

Lower Mainland Container Logistics Stakeholder's Forum

The Province of British Columbia, in collaboration with key port system stakeholders, Canada and other levels of government, developed a BC Ports Strategy. This work resulted in the adoption of a shared statement of vision for British Columbia's ports systems:

"British Columbia is a leading gateway for Asia-Pacific trade and has the most competitive port system on the west coast of the Americas."

British Columbia's geographic location gives B.C. a tremendous natural advantage as the Pacific Gateway to North America. Asia-Pacific container traffic is projected to increase by 300%, from the 2005 level of two million TEUs (twenty foot equivalents) to nine million TEUs in 2020.

This increase in volume will provide benefits to many British Columbians: workers, importers, exporters, truckers, shipping companies, port terminals and railways, to name a few.

Reliability of port container traffic is essential to maintain B.C.'s worldwide reputation as a reliable gateway.

Stakeholder Solutions Required

The development and implementation of logistics solutions that improve the reliability, productivity and efficiency of the land-side container logistics system involving trucks, inland terminals and port terminals will be key to this success.

An approach that addresses both individual interests and system wide efficiency objectives is required to solve these and other problems.

Mandate

The Lower Mainland Container Logistics Stakeholder's Forum mandate is to develop and implement logistics and tactical solutions and identify strategic long-term solutions that improve the reliability, productivity and efficiency of the land side container logistics system involving trucks, inland terminals and port terminals.

Under this mandate, information will be developed on the cost and operating performance of the components of the system for the following reasons:

- To improve the quality and availability of information for all participants in the supply chain,
- To provide the participants an objective basis from which to engage in problem solving through informed dialogue, and
- To assist in identifying areas where unnecessary costs or poor performance are experienced.

This will enable individual stakeholders to make better decisions for the benefit of their organizations and the system as a whole and enable the identification, monitoring and implementation of actions needed to benefit the whole system.

Recommendations

The forum will address and may make recommendations regarding management, planning, operations, processes, or any other matters involving landside logistics affecting container trucking regarding:

- storage of containers at inland container terminals;
- loading and or unloading of trucks at inland container terminals;
- movement of empty and loaded containers by trucks within the geographic boundaries defined for this project;
- processing of trucks through gates at port terminals;
- handling, unloading and or loading of trucks at port terminals, and
- storage of containers at port terminals.

Terms of Reference

1. Acquire or develop and make available to parties involved in the port logistics supply chain, a truck costing tool that provides cost estimates of trucking activities;
2. Using appropriate analytical tools analyze the lower mainland land side logistics system affecting container trucks to provide objective information on the performance of the current system and develop potential solution options;
3. Prioritize and agree on solutions within the logistics system affecting container trucks to be implemented by members either individually or jointly;
4. Develop an action plan for the land side logistics system affecting container trucks and promote commitment from parties that will lead to implementation of the recommendations within agreed time frames;
5. Develop measures for the proposed solutions to track progress. Examples of measures dealing with truck time spent at port property might include the following:
 - average time spent at port property from truck arrival to departure from port property;
 - time spent at terminals from truck arrival to departure at peak times;
 - terminal reservations booked versus actual.
6. Where necessary members will identify actions to remove obstacles to progress;
7. Report on a regular basis to the Assistant Deputy Minister Transportation Planning and Policy of the Ministry of Transportation the measures and progress in implementation of its recommendations;
8. Recommend to the Assistant Deputy Minister a strategy for communicating to the industry, and
9. Demonstrate progress towards implementation of solutions within the first 6 months of operations.

Forum Members

Importer	Canadian Tire
Exporter	West Fraser Timber
Longshoreman	ILWU Canada
Driver representative	Canadian Auto Workers
Driver representative	Teamsters Union
Independent Owner Operator	(currently vacant)
Company representative	Team Transport Services
Company representative	KTL Transport
Company representative	BC Trucking Association
Port authority	Fraser River Port
Port authority	Vancouver Port
Port container facility	Centerm P&O Ports Canada
Inland container facility	Transpacific Container Terminal Ltd