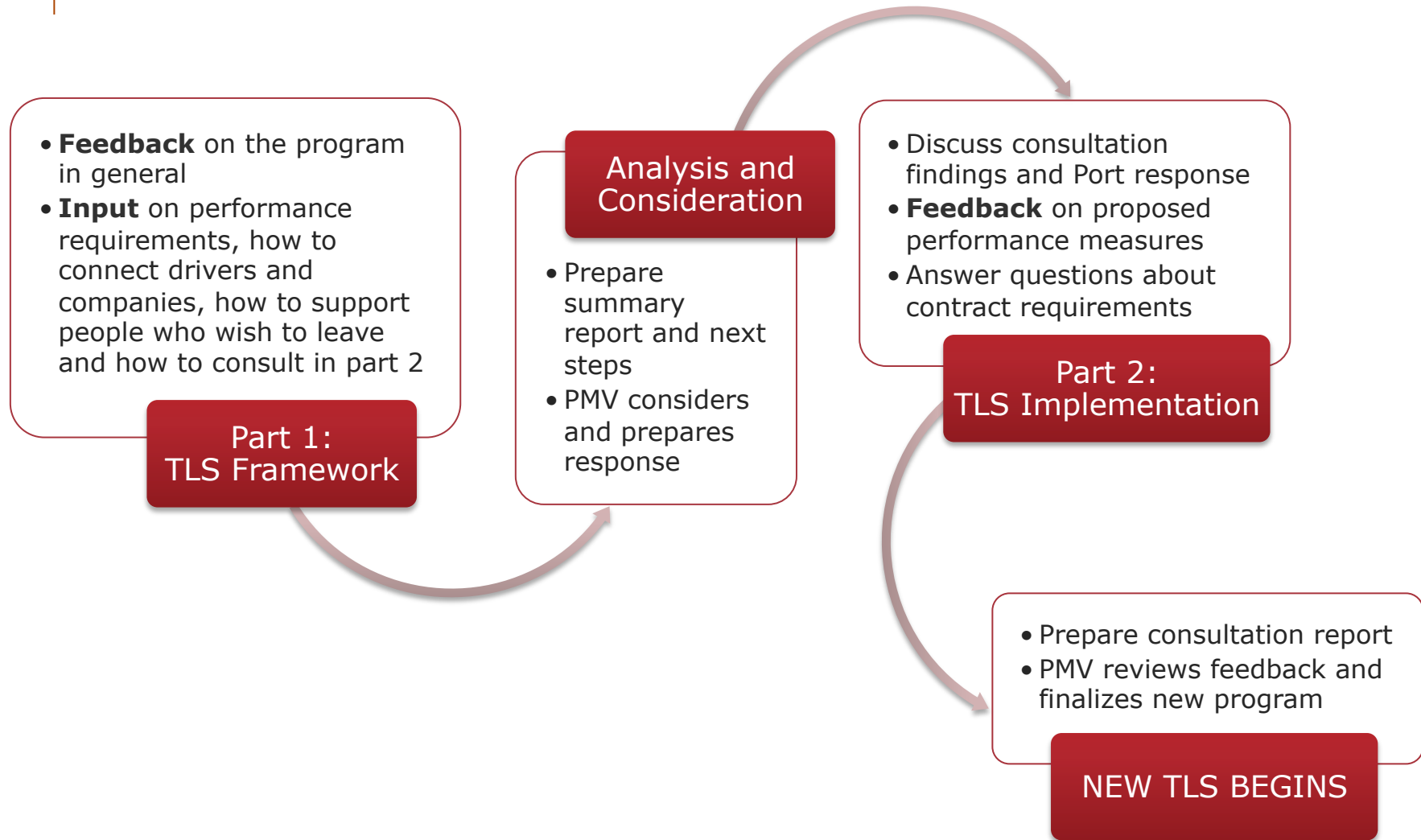
PORT METRO
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Truck Licensing System (TLS) Consultation

Phase 2
November 2014

AGENDA	Timing
Welcome and Introductions	10 min
Presentation: <ul style="list-style-type: none"> • <i>Purpose, goals and process</i> • <i>Phase 1 consultation results</i> • <i>Key elements of proposed new TLS</i> 	30 min
Questions for Clarification	15 min
Working Groups: <ul style="list-style-type: none"> Module 1: Supply Management Module 2: Entry and Performance Standards Module 3: Financial Structure 	45 min 25 min 25 min
BREAK	15 min
Large Group Recap/Reporting Out	20 min
Outstanding Questions	25 min
Next Steps and Closing Remarks	5 min

TLS Stakeholder Engagement Process



About Phase 2 Consultation

PURPOSE:

- Share how input from Phase 1 have been incorporated
- Discuss key components of the revised TLS Reform
- Collect feedback on specific components of the new TLS

GOAL:

Finalize details for transition from current TLS to a new, contract-based TLS program.

About Phase 2 Consultation

PARTICIPANTS:

- Existing TLS Local trucking companies
- Existing TLS Long haul trucking companies
- Driver representatives
- Importers, Exporters and BCOs
- Ocean Carriers
- Interested Public

FORMAT:

- Stakeholder meetings Nov 4-13
- Online feedback form Nov 4-17
- Online Q&A at porttalk.ca/tls Oct 17-Nov 17

Phase 1 Consultation Results

Theme	What we heard
Driver Sponsorship	<ul style="list-style-type: none">• Companies want ability to choose the drivers they sponsor• Drivers prefer for TLS permit to remain with driver• Shippers want reliability of service
Rate Audits Enforcement	<ul style="list-style-type: none">• Strong support for increased rate enforcement and more significant consequences; desire to share results• Additional suggestions: two-tiered audits; expand to include off-dock activities <i>directly related</i> to port moves
Entry Standards	<ul style="list-style-type: none">• General support for standards; questions about details.• Suggestions:<ul style="list-style-type: none">• Environment threshold: some think too high and suggest use as discounts, not requirements.• Driver standards: schedule flexibility, criminal record, language proficiency• Company standards: NSC, size, average truck age, demonstrated investment

Phase 1 Consultation Results

Theme	What we heard
Annual Agreement Charge	<ul style="list-style-type: none">• Support for concept• Questions about “cost recovery”• Ask for transparency
Performance Bond	<ul style="list-style-type: none">• General support for the concept• Some suggested large \$ amount (limits to companies with financial investment); others suggested small (broad participation without undue financial harm)
Damage Deposit	<ul style="list-style-type: none">• General support for reimbursement of liquidated damages, provided damages/costs are justified• Recommend withholding Port access instead of charging damage deposit• Recommend Port go through ICBC

Note: All Phase 1 materials are available on PortTalk

Phase 2: Proposed TLS Refinements

Theme	Proposed Refinements
Driver Sponsorship	<ul style="list-style-type: none"> • Agreement with companies but access is linked to both company AND driver • Initial offering limited to existing driver pool
Rate Audits Enforcement	<ul style="list-style-type: none"> • Details under development through the Province
Entry Standards	<ul style="list-style-type: none"> • No change in environmental standards • Proposed performance standards for discussion
Annual Agreement Charge	<ul style="list-style-type: none"> • Specific amounts for discussion • Cost recovery transparency
Performance Bond	<ul style="list-style-type: none"> • Significant and tiered based on size • Minimum company size of five trucks
Damage Deposit	<ul style="list-style-type: none"> • Replaces “security deposit” concept in Phase 1 • After first year, cost based on history • Deposits are refundable on exit from TLS

TLS Reform: Key Components*

SUPPLY MANAGEMENT

- Licence/tag expiry
- Truck age minimums
- Truck tag application process
- Driver sponsorship process

ENTRY/PERFORMANCE STANDARDS

- Entry requirements
- Drayage balance scorecard

FINANCIAL STRUCTURE

- Annual agreement charge
- Performance bond
- Damage deposit

COMPLIANCE/ PERFORMANCE MANAGEMENT*

- Regulatory rate consistency*
- Rate audit and compliance*

** Under consideration by the province*

TLS Reform Component: **Supply Management**

Key Features	Discussion Topics
<ul style="list-style-type: none">• Licence/Tag Expiry• Maximum Truck Age• Truck Tag Application Process• Driver Sponsorship Process	<ul style="list-style-type: none">• Options for non-use cancellation• Truck age transition process• Temporary tag allocation• Transition support; re-entry option

*** See pages 3-4 of your discussion guide**

TLS Component: **Entry/Performance Standards**

Key Features	Discussion Topics
<ul style="list-style-type: none">• Entry requirements• Drayage balance scorecard	<ul style="list-style-type: none">• Additional requirements under consideration<ul style="list-style-type: none">• Past TLS compliance• Chassis minimums• Fleet age, etc.• Standards under consideration<ul style="list-style-type: none">• Utilization compared to avg.• Safety compliance, etc.

** See pages 3-4 of your discussion guide*

TLS Reform Components: **Financial Structure**

Key Features	Discussion Topics
<ul style="list-style-type: none">• Annual agreement charge• Performance bond• Damage deposit	<ul style="list-style-type: none">• Questions/comments• Questions/comments• Comments on proposed liquidated damages• Negotiated alternate arrangements in Year 2

** See pages 3-4 of your discussion guide*

Truck Tag Application Process

EXISTING TLS LICENCE HOLDERS	<ul style="list-style-type: none">• Right of first refusal• Apply for Truck Tags based on current allocation• Indicate interest in additional Truck Tags• Confirm agreements with owner operators based on approved Truck Tags
PORT METRO VANCOUVER	<ul style="list-style-type: none">• Process applications based on entry requirements until reach target or all applications processed• If available Truck Tags remain, fill based on stated interest and supplemental entry standards
EXISTING APPROVED OWNER OPERATOR	<ul style="list-style-type: none">• Align with trucking company applying for Truck Tag• If unsuccessful, align with alternate company• Option to exit with transition support before Jan 31

Summary of Proposed Changes

OWNER/OPERATORS

CURRENT
Permit issued with truck fee



NEW
NO truck fees
Company-sponsored joint permit agreement with performance requirements
Maximum truck age requirement
Transition support program

TRUCKING COMPANIES

CURRENT
Licence issued with option of using company-owned trucks or claiming permit holders



NEW
Contract Agreement with annual fee (cost recovery)
Joint access sponsorships
Joint Permit allocation based on entry and performance standards
Performance bond
Damage deposit
Expanded rate compliance audits (Province-led)



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FACILITATED SMALL GROUP DISCUSSIONS

25 MINUTES ALLOCATED PER
MODULE



Workshop Process

Small Group Work (75 min)

- Facilitated discussion of each module in the guide
Work through feedback form
Capture and rank key themes and questions on flipcharts

Refreshment Break (15 min)

Large Group reporting out (20 min)

- Facilitators will present key themes and questions

Question Response & Wrap Up (30 min)

- PMV reps will respond to questions in order of priority

Module 1: Supply Management

- Questions/comments about recommended licence/tag expiry timelines?
- How would you like to be notified?
- Questions/comments about Truck Age transition program?
- Questions/comments about Truck Tag application process?
- Support for temporary Truck Tags for extenuating circumstances?
- Questions/comments about Driver Sponsorship Process?
- Support for Owner Operator Transition Support Program as designed?

** Pages 5-6 of your discussion guide and Feedback Form questions 1-5*

Module 2: Entry and Contract Performance

- Support for additional entry standards?
- Questions/comments about entry standards?
- Importance of proposed performance standards?
- What other performance standards would you recommend, if any?
- What do you think is the best way to report balanced scorecard outcomes?

**** Pages 7-8 of your discussion guide and Feedback Form questions 6-7***

Module 3: Financial Structure

- Questions/comments about Performance Bond amounts?
- Questions/comments about the Damage Deposit?
- Support for negotiated Damage Deposit amounts in year 2, based on performance?
- What performance criteria do you believe are most relevant for negotiating Damage Deposit amounts

**** Pages 9-10 of your discussion guide and Feedback Form questions 8-10***



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BREAK

15 MINUTES ALLOCATED





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REPORTING OUT

20 MINUTES





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OUTSTANDING QUESTIONS AND NEXT STEPS

30 MINUTES





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THANK YOU

To provide your feedback:

- Hand in feedback form today
- Visit porttalk.ca to:
 - Ask a question
 - Complete an online feedback form

Consultation ends at **5 p.m. on Nov 17**