

From: OfficeofthePremier, Office PREM:EX
Sent: Tuesday, March 25, 2014 12:51 PM
To: s 22
Subject: RE: Trucking Slow Down

Thank you for your comments regarding the truckers' dispute at Port Metro Vancouver. As promised last week, we have tabled legislation, reluctantly, to get the truckers back on the job. This comes after multiple attempts were taken over recent weeks to end the dispute and get the Port back to full capacity.

The 90-day cooling off period cited in the legislation will allow the parties to get back to the bargaining table while normal Port operations resume. The legislation obliges the striking Unifor truckers to continue bargaining in good faith and make every reasonable effort to reach a collective agreement. During this period, any lockout or continued strike activity by Unifor will trigger significant penalties for either the employer or employees.

Once the striking workers return to work, the mediator, Vince Ready, will continue to work with all parties toward an agreement.

Again, thank you for writing and we hope this information is helpful.

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX

Sent: Tuesday, March 25, 2014 12:54 PM

To: s 22

Subject: RE: Questions about Government of B.C. programs and services [#230017]

Thank you for your comments regarding the truckers' dispute at Port Metro Vancouver. As promised last week, we have tabled legislation, reluctantly, to get the truckers back on the job. This comes after multiple attempts were taken over recent weeks to end the dispute and get the Port back to full capacity.

The 90-day cooling off period cited in the legislation will allow the parties to get back to the bargaining table while normal Port operations resume. The legislation obliges the striking Unifor truckers to continue bargaining in good faith and make every reasonable effort to reach a collective agreement. During this period, any lockout or continued strike activity by Unifor will trigger significant penalties for either the employer or employees.

Once the striking workers return to work, the mediator, Vince Ready, will continue to work with all parties toward an agreement.

Again, thank you for writing and we hope this information is helpful.

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX

Sent: Tuesday, March 25, 2014 12:57 PM

To: s 22

Subject: RE: Feedback

Thank you for your comments regarding the truckers' dispute at Port Metro Vancouver. As promised last week, we have tabled legislation, reluctantly, to get the truckers back on the job. This comes after multiple attempts were taken over recent weeks to end the dispute and get the Port back to full capacity.

The 90-day cooling off period cited in the legislation will allow the parties to get back to the bargaining table while normal Port operations resume. The legislation obliges the striking Unifor truckers to continue bargaining in good faith and make every reasonable effort to reach a collective agreement. During this period, any lockout or continued strike activity by Unifor will trigger significant penalties for either the employer or employees.

Once the striking workers return to work, the mediator, Vince Ready, will continue to work with all parties toward an agreement.

Again, thank you for writing and we hope this information is helpful. Thank you, too, for your support for government's efforts regarding LNG development.

From: s 22
Sent: March-26-14 08:46
To: OfficeofthePremier, Office PREM:EX
Subject: Fw: Vancouver port Trucker Strike

Dear Premier: There is grave disappointment by the BC electorate regarding the lack of planning and action surrounding this truckers strike.

This strike has come with a 5 year warning yet your government appears to have had no plans in place and continues to fumble away the economy of BC.

I am a long time Liberal supporter but I am having difficulty justifying my future support due to your governments handling of this and many other issues. Bargaining is obviously not an easy task but planning should have been in place long before these work issues impacted the whole country.

The province is suffering under your leadership or lack thereof.

Respectfully,

s 22

From: OfficeofthePremier, Office PREM:EX
Sent: Wednesday, March 26, 2014 10:51 AM
To: s 22
Subject: RE: Vancouver port Trucker Strike

Thank you for your comments regarding the truckers' dispute at Port Metro Vancouver, s 22
s 22

As promised last week, we have tabled legislation, reluctantly, to get the truckers back on the job. This comes after multiple attempts were taken over recent weeks to end the dispute and get the Port back to full capacity.

The 90-day cooling off period cited in the legislation will allow the parties to get back to the bargaining table while normal Port operations resume. The legislation obliges the striking Unifor truckers to continue bargaining in good faith and make every reasonable effort to reach a collective agreement. During this period, any lockout or continued strike activity by Unifor will trigger significant penalties for either the employer or employees.

Once the striking workers return to work, the mediator, Vince Ready, will continue to work with all parties toward an agreement.

Again, thank you for writing and we hope this information is helpful.

From: Linda Delli Santi [mailto:Linda@bcgreenhouse.ca]
Sent: March-26-14 15:06
To: OfficeofthePremier, Office PREM:EX
Cc: Minister, AGRI AGRI:EX
Subject: Port Metro Vancouver container trucking disruption

Premier Clark;

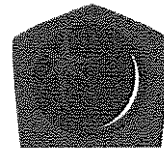
Please find attached our letter requesting your help in finding a speedy resolution to the Port Metro Vancouver container trucking disruption.

Regards

Linda Delli Santi
Executive Director
BC Greenhouse Growers' Association

Telephone: 604.531.5262
Facsimile: 604.542.9735
207 – 15252 32nd Avenue, Surrey B.C., V3S 0R7

Visit our website at www.bcgreenhouse.ca



BC
GREENHOUSE
GROWERS'
ASSOCIATION

March 26, 2014

The Right Honourable Stephen Harper, MP
Prime Minister of Canada
Via Fax: 613-941-6900

The Honourable Christy Clark, MLA,
Premier of British Columbia
Via Email: Premier@gov.bc.ca

Dear Prime Minister and Premier;

Re: The Port Metro Vancouver container trucking disruption

The BC Greenhouse Growers' Association (BCGGA) represents more than 70 greenhouse vegetable growers, over 750 acres of production and we directly employ over 3,500 workers. We have a farm gate value of \$257 million. If you use a typical multiplier of 10 times for indirect employment and sales in restaurants, food processing, retail, suppliers of materials and services, etc. the numbers are very significant. BCGGA growers lead North America in the production of high quality tomatoes, peppers, cucumbers, lettuce and eggplant.

Our members rely on the port for the movement of goods. With the arrival of the spring planting season our propagators need a steady supply of materials brought in through the Port such as stakes, clips, trays and mineral wool blocks. The greenhouse sector is already well into production and needs poly bags and clamshells to package their vegetables for sale. We are dealing with living plants and perishable vegetables, our plantings and sales are time sensitive; we cannot wait until the trucking disruption is over.

At very high cost to our sector, costs Agriculture can ill afford to bear; we are trying to reroute containers to Seattle, USA then trucking across the border or trucking from Ontario. Multiple containers are stalled en route either sitting in the port on ships or in the port rail yard where there

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Surrey, BC V3S 0R7
PH: 604 531-5262
www.bcgreenhouse.ca



is no service to deliver. The Port of Seattle is also very busy now as everyone is trying to divert containers there also causing long delays. This also represents a loss of dollars from Port Metro Vancouver to the Port of Seattle.

If there is no resolution to this disruption we are at a loss to calculate how we can continue forward. If propagators cannot supply plants during the very short planting window then an entire cycle is lost, if the vegetables cannot be packaged how can we continue to feed Canadian families? We are asking for your help in bringing this container trucking disruption at Port Metro Vancouver to a swift resolution on behalf of the greenhouse vegetable farmers in British Columbia.

Yours sincerely;

A handwritten signature in cursive script that reads "Linda Delli Santi".

Linda Delli Santi
Executive Director
BC Greenhouse Growers' Association

cc. The Honourable Gerry Ritz, MP, Minister of Agriculture
The Honourable Pat Pimm, MLA, BC Minister of Agriculture

#207 -15252 32nd Ave
Surrey, BC V3S 0R7
PH: 604 531-5262
www.bcgreenhouse.ca

From: OfficeofthePremier, Office PREM:EX
Sent: Thursday, March 27, 2014 2:52 PM
To: 'Linda Delli Santi'
Subject: RE: Port Metro Vancouver container trucking disruption

Thank you for your comments regarding the truckers' dispute at Port Metro Vancouver.

As you may now know, a tentative agreement was reached and full operations at the Port are ensured as of today, March 27th. The agreement was reached following extensive discussions between all parties, and the joint adoption of a refined joint action plan to address truckers' concerns. All sides will work with mediator, Vince Ready, to review, finalize, and act upon a 14-point plan within 90 days.

With this agreement, our government is not proceeding with pending legislation that would have ordered a cooling-off period in the Unifor job action.

All sides are to be congratulated for reaching an agreement and placing the interests of British Columbia and Canada first.

Thank you again for writing.

From: s 22
Sent: March-26-14 13:51
To: OfficeofthePremier, Office PREM:EX
Subject: Port of Vancouver

I am a small farmer s 22 One of the farm product I raise is emu. We are in the laying season and my incubator to hatch emu chicks broke down. Of course I cannot get my 20 year old machine fixed and there are no manufacturers in Canada or the USA that make an incubator for emu. So I went to China. There are many manufactures there. I selected one and wanted to have it shipped only to be told they were unable to do so as there is a trucker's strike. Upon investigating this, I have come to the conclusion that the factors surrounding this strike is not the greed of the 1000 or so truckers on strike but the seemingly unfairness of the licensing system that regulates it. I will now have to ship by air which will cost me an additional \$1000. All because of what I view as gross incompetence by your government! You put yourself out there as being the champion of small business. I seriously doubt that. I see you out there as the champion of big business! Thanks for nothing!

s 22

From: Teresa [mailto:teresa@sevenapples.ca]
Sent: March-26-14 13:04
To: OfficeofthePremier, Office PREM:EX
Subject: my proposal in ending the BC trucker strike

Dear Premier:

As a worker in logistics field doing importing and exporting, I share lots of concerns of my customers when port truckers go on strike. As a citizen of the country, I would like to express the following sentiments to be shared with the strikers:

The BC Government makes the following plead for the strikers to go back to work:

1. You as strikers have reached your goal in the following area: to improve efficiency of port operations and thus increase your income. BC government will make continued efforts to deal with any issues arising in solving the current undesirable condition.
2. Please go back to the work force and please consider our economy: with strike going further on, transport is interrupted, economy will slow down, all of us on this land will suffer from this consequence sooner or later---the price of all materials and food items will go up and up; it will affect all consumers.
3. Please consider the value of human beings: what do we live for? Really and ultimately, not just for an increase of money, but fulfilling the value of a human being who finds their satisfaction out of work for the whole human race. Thinking how many people live under less desirable situations, but not all those people go on strike. s 22

s 22

4. Please go back to work, for the sake of yourself, this country and your family! All of our human beings are connected to some extent. And BC Government reinstates that the Government will make all possible efforts to improve!

Best regards,

Teresa
Seven Apples Logistics Inc.
#105-2971 Viking Way, Richmond, BC V6V 1Y1
Tel: 604-303-8783 Ext. 109
Fax: 604-303-8738
Toll free: 1-844-303-8783
www.sevenapples.ca

From: OfficeofthePremier, Office PREM:EX
Sent: Thursday, March 27, 2014 2:54 PM
To: 'Teresa'
Subject: RE: my proposal in ending the BC trucker strike

Thank you for your comments and suggestions regarding the truckers' dispute at Port Metro Vancouver.

As you may now know, a tentative agreement was reached and full operations at the Port are ensured as of today, March 27th. The agreement was reached following extensive discussions between all parties, and the joint adoption of a refined joint action plan to address truckers' concerns. All sides will work with mediator, Vince Ready, to review, finalize, and act upon a 14-point plan within 90 days.

With this agreement, our government is not proceeding with pending legislation that would have ordered a cooling-off period in the Unifor job action.

All sides are to be congratulated for reaching an agreement and placing the interests of British Columbia and Canada first.

Thank you again for writing.

From: Susan Roche [mailto:sroche@retailcouncil.org]
Sent: March-28-14 14:23
To: OfficeofthePremier, Office PREM:EX
Cc: Cadario, Michele PREM:EX; Diane J. Brisebois
Subject: Thank You from Retail Council of Canada

THIS LETTER IS BEING SENT ON BEHALF OF DIANE J. BRISEBOIS, PRESIDENT & CEO

Susan Roche
Executive & Regional Office Coordinator
Retail Council of Canada
New address: 1881 Yonge Street, Suite 800, Toronto, Ontario M4S 3C4
Direct: 416-467-3766 I Fax: 416-922-8011
eMail: sroche@retailcouncil.org
www.retailcouncil.org

Halifax Montreal Ottawa Toronto Winnipeg Vancouver

Proud and honoured to represent more than 45,000 small, mid and large retail stores from coast to coast.

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Retail Council of Canada
1881 Yonge Street, Suite 800
Toronto, Ontario M4S 3C4
Telephone (416) 922-6678 Fax (416) 922-8011
www.retailcouncil.org

March 28, 2014

Premier Christy Clark
Legislative Buildings
501 Belleville Street
Victoria, British Columbia V8W 9E1

eMail: premier@gov.bc.ca

Dear Premier Clark,

On behalf of the members of the Retail Council of Canada (RCC), I want to thank you for your personal intervention and assistance to resolve the Port Metro Vancouver trucker labour dispute.

RCC represents 45,000 member storefronts across Canada. Our industry employs more than 300,000 British Columbians.

The four week long dispute was both disruptive to retailers and increased costs for consumers. Our members are thankful for a resolution, and pleased that you and your Ministers achieved a settlement in a complex labour environment.

It is both in Canada and British Columbia's best interest as a nation whose economy is so reliant on trade that it be resolved.

Thank you.

Yours truly,

A handwritten signature in black ink, which appears to read 'Diane J. Brisebois', is written over a light blue horizontal line.

Diane J. Brisebois
President & CEO

c.c. Michele Cadario, Deputy Chief of Staff
michele.cadario@gov.bc.ca

-----Original Message-----

From: John Neate [mailto:john@jjbeancoffee.com]
Sent: Thursday, March 27, 2014 11:22 AM
To: OfficeofthePremier, Office PREM:EX
Subject: Good job!

s 22

On Behalf Of john@jjbeancoffee.com

Well done on getting the trucker strike dealt with. Our port is so integral to our economy and I appreciate the your innovative approach to problem solving vs. confrontation and legislation.

Kind regards,

John Neate, Owner of JJ Bean, Coffee Roasters

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX

Sent: Tuesday, April 1, 2014 2:29 PM

To: 'john@jjbeancoffee.com'

Cc: Transportation, Minister TRAN:EX

Subject: RE: Good job!

Thank you for your email, Mr. Neate. It was good of you to take the time to let us know of your support for this government's role in the truckers' dispute settlement at PMV. We will be pleased to share your comments with the Honourable Todd Stone, Minister of Transportation and Infrastructure, for his information as well.

Thanks again.

From: Suzanne Wentt [mailto:suzanne@indian-river.co]
Sent: Thursday, March 27, 2014 6:54 PM
To: OfficeofthePremier, Office PREM:EX
Subject: Trucker Strike Solution

Dear Premier Clark

What were you thinking. You sat with some less than honorable individuals and were lied to and you turned around and rewarded bad behavior for what 1000 votes from the Indo community. You have damaged the economy and ultimately cost these drivers jobs down the road.

You never once consulted the owners who could have given you a different version of reality

1. Increase in fuel surcharge to 2% per incremental increase – I applaud you on that
2. Waiting time at the terminal – the way this has been crafted you know have encouraged drivers to drag their feet and waste as much time on the terminal as they can because they are being paid hourly instead of levying a flat rate that was compensatory to something that would motivate the terminal to service and compensate the driver for the wasted time. The secondary fall out of this is now every time the longshoreman are upset with their management they will slow things down in order to incur higher penalties for the terminal.
3. 12% increase in the MOA, while they haven't had an increase in 9 years they got a 42% increase in 2005/06 and name another industry that received that much compensation. Again ludicrous. Our ability to reduce off dock rates is insane. Drivers will receive in excess of \$100 to take a container across the street.

These drivers are the same drivers that cry they are broke and can't put fuel in their truck but they can afford for everyone in the family to drive a Mercedes, porche, bmw or escalade. The only drivers that were starving are the ones that work for the bandits that don't pay the proper rates and are unwilling to notify their union, or the port or quit and go to a company that does pay.

These drivers are celebrating and counting their money however there is going to be a lot that 6 months down the line don't have a job because they priced themselves out of the market. Perhaps you can find room for them and their families in your house being that you are so concerned about getting their votes.

s 22

It is unheard of to negotiate compensation without the employers present and yet you seem to think you are an expert in our business. This whole strike was a debacle from start to finish primarily because the government and port couldn't get out of their own way. If the owners and main stake holders had been listened to this would have been over in a week yet it was one bad decision after another due to pandering to one segment of the demographics in this province that will result in a solution that is going to adversely affect this Port as well as this province.

The message you have sent is this:

If you want a windfall just hold the country hostage, demonstrate savage behavior and the Premier will reward you with a big payday and we wonder why people act the way they do.

Perhaps as owners we should all get together and hold our signs and try to prohibit people from conducting business and not bring our staff into work so the drivers will not know where to go and what to do and throw rocks through the windshields of the trucks that run and go to their yards at night and cut all their air lines, driver by their homes and threaten their families. Take shots at trucks working at night, throw hot tea in their face or just drag a guy out of his truck and pound him.

What are you going to give us because if this is the way you get ahead in this province then perhaps we should stop acting like civilized human beings and trying to operate honorable professional businesses we should go rogue because that seems to be how you get rewarded in BC

I hope you are proud of yourself because you are an embarrassment as far as I am concerned and the politics was so obvious and it disgusted me.

Suzanne Wentt
INDIAN RIVER TRANSPORT
20353 64TH AVE
#207
LANGLEY. BC V2Y 1N5
LAND LINE 604-510-5085
FAX 604-510-5085
CELL S. 22

PLEASE NOTE CURRENT FSC 7% - GOOD UNTIL 3/31/2014

-----Original Message-----

From: s 22
Sent: Thursday, March 27, 2014 7:49 PM
To: OfficeofthePremier, Office PREM:EX
Subject: Thanks for getting the job DONE!

Dear Premier Clarke

Just would not feel right to not send a note of gratitude on behalf of all the staff at Ironwood, for getting our goods moving again.

Yes we have had to ,as have our overseas customers, been forced to pay extreme added costs of delivery (air) to keep the wheels moving . Very expensive and not sustainable ,so thanks for getting all the parties to the table and making sense of a most trying and difficult situation .

With many containers at our door and a few inbound , as a small company in B.C. we know first hand the value of constant flow.

So thanks to you and your team, with extended thanks form our clients in China & Korea especially.

We are grateful
Kind regards

s 22

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX

Sent: Tuesday, April 1, 2014 3:34 PM

To: s 22

Cc: Transportation, Minister TRAN:EX

Subject: RE: Thanks for getting the job DONE!

Thank you for your email, s 22 It was good of you to take the time to let us know of your support for this government's role in the truckers' dispute settlement at PMV. We will be pleased to share your comments with the Honourable Todd Stone, Minister of Transportation and Infrastructure, for his information as well.

Thanks again.

-----Original Message-----

From: s 22
Sent: Thursday, March 27, 2014 9:47 PM
To: OfficeofthePremier, Office PREM:EX
Subject: Vancouver port truckers strike

Dear Premier:

Heard on the news today that you stated that families were going back to work at Vancouver's Ports.

Did not realize that families as a group work at the ports. Thought that was reserved for farm type jobs.

What jobs do the children do? Perhaps it is time to give the "families" talking point a rest. Perhaps you could start concentrating on "the best place in the world".

If that were true, there would be great wailing and gnashing of teeth everywhere else in the world.

Sincerely,

s 22

From: s 22
Sent: March-29-14 00:00
To: OfficeofthePremier, Office PREM:EX
Subject: Port strike

I am not an authority on politics and really feel all politicians are Crooks in it for the money. I realize you have very well paid advisors and hope they are earning their keep now. Although you may be basking in the glow of the truckers strike being settled it was done on the backs of business large and small held hostage during the strike. Our company is facing \$36,000 in storage fees. There will be a class action lawsuit - it is in the works. unless you are proactive and do something about the fees it will destroy you. Although I think you could have a lot to offer something went sideways and I don't think there is much hope for your political future. The truckers dug their own graves but you put the nail in the coffin for hundreds of bc businesses some who can't afford or survive the storage fees. Make a move fast you can still come out looking like a hero.

Sent from Samsung tablet

From: s 22
Sent: March-28-14 15:03
To: Bond.MLA, Shirley LASS:EX
Cc: OfficeofthePremier, Office PREM:EX
Subject: Settlement of truckers' strike

Congratulations on reaching a NEGOTIATED settlement to this dispute. This is how management and labour are supposed to solve their differences. Finally, a good news story from your government.

s 22

From: Bob Shuttleworth [mailto:bshuttleworth@air-waycanada.com]
Sent: March-31-14 15:13
To: OfficeofthePremier, Office PREM:EX
Subject: port strike

We have had some freight tied up at the port were the truckers strike was and now that it is over and the freight is moving again we now get a bill for over 190.00 for storage fees the only one that wins in this case is the port and the truckers

As a small business trying to make it in the world today I know it is a small amount but why do we get punished and have to pay for things that are out of our control maybe the next time they decide to strike we should let them have what they want

Based on the fact theat they will have to pay storage fees for everyone's container that they are holding up. Just my two cents worth.

Thanks bob
Pacific hose and fittings
26825 56 ave
Langley be
V4w-3z9
604-607-6735

From: OfficeofthePremier, Office PREM:EX
Sent: Friday, April 4, 2014 3:21 PM
To: 'Bob Shuttleworth'
Subject: RE: port strike

Thank you for your email regarding demurrage charges arising from the truckers' dispute at Port Metro Vancouver. We appreciate receiving your thoughts.

As you may know, Port Metro Vancouver contracts with private companies which operate the container terminals under long-term lease. Container terminal operators charge fees for the use of the container terminals that they operate.

We understand that any requests for terminal fee concessions should go directly to the applicable terminal operator.

- For Deltaport in Delta, <http://www.tsi.bc.ca/content/contact-us>
- For Centerm in Burrard Inlet in Vancouver, <http://web.dpworld.com/contact-us>
- For Fraser Surrey Docks on the Fraser River,
<http://www.fsd.bc.ca/index.php/contact/directory/>
- For Vanterm in Burrard Inlet in Vancouver, <http://www.tsi.bc.ca/content/contact-us>

We hope this information will be helpful to you, thank you again for writing.

From: grandsuccess [mailto:grandsuccess@shaw.ca]

Sent: April-02-14 15:18

To: Lisa Raitt; Transportation, Minister TRAN:EX; Peter Xotta; OfficeofthePremier, Office PREM:EX

Subject: Re: DEMAND STATEMENT EXEMPT DEMURRAGE CHARGES

Dear All,

Trucker strike has been taken place more than a month since 26th February 2014. Due to the Greater Vancouver Port Authority (Port Metro Vancouver) given only five days storage and demurrage fee waiver period, days after that, importers must pay high demurrage charges at \$300 or above per day, importers already accumulate to pay as much as \$8,000 in average cost for each container because of this strike.

Main reason for this strike is Port Authority and trucking workers unable to reach an agreement but caused to this 28 day strike as a result, however, this strike has already led the importers and exporters absorbed the unnecessary losses in business or breach the contracts... etc., in addition to the losses, the ports now even request all importers to pay such high demurrage fees, solid unfair and unreasonable for all importers.

Although Delta Port announced they will assess a maximum of 10 days demurrage to each import container with some conditions, but it's not applied to all ports in Vancouver, full charges remain need to pay by importers in other ports.

Therefore, we strongly urge the BC Government come forward to instruct Port Metro Vancouver exempt the daily demurrage fees charged to importers during the strike period, in order to avoid such additional cost passed on to consumers, affecting people's livelihood.

Best regards

Raymond Cheung

Director

=====

GRAND SUCCESS TRADING (CANADA) LTD.

9-10, 12351 BRIDGEPORT ROAD, RICHMOND, BC CANADA V6V 1J4

TEL : 604-270-6268 | FAX : 604-270-6639 | E-MAIL : grandsuccess@shaw.ca

From: 丁永勤 [mailto:dingyongqin@hotmail.com]
Sent: April-02-14 11:43
To: lisa.raitt@parl.gc.ca; peter.xotta@portmetrovanancouver.com; OfficeofthePremier, Office
PREM:EX; Transportation, Minister TRAN:EX; grandsuccess@shaw.ca;
william.tse@uniking.ca
Subject: DEMAND STATEMENT EXEMPT DEMURRAGE CHARGES

DEMAND STATEMENT EXEMPT DEMURRAGE CHARGES

Dear All,

Trucker strike has been taken place more than a month since 26th February 2014. Due to the Greater Vancouver Port Authority (Port Metro Vancouver) given only five days storage and demurrage fee waiver period, days after that, importers must pay high demurrage charges at \$300 or above per day, importers already accumulate to pay as much as \$8,000 in average cost for each container because of this strike.

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Therefore, we strongly urge the BC Government come forward to instruct Port Metro Vancouver exempt the daily demurrage fees charged to importers during the strike period, in order to avoid such additional cost passed on to consumers, affecting people's livelihood.

Best regards

Ding, Yongqin 丁永勤, CEO /MBA, M.Sc
Strong Int'l Trading Inc
#109-3860 Jacombs Road
Richmond, BC V6V 1Y6 Canada
Tel/Fax: 604-270-3381
Cel: s 22
E-mail: dingyongqin@hotmail.com
E-mail: info@siti.ca
Our company website www.siti.ca

-----Original Message-----

From: s 22

Sent: April-03-14 08:46

To: OfficeofthePremier, Office PREM:EX

Subject: FW: Modern Terminal/ new loading rates effective in April 1, 2014

> Dear Hon. Christie Clark

>

> I think you would like to know a portion of the impact the settlement your office has made between the trucking companies here in Vancouver and the port of Vancouver. The fallout has been terrible and bordering on extortion.

>

> The trucking companies have interpreted this settlement as a reason to backdate to the beginning of March for all freight arrangements that were held hostage during their job action and add cost to all inventories. Just to put that in a really personal perspective, for my business alone, this represents approx \$90,000 that will be coming out of my pocket just to get these people to do their job. In addition to that, our ocean freight carriers have done a similar act that represents an additional \$140,000 out of my pocket. Bottom line is, your agreement to get the truckers back to work and their interpretation of appropriate timing to collect will probably cost me my business and severely damage any working relationships my business has established in the forestry sector here in BC over the last 18 years. Needless to say, there are many other business sectors that will be severely damaged financially by these actions.

> Also, you must know that these numbers are solely for my business. I would be interested to evaluate what financial damage this action will be having on some of your biggest supporters like the primary lumber products of this province.

>

> I need to be very clear about this point. I fully understand that service companies take action to better their business success and sometimes cost bases need to be changed but, I can't understand why these groups are allowed to make their changes by sacrificing my business and the welfare of my family by retroactively gauging old contracts that have been held hostage. The agreement should have been further detailed to include details to avoid these parties capitalizing on a terrible situation. The malicious act by these freight companies to backdate previous service contracts if allowed to proceed will cost the business community of this province many millions of dollars. The business community will end up bearing the financial load for this entire issue as it has been currently settled and abused. Unacceptable!!

>

> I have included below this recent letter from one of our companies service providers. It is my understanding that there are many more examples of reload service providers that are following the same tact as Modern Terminal/Canaan group is instituting.

>

> Please feel free to contact me at any time for further discussion.

> s 22 I expect I will be promptly contacted by yourself and/or

> office for further discussion soon.

>

> Best Regards

>

> s 22

> Liberal supporter

>

> Begin forwarded message:

>

>

>

> From:

> Subject: FW: Modern Terminal/ new loading rates effective in April
> 1, 2014

>

>

>

> From: Michelle

> Sent: Wednesday, April 02, 2014 2:55 PM

> Subject: Modern Terminal/ new loading rates effective in April 1,
> 2014

> >

> Dear Customers,

> >

> Last Wednesday afternoon, B.C. Premier Christy Clark announced an
agreement that was reached between the members of the United Truckers Association/Unifor and
the Province, the Federal government and Port Metro Vancouver.

>>

> The dispute between the truckers and the port largely focused on
issues related to pay, including rates, unpaid time spent at the port waiting for cargo, and
allegations of undercutting within the industry.

>

> Based on the federal government agreement, we are required to
increase our trucking rates and therefore, we will add this cost of C\$100/ctn to your current
loading charge, effective from Apr 1st, 2014.

>

> We have attached a copy of the notice sent to all TLS License
holders by the Port Authority for your reference, as well as the Joint Action Plan Document that
has been signed off by the Provincial and Federal Governments along with Unifor Local VCTA
and the UTA.

>

> We appreciate your kindly understanding and continue support to
Modern terminal.

>
> We will call you personally to discuss if you have any questions,
thank you.

>
> Modern Terminal

> Best Regards,

>
> Michelle Cao
>
> Operations Supervisor / Modern Terminal
>
> p 604-321-1188 | f 604-295-3208
>
> e michelle@canaangroup.ca <mailto:michelle@canaangroup.ca> |
> www.canaangroup.ca <http://www.canaangroup.ca/>

>
>
> <image002.gif>
> <UNIFOR VCTA agreement explainer (inLT).docx> <Container Trucker 2014
> Agreement.pdf> <Fuel Surcharge.pdf>

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX

Sent: Thursday, April 10, 2014 11:59 AM

To: s 22

Cc: Transportation, Minister TRAN:EX

Subject: RE: Modern Terminal/ new loading rates effective in April 1, 2014

Thank you for your email, s 22

This note is to let you know that we've shared your correspondence with the Honourable Todd Stone, Minister of Transportation and Infrastructure, for review. Minister Stone will ensure that you're sent a reply to your comments on behalf of Premier Christy Clark.

Again, thank you for expressing your concerns.

-----Original Message-----

From: UNIFORM [mailto:UNIFORM@shaw.ca]

Sent: April-09-14 9:58 AM

To: OfficeofthePremier, Office PREM:EX

Subject: Not Responsive

Hi Hon. Christy. You did a brilliant job getting the port truckers back to work. Simple common sense approach. WAC Bennett would be proud.

Not Responsive

--

Thank You

Richard Grant

Owner

Professional Choice Uniform Inc

102-455 Banga Place

Victoria, BC Canada

V8Z 6X5

Phone 250-370-2004 Fax 250-595-4333

email: uniform@shaw.ca

www.professionaluniform.com

-----Original Message-----

From: OfficeofthePremier, Office PREM:EX

Sent: April-11-14 3:15 PM

To: 'UNIFORM'

Cc: Minister, ENV ENV:EX

Subject: RE: Not Responsive

Hello, Mr. Grant, and thank you for your email. We appreciate your taking the time to let us know of your support of the actions taken to resolve the recent truckers dispute. We see you have also outlined your concerns regarding Not Responsive

Not Responsive

Again, thank you for writing.

cc: Honourable Mary Polak

Petition for Solution of the Strike at Vancouver Port ASAP

March 21, 2014

We (the importers) and the residents of BC province, are proposing this petition to the BC provincial government for stopping the truckers' strike and urge the truckers back to work immediately.

Truckers' strike has blocked regular containers entrance to and exit from the Vancouver port over two weeks. Our importing containers cannot be picked up from the port.

Our business is seriously affected by this strike. As a result, we cannot complete our contracts with our customers, therefore we will bear the great loss of contract violation. In addition, we cannot afford the huge extra port storage and demurrage charges. If the strike continues any longer, our business will not be able to survive.

We strongly demand that the BC provincial government to take timely action to stop the strike and resume the port function to protect all Canadian enterprises' rights.

A Group of Metro Vancouver Importer and Exporter

Four-point demand Statement

1. Request the Government to intervene strike and urge the trucker back to work immediately.
2. In order to avoid any additional losses and eventually passing all additional costs onto consumers, we strongly request the BC government to negotiate with the Port Metro Vancouver to waive the daily storage and demurrage fees charged to importers during the strike period.
3. We request the BC Government to ask the Port Metro Vancouver to improve the efficiency of the operating system for import and export.
4. We request the BC Government to reduce annual business income tax for importers and exporters to compensate their losses during the trucker strike period.

A Group of Metro Vancouver Importer and Exporter

Mar 21,2014

Company Name	Address	Phone #	Signature
Root Tech			
Jc Bunny			
JJB Quay Ent			
Sen Fuok Co. Ltd			
Epoch Times			
NUTRA TRADING			
Young Quach			
Joseph Tsui			
David CHEUNG			
SIMON WONG			
SAM LAM			
MING			
DANIEL Lin			

s 22

S. 22

S. 22

Company Name	Address	Phone #	Signature
Kenn Wing			
KAHENG.			
PAUL C.			
ZMMZ FOODS Peter Wang			
Willie Ip.			
CHINA POTTER			
AJYOSE ENT. LTD			
PAREAST NORTH AMERICAN FOOD LTD.			
ASIAN PACIFIC TRADING Regent Long			
Canadian T & J			
GOLDEN			
WYLER FOODS			

s 22

03/17/2014 14:53 0000000000

111 1111

PAGE 02/02

Company Name	Address	Phone #	Signature
Spark Ltd			
Trading Ltd			
Sun King Co Ltd			
GO Canada			
Food Service			
YUEN SHING INTL			
(Canada) LTD			
New World			
Imports			
K.B. Trading			
Grand Saicos			
NGT Ltd			
Bent Li			
Uni King			
Canada			
Sampack			
TUN HEN			
BN			
STRONG INTL			
TRADING INC			

s 22

Mrs. Christy Clark
"Premier"

s 22

Thank you twice!

- 1: No more mandatory in-service
actions "Intitlement" ^{4.23/14!} ^{They never tell you that either campaigns.}
 - 2: Helping the workers of B.C. +
you are renewed my faith
in your will toward the
working force of our nation
- Yours truly

s 22

NOTICE

TO TLS LICENSE AND PERMIT HOLDERS

FUEL SURCHARGE

Please be reminded that the License and Permit Agreement that has taken effect with TLS 4 binds permit and license holders to pay the minimum rate of remuneration.

We refer Full Service Operators to Section 8.1 (aa) in the License Agreement and Independent Operator Permit holders to Section 8.1 (z) in the Independent Operator Permit Agreement.

Your attention to the Fuel Surcharge referred to in the Memorandum of Agreement is described in Section 5 as follows:

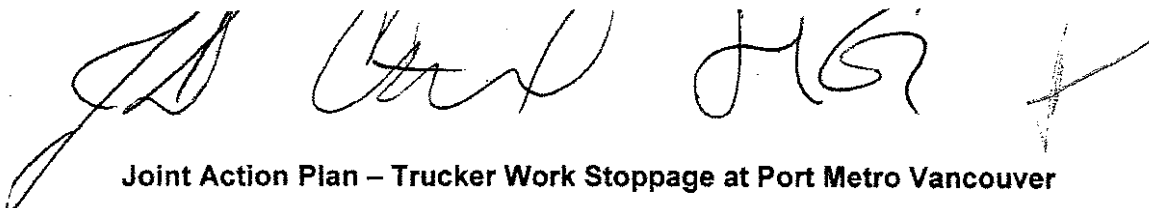
“5. A fuel surcharge will be effective in the event of significant increases over the current price for diesel fuel. Beginning in the first quarter of 2006, if the average fuel price is over \$1.05 per litre in any quarter, a fuel surcharge will be in effect for the following quarter. The surcharge for that following quarter will be in the form of an increase of 1.0% (applied to payments based on the applicable rate schedule) for each full five cent increase in the average fuel price above \$1.05. Diesel prices from the M.J. Irvine website will be used.”

Investigation enquires can be forwarded to the Ministry of Transportation at the following email address Container.Truck.Disputes@gov.bc.ca or by telephone at 604-660-3291.

Thank you for your attention to this very important matter.

Vancouver Fraser Port Authority
TLS Administrator

June 12, 2008



Joint Action Plan – Trucker Work Stoppage at Port Metro Vancouver

In recognition of the concerns voiced by container truck owner/operators, the work stoppage that has gone on for four weeks and the resulting severe impacts on the national economy, the Government of Canada, the Province of British Columbia and Port Metro Vancouver have collectively agreed to an action plan and expect an immediate and full return to work. Those who choose to continue this work stoppage will jeopardize their opportunity to provide drayage services at Port Metro Vancouver in the future.

1. Immediately upon resumption of normal trucking operations, Port Metro Vancouver will rescind licence suspensions where no criminal charges have been laid against any driver or operator by the police. Port Metro Vancouver will also dismiss without any legal costs its legal action in the Federal Court against the United Truckers Association ("UTA") (Action #S-141964) at the expiry of the interlocutory injunction issued in that action on March 11, 2014. Port Metro Vancouver further agrees not to commence any further action against Unifor or UTA or its members arising out of any activities of Unifor or UTA or its members that precede the resumption of normal trucking operations.
2. The Government of Canada commits to take appropriate measures to increase trip rates by 12% over the 2006 Ready Rates. The rates will take effect within 30 days of the return to work and will apply to all moves of containers (whether full or empty). To make drivers whole for the interim period between 7 days following the return to work and the date the new rates take effect, a temporary rate increment will be put in place.

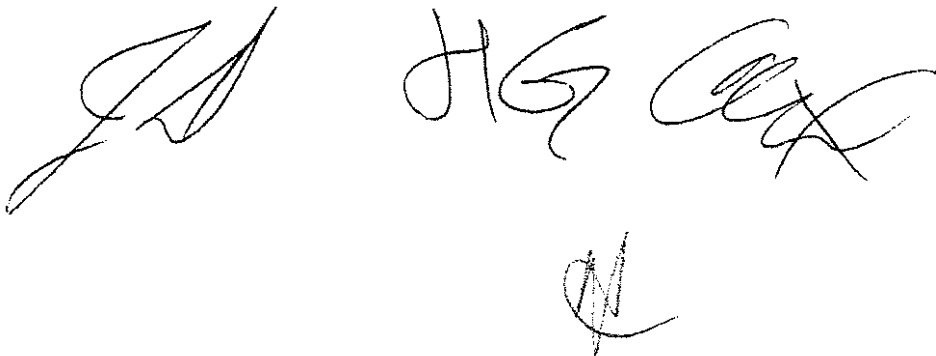
These rates shall be calculated on a round trip basis, and shall apply to all moves. A mechanism will also be established to attach a benchmark minimum rate for all hourly drivers to the federal regulation. The rate is anticipated to be initially instituted at \$25.13 on hire and \$26.28 after one year of service. Recognizing that per-trip rates for hourly drivers are a concern of all parties, the issue of the prohibition of such rates shall be reviewed in accordance with paragraph #14. Canada and B.C. further commit to put in place a new mechanism to ensure off dock trips (including within a property or between properties) are remunerated consistent with the revised regulated rates, and the Government of Canada will expedite its 2014 Regulatory Framework Review which will assess the current wage and fuel surcharge rates.

3. The Province of British Columbia commits to engage unions and their certified employer companies on the importance of achieving renewal collective agreements and will ensure access to mediation if both parties agree to its use.
4. As per the current federal regulation, upon return to work the fuel surcharge multiplier will be amended from 1% to 2% which will result in a 14% fuel surcharge immediately upon a return to work. This fuel surcharge must be paid to owner operator drivers without exception and this will be enforced through increased and regular provincial audits.
5. The Province of British Columbia will strengthen the scope of the audit function so that all trucking companies registered in the trucking licensing system for local drayage will be subject to regular audits conducted in a transparent manner and penalties for rate violators shall be severe and shall include cancellation of licenses for companies and individual drivers. The scope of the audit program will be expanded to include union and non-union drivers and "off dock" movements. The province and Port Metro Vancouver will work with the industry to define the parameters of the audit program, with full implementation by June 15, 2014.

6. Whistleblower Mechanism: Port Metro Vancouver and the province will work together to provide a mechanism for the reporting of concerns related to compliance with trucking licensing system requirements (including compensation provisions) or incidents of intimidation or harassment related to container drayage activity. The new mechanism will allow for direct input to the provincially delivered audit program and will be in place no later than June 15, 2014.
7. Port Metro Vancouver will begin a consultation period with trucking industry stakeholders on the restructuring of the trucking licensing system with the intent to implement initial reforms by June 15, 2014. The goal of the new system is to create a more stable trucking industry and it is contemplated initial steps will include:
 - a. Greater accountability on trucking companies to comply with rate and employment agreements;
 - b. Licence charges on trucking companies which will be used to fund the modified licensing system and enhanced compliance regime (on a cost recovery basis) as well as contributions to GPS and optimization technology;
 - c. Implementation of a security deposit or bonding program for trucking companies; and
 - d. Control over the total number of licensed trucks to avoid a surplus and support the goals of this action plan.
8. Terminals and Port Metro Vancouver will announce, for rapid implementation, an extended-hours pilot project by March 31, 2014 that will be responsive to volume forecasts. Key elements of the pilot project are:
 - a. Shippers will have the ability to nominate which terminals would have extended hours on which days informed by Port Metro Vancouver forecasts;
 - b. There will be a forum for consultation on the proposed schedule which will include Port Metro Vancouver shippers and terminals;
 - c. Below a threshold (proposed: 60%) terminals will be entitled to compensation for unrecovered costs;
 - d. A risk / cost sharing formula will be developed and implemented by Port Metro Vancouver in consultation with shippers and terminals; and
 - e. Compensation will be tied to terminal performance during extended hours.
9. Immediately, the Terminal Gate Compliance Fee will be waived when excessive delays are encountered at a terminal.
10. The Government of Canada and Port Metro Vancouver will expedite the roll out of the next phase of the GPS project to outfit the balance of the trucking fleet with GPS technology. To be completed between May and September 2014.
11. Port Metro Vancouver in consultation with terminals and trucking stakeholders, will implement an enhanced common reservation system by January 2015 to address concerns related to the current reservation system.
12. Port Metro Vancouver will establish a mechanism for directing the Terminal Gate Efficiency Fee (i.e. Waiting Time Fee) to be paid to the trucking companies who will be required to pass the fee on

to independent owner operators. Starting seven (7) days after a return to work, the Terminal Gate Efficiency Fee (i.e. Waiting Time Fee) shall be paid at \$50 per trip for time spent waiting at Port terminals (Deltaport, Fraser Surrey Docks, Vanterm, Centerm) after ninety minutes of waiting time. At two hours of waiting time, an additional \$25 fee will be paid per trip. At two and half hours of waiting time, an additional \$25 fee will be paid per trip. Each additional half hour will be paid at a rate of \$20. This waiting time shall begin to accrue from the designated points outlined below.

- a. Vanterm / Centerm – Waiting time shall be measured from the time of entrance to the time of exit from the Clark, McGill and the vehicle access control gate at Heatley entrances.
 - b. Deltaport – A mechanism will be developed to identify time of entrance and exit to and from the terminal, and this will be measured at the last (current) overpass on the approach to Deltaport Way.
 - c. Fraser Surrey Docks – Waiting time shall be calculated from the time of entrance to the time of exit from the entrance off of Elevator Road and Highway 17.
 - d. The following two locations would require further analysis / discussion to clarify mechanics:
 - i. CN Intermodal (Port Kells) – Waiting time shall be calculated from the time of entrance to the time of exit from the entrance off of 96 avenue and Highway 17.
 - ii. CP Intermodal (Pitt Meadows) – Waiting time shall be calculated from the time of entrance to the time of exit from the entrance to CP's yard.
13. A steering committee will be formed immediately following the return to work and will consist of representatives from the unionized and non-unionized trucking community, the terminals, Port Metro Vancouver, Transport Canada and the Province of British Columbia to be chaired by Transport Canada. The steering committee will monitor implementation of all commitments in the Joint Action Plan and share the results on a regular basis with all stakeholders.
14. The Province of British Columbia, the Federal Government, and Port Metro Vancouver agree that Vince Ready shall be seized to issue recommendations on all points in this action plan that will be reviewed, finalized and acted upon within ninety (90) days of a return to work.
15. Unifor and the UTA agree to an immediate return to work based upon the above and acceptance by Canada and British Columbia.



News Release

Details of container truck driver agreement released

March 27, 2014

VANCOUVER— There is a copy of the full agreement online at [unifor.org/trucker agreement](http://unifor.org/trucker%20agreement)

- **License Suspensions and Law Suites:** Port Metro Vancouver will re-instate all license suspensions where no criminal charges have been laid against any driver by the police. Port Metro Vancouver will also cancel all legal action taken against Unifor and UTA
- **Container rates:** 2006 "Ready rates" will go up by **12%**. **Every single container has this: full or empty and is in effect within 30 days of returning to work.** There will be a mechanism implemented to increase the rate by 12% from the return to work date for the first month as well. All off dock moves are based on a round trip rate as per the Vince Ready 2006 schedule 2.
- **Hourly rate:** Beginning wages are set at **\$25.13** on hire, and increase to **\$26.28** after one year of service. **This is a benefit directly for the hourly drivers.**
- **Fuel reimbursement:** Due to high fuel costs, the fuel surcharge has doubled to **2%** from 1% which for the first quarter of 2014 is calculated to be 14% and for the second quarter to be 16%. This is to be paid immediately upon return to work. **This is for everyone, no exceptions.**
- **Waiting time reimbursement:** Paid to the owner/operator from the company after 7 days of return to work.
 - After **1.5 hours** waiting time you will be paid **\$50**.
 - After **2 hours** you will be paid **\$75**
 - After **2.5 hours** you will be paid **\$100**
 - Every **30 minutes** after, **\$20 more**.
- **Line-up measurements:** Your time is important. The **wait time** will start almost **immediately**, until you exit the port.
- **Undercutting:** Everyone must play fair at all times: **"penalties for rate violators shall be severe and shall include cancellation of licenses for companies and individual drivers."** All container moves will be audited including off dock moves, union and non-union.
- **Sectoral review:**
 - **Vince Ready** will be seized to issue recommendations and have them acted upon within 90 days.