Truck Licensing Reform

Frequently-asked Questions

**What is the Truck Licensing System?**

The Truck Licensing System, also called TLS, provides licenses to authorized container trucking companies who serve the port. The registered trucks under each license transport marine containers that hold import and export goods, to and from the port to warehouses, distribution centres and retailers off port property.

**Why is the system being reformed?**

As is the case at many ports, the container trucking sector at Port Metro Vancouver has been unstable for some time. Changing the Truck Licensing System is one of many changes to the sector as a part of the Joint Action Plan announced by the federal and provincial government in March 2014.

In their report released on October 15, 2014, Vince Ready and Corinn Bell noted an understanding among stakeholders of the need for change to the licensing system.

The goal of the new licensing system is to balance the number of registered trucks with the amount of available work and bring stability to port operations.

The current truck licensing system is not responsive to the normal fluctuations of supply and demand in the marketplace. As a result, there are too many trucks registered for the work that is required. This has caused intense competition between trucking companies, not enough work for many truckers and reports that some trucking companies are not paying agreed-upon rates. The new licensing system will bring a more natural balance between the number of registered trucks and the number of available truck trips.

**How many trucks will be lost?**

Detailed analysis has been done based on GPS data available from all operating trucks currently registered to serve the port. Preliminary findings indicate that there are more trucks registered than required in this marketplace.

**What are the changes to the Truck Licensing System?**

It is too early to provide specifics because there is still a second round of consultation to finalize the details. However, it is expected the new system will result in fewer trucks registered to serve the port and greater authority over the entire system to ensure drivers are being paid fairly.

**How will the new licenses be distributed?**

All current license holders will have the opportunity to seek participation in the new system. Details will be released in late November after the upcoming second round of consultation.
Will truckers who won’t be registered in the new TLS be given any compensation?

To ease the transition, there will be a transition support program to assist owner-operators of trucks who do not meet the requirements for entry under the new policy. The details will be announced in November.

How will the changes bring stability to Port Metro Vancouver?

The new licensing policy, as well as the other changes brought about by the provincial and federal governments, is intended to ensure there is balance between the supply of trucks with the demand for trucking services. These changes will position Port Metro Vancouver’s container trucking sector as a world leader in port trucking.

What is the purpose of the legislation introduced by the provincial government?

Port Metro Vancouver and the federal government are responsible for truck movements on port lands. The provincial government is responsible for truck movements on roads outside the port. As such, the provincial government has elected to legislate rates for work done by drivers registered under port licensed companies who are moving cargo to and from destinations outside the port. These are called "off-dock" moves and fall within the jurisdiction of the province.

Who has/will be consulted regarding the changes to the truck licensing system?

As directed by the Joint Action Plan, the first round of consultation included a series of discussions with trucking companies, driver unions and associations (Unifor, Teamsters and United Trucking Association), terminal operators and importers and exporters. Additionally, veteran mediator Vincent Ready and Corinn Bell’s report and recommendations on October 15 will be considered and incorporated where applicable.

What are the next steps?

A second round of consultation and discussion with driver representatives, trucking companies and others will be held over the next few weeks to finalize the new licensing system. It is expected the new system will be announced by the end of November. After a few months of transition, the new system will be in effect around February 2015.