

Classification unit description

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| General Trucking (not elsewhere specified) | Sector: Transportation and Warehousing |
| | Sub-sector: Transportation and Related Services |
| Classification Unit: 732019 | |

Introduction to classification units

We group all firms into classification units based on the products produced, the services provided, and the processes, technology, or materials used. The base premium rate reflects the cost of compensation and prevention in the classification unit.

This classification unit description provides an overview of the classification unit for general guidance only. Firms are classified based on this, our classification policies, Rate and Classification List, and other relevant classification unit descriptions. The items listed below are examples only; they are intended to be illustrative (not exhaustive). Every example may not apply to every firm in the classification unit.

Description This classification unit covers firms that haul a variety of goods by transport truck and/or trailer. Firms in this classification unit may also operate a warehouse.

Transport Here are some examples of goods that firms in this classification unit transport:

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|-----------------|----------------------|
| Bakery products | Commercial goods |
| Drilling rigs | Industrial equipment |
| Lumber | Oil |
| Produce | Water |

Services Here are some examples of services that firms in this classification unit provide:

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|---------|------------------|
| Hauling | Hot shot service |
|---------|------------------|

Equipment Here are some examples of equipment that firms in this classification unit use:

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|-------------------|-------------------------------|
| Drop-deck trailer | Dry van |
| Flatdeck trailer | Refrigerated trailer (reefer) |
| Tanker truck | |

General information

FREIGHT FORWARDING or CUSTOM BROKERAGE
Freight Forwarders act as an intermediary between a shipper and transportation carriers (air, sea, rail, road carriers) in order to facilitate the cost-effective, efficient, and safe transportation of the shipper's goods. It is generally a knowledge based industry and primarily administrative in nature.

a) Freight forwarders who arrange the movement of freight and whose workers do not handle any goods are classified in CU 762013 [Custom Brokerage or Freight Forwarding (excluding handling of goods)].

b) Freight forwarders who operate a warehouse to temporarily store the freight they have been contracted to arrange for movement are classified in CU 762014 [Custom Brokerage or Freight Forwarding (including handling of goods)]. They may operate trucks in support of their warehouse but will not deliver to the final destination.

c) Firms contracted solely to carry the freight or those that own trailers and contract to move freight to a final destination would be considered to be engaged in general trucking and assigned CU 732019 [General Trucking].

Where "not elsewhere specified" is indicated in the Classification Unit (CU) title, please note that the CU is intended to represent business activities that are not appropriately represented elsewhere in the classification system. It recognizes that the current collection of CU descriptions are not exhaustive and that product or service type; processes or equipment; and industry competition must also be considered when determining a best industry fit.

The following three criteria are used to distinguish courier and delivery firms from trucking firms for the purpose of assigning a classification unit. Each measure is taken into consideration and then weighed together to determine the appropriate CU.

1) Gross Vehicle Weighting (GVWR): This refers to the weight a vehicle is designed to carry, and the corresponding figure can always be found on the driver-side door post. A GVWR of 7,257 kg acts as a benchmark between the two industries. Generally, the heavier the GVWR, the greater the indication toward trucking and vice versa.

2) Weight of Goods carried: The weight standard for the courier industry remains a "150 lb." measure on any single item. The carrying or hauling of palletized and/or bundled goods indicates an activity associated with a trucking operation.

3) Driver's License Class: All B.C. drivers carry a standard Class 5 driver's license allowing them to operate two-axle motor vehicles (e.g. cars, light trucks, vans). Professional drivers may possess a Class 3 license which allows them to operate a vehicle with more than two axles (e.g. dump truck, bus). The Class 1 license, the highest level, allows a driver to operate semi-trailer trucks. Trucking firms are more inclined to hire drivers with Class 1 or 3 licenses; while courier firms will employ Class 5 drivers.

Some delivery firms use more than one transportation mode (e.g. air, rail, truck). In these cases, classification will be assigned according to the mode used for delivery to the final destination.

When to contact us

Firms in this classification unit may also occasionally engage in other business activities. However, if they have a significant presence in any of the following industries, it may make sense for them to be assigned to another classification unit.

- 1) courier or local delivery services (see CU 732011);
- 2) dump truck or dry bulk hauling operations (see CU 732013);
- 3) garbage, debris, waste, or recyclable material removal (see CU 732018);
- 4) loading or unloading goods (see CU 732023);
- 5) mobile home or boat towing (see CU 732029);
- 6) moving and storage (see CU 732030);
- 7) newspaper, magazine, or flyer distribution (see CU 732031);
- 8) transport of logs on resource roads (see CU 732044);
- 9) structural moving of buildings or heavy equipment (see CU 722002); or
- 10) freight forwarding service with no trailer ownership where the prime responsibility is arranging transportation of freight through multiple sub-carriers (see CU 762013 & CU 762014).

Please contact us if you have any questions about this or anything else related to this classification unit description.

Base premium rates

2017: 6.22% (or \$6.22 per \$100) of assessable payroll
2016: 6.68% (or \$6.68 per \$100) of assessable payroll
2015: 6.10% (or \$6.10 per \$100) of assessable payroll