



Your way ahead

The New Roadmap for Canada's West Coast

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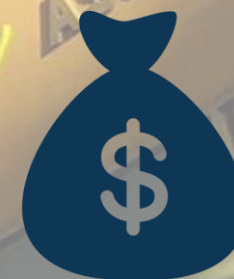
BC Trucking Association



1,200
Truck & Bus
Fleets
250 Suppliers



13,000
vehicles
26,000
employed



\$2.3 billion
revenue

BC Trucking Industry



Companies

~16,000



Employment

~34,000



GDP 2021

~\$2.6 billion



Transports **92%** of ALL consumer products consumed provincially

What does a New Roadmap Look Like?

Barriers

Inter municipal, interprovincial, international

Infrastructure

Literally, a new map

Gateway

Port volume, efficiency, cost, effectiveness

Professional

Safe, efficient, compliant

Big Themes

Chaos

- Port Drayage moves have, at times, moved 50-70% week to week
- Trans-pacific sailings down, then up, then not, then yes.
- Border traffic down 50-70% some weeks, running 120-140% others, but even before 2025 was still down 20% since 2019

Madness

- Fees on in-transit moves to Alaska.
- US states (AB and OK so far) working to ban B1 and B2 visa holders.
- Re-stating (renewing?) english proficiency

Barriers

Remove red tape? Sure!

- Bill 15
- Truck load permit process in BC seriously problematic
- 21 municipalities, no common definition of a truck
- De-carbonization? Yes, but slower and harder
- Interprovincial Trade Barriers? Irritants, not barriers for trucking (largely harmonized already)
- In BC, barriers are infrastructure

Infrastructure



Floods

November 2021

- Hwy 1 AND both rail lines destroyed through Fraser Canyon
- Hwy 1 flooded in Fraser Valley
- Hwy 5 destroyed in many locations
- Hwy 8 largely obliterated
- Hwy 99 impassible
- Hwy 7 closed due to multiple landslides

BC lost 90% of East/West highway movement and 100% of in-province rail movement

FI



Floods – Lessons?

Blasting permits issues in minutes, not months
Hwy 5 reopened in weeks as 300+ pieces of heavy equipment and personnel “pre-placed.”

Province rebuilt infrastructure to mitigate future climate related events

Environmental impact regulations largely ignored

Hwy 3 ran at 200-400% peak capacity and was largely rebuilt after the crisis

In- transit moves through USA permitted

All good?

Floods – Missed opportunities

- Blasting permits back to months
- Hwy 5 “pre-placed” equipment was there due to TMX work.
- Environmental impact regulation contraventions not analyzed
- In-transit moves maxed at 250-300/day (5% of need) due to obtuse regulation, label requirements, bonding, security
- No inventory on vulnerable infrastructure
- No action on Hwy 1 Fraser valley infrastructure
- Repair work still underway (end of decade??)

Gateway - VFPA Container Movements

2024 VFPA Container Volumes, 3.5m TEUs, up 11% from 2023. Imbalance continues:

- Imports, measured as laden inbound, increased by 14% to 1.8 million
- Exports (laden outbound) rose by 5% to 794,724 TEU.
- Empty container volumes also saw an 11% increase to 857,343 TEU.
- Drayage (trucking) still accounts for about 1/3

Gateway - Port Container Movements



Issues:

- History of Labour disputes (most recent 2014)
- Trucking Commissioner Regulates
 - Number of and what companies that can operate to/from port terminals
 - Number of trucks each company can operate and how trucks operate
 - Rates of pay

Drayage Concerns

- Cost
Hourly driver rates 10% more than comparable hourly drivers in broader industry. Trip rate driver 50-100% more.
- It's a local industry
Drayage is a local industry. ~65% of container move on rail
What stays local?
- Judicial Reviews
Re-defining operations of the industry

Professional



Driver Inc.



Compliance



Strengthening Supply Chain:
Shippers Role

Driver Inc.

Employment (Mis)classification

Carriers

- own/lease the truck, provide fuel, maintenance, other costs, dispatch
- set rates

+

Drivers

- incorporated entity

=

- All costs backed out of payment as “B2B” relationship
- No withholding, payroll, or other taxes paid
- Undercutting rates

Driver Inc.



Income Reporting

- T4A moratorium
- Fall 2024 federal economic statement provided \$500 million for expanded audits



Labour Market Impact

- Drivers do not show as employees
- Distorts payroll, employee/worker count, safety statistics

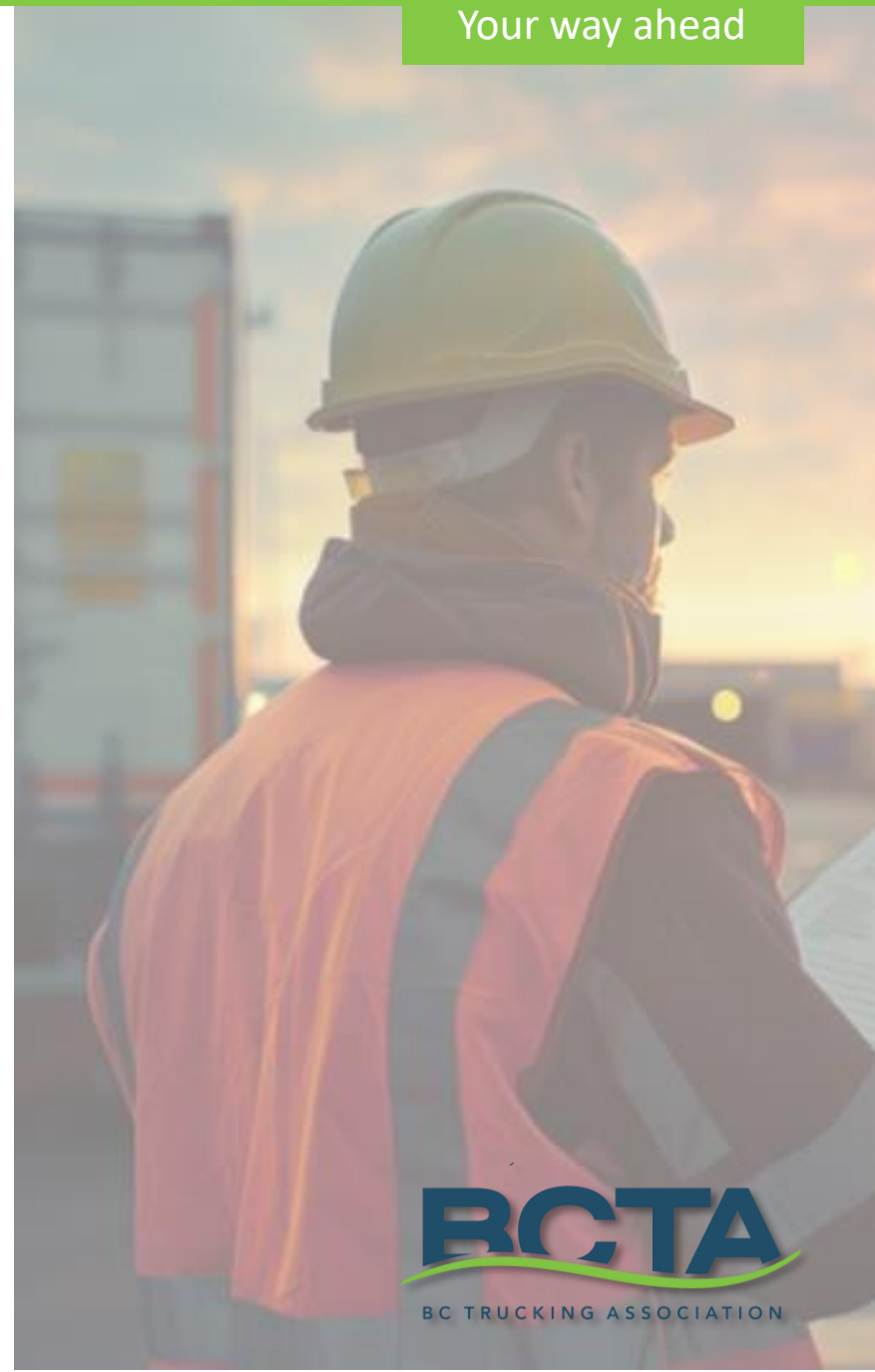
Compliance



Road Safety



Immigration



Compliance



Road Safety



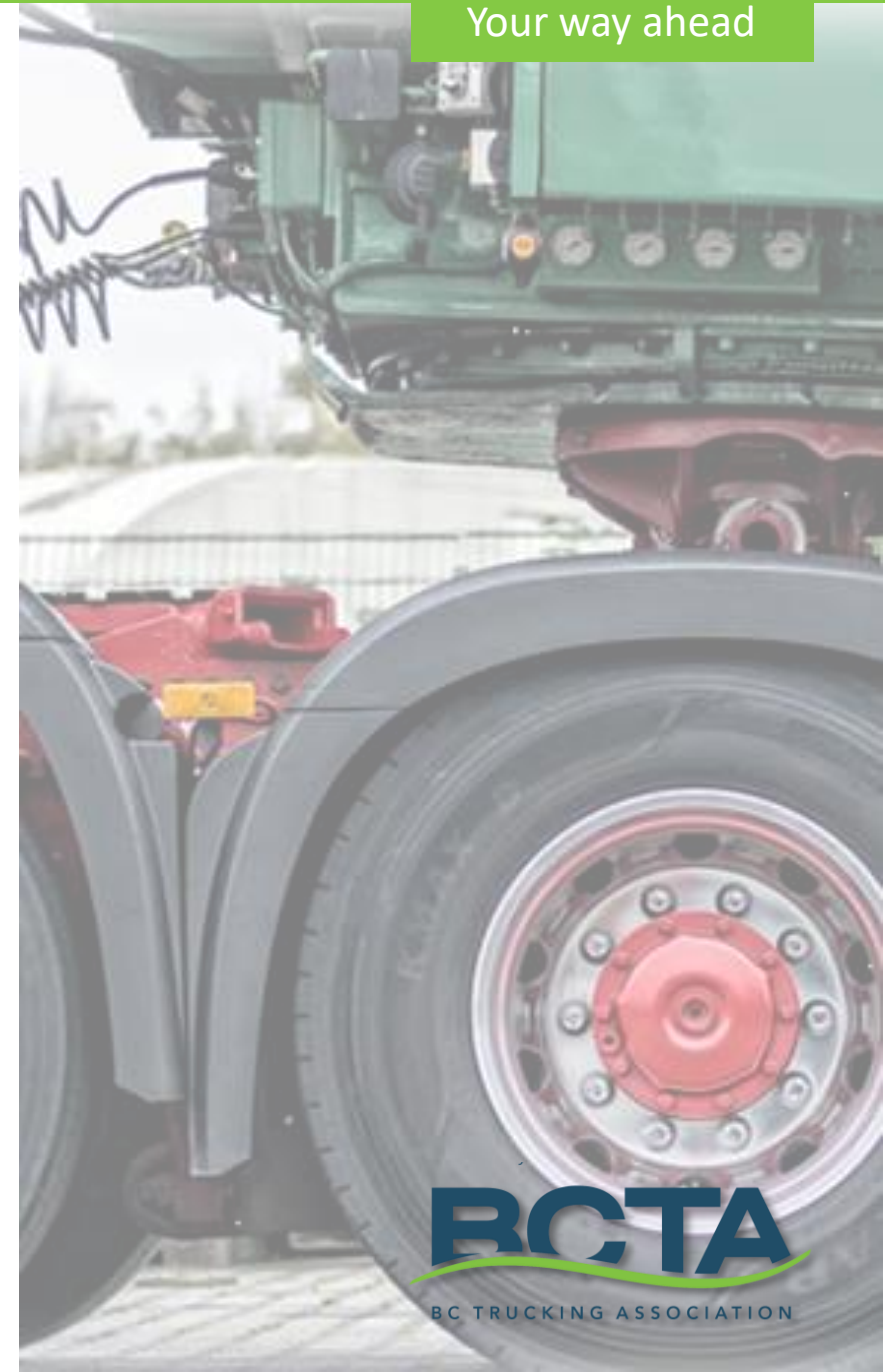
Hours of Service regulations



Solution: speeding



Infrastructure damage



Compliance

Immigration

- Temporary Foreign Worker (TFW) and labour mobility program abuse
- All western provincial trucking associations have found:
 - Companies having more TFWs approved than trucks in their fleets
 - Jobs being sold for ~\$40,000 to as much as \$80,000 per position

Compliance

Currently...

- 950+ companies fined for immigration issues, just under 300 haven't paid
- ESDC- \$29 million for enforcement in '22 fall budget update
- One company fined for employee misclassification
- Change? May 2025, 100+ inspectors from CVSE, ICBC, WSBC, ESDC, Transport Canada, RCMP at Kamloops CVSA events
- 3 more scheduled around BC, more to come, and other provinces
- NSC verification audits, CVIP audits

What Can You Do?

Shippers Role



Compliance

Forced Labour and Child Labour in Supply Chains Act

- Each year, government institution head must report steps taken during to **prevent and reduce risk that forced labour or child labour is used at any step of production of goods produced, purchased or distributed by the institution**



Shippers Role



Compliance

BC Motor Vehicle Act 37.12

Responsibilities of carriers, shippers, consignees and drivers

37.12 A carrier, shipper, consignee or other person must not request, require or allow a driver to drive and a driver must not drive if:

- (a) the driver's faculties are impaired by fatigue, illness or a mental or physical infirmity to the point that it is unsafe for the driver to drive,
- (b) driving would jeopardize or be likely to jeopardize the safety or health of the public, the driver or the employees of the carrier,
- (c) the driver is the subject of an out-of-service declaration, or
- (d) *the driver, in doing so, would not be in compliance with this Part.***

Shippers Role



Know Your Carrier

- Basic **National Safety Code (NSC)** Information
 - Bulletin [published monthly](http://CVSE.ca/WhatsNew.html):
CVSE.ca/WhatsNew.html
- Detailed **Carrier Profile**

Shippers Role



Demand Better

Certificate of Recognition (COR)

- Carriers achieve a higher level of Occupational Health and Safety
- [SafetyDriven.ca](https://www.safetydriven.ca) for list of COR-certified companies



Shippers Role



Demand Better

Clean Carrier Program

- Sustainability is now a business imperative
- BCTA's Clean Carrier Program is a proven framework for:
 - reducing emissions
 - increasing efficiency
 - 2024: 35%-41% reduction in fuel consumption & corresponding emissions





Your way ahead

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