



Hauler Transportation Incentive Meeting
Tuesday November 1st, 2011
9:00 AM – 11:30 AM
Markland Woods Golf Course
Call-in 416-343-2285 or 1 877-969-8433
Passcode 4467765

Meeting Minutes

The meeting notes are meant to supplement the meeting slides as well as capture the comments and responses discussed during the meeting. Please refer to meeting slides for additional information.

1) Overview of 2012 Proposed Changes

a) Overview of Model:

- The overview of the model section is intended to be a refresher of how the TI model works as there are many moving parts that work together to determine the overall Transportation Incentive (TI)
- Approved end uses are in province Processor or registered out of Province Processors (assuming the delivery was authorized by OTS), Hauler Inventory Transfers (this will be discussed in detail later in the presentation) and Reuse destinations
- In 2011 and prior years, Haulers would have seen deliveries to Reuse “cashing out” credits when delivered however as discussed during the Oct. 19th, 2011 Technical Committee meeting OTS is proposing that this be altered. Reuse will remain an eligible end use in accordance with the plan, but would not attract a credit “cash out”. This will be discussed further in detail in section 1D of the presentation
- A portion of the transportation associated with Reuse tires will be incented, however not in the same manner as has been done in the past
- The rate that is OTS used for all of these generations of credit is based on standard weight (estimated weight) multiplied by the FSR rate
- OTS reiterated the earlier point that in 2012 the plan is not to include deliveries to reuse or retreading as a payment outlet for Haulers however it will remain an approved end use and compensation will be averaged into the base TI rates (discussed in detail later in the presentation)
- In the normal course of business Hauler Inventory Transfers are defined as an approved end use, and do attract a “cash out” of credits upon delivery
- Reminder that the Hauler transferring the tire needs to make sure that the Hauler receiving those tires is actually managing the tires in accordance with the plan.
- The HIT form was intended to manage those anomalies or those one off situations, where a given Hauler cannot deliver to their local Processor due to limits in Processing capacity etc., and perhaps has no alternative but to deliver going out of province, however they are unable to do so (do to plating

limitations etc.) The HIT form was really intended as an outlet for a Hauler to say if there is someone else who can take these at that point and time it's not intended to be the only outlet for a Hauler. OTS needs to ensure that Haulers are meeting the definition of a Hauler, which is to deliverer used tires to a registered Processor.

- During the October 19th TC Meeting OTS proposed that starting January 1 2012, OTS will be looking at Hauler activities on a net basis to determine if Haulers are delivering at least 75% of the tires they are pick up a registered processor and/or reuse/retreading). OTS will contact any Hauler who is not meeting that threshold to determine if this is due to short term lack of capacity or if this is a long term business model. Haulers will be given a set time to ensure they are meeting the threshold otherwise they will be de-registered from the program
- OTS noted that additional information and discussion points on the topic of HIT transfers and the proposed changes can be found by viewing the October 19th 2011 Technical Committee notes and slides as well
- No changes have been made in terms of the types of costs that go into the Transportation Model from previous years
- OTS is not proposing to change to the existing Re-directs/Adhocs policy/Surplus policy from 2011 at this point (this may be revisited later in 2012 if necessary based on developments in the year).
- Haulers are advised to refer back to the Hauler Guidebook for details policies regarding Surplus deliveries
- OTS schedules a review of the TI model annually or as required based on assumption changes over the year
- Based on feedback over the 2011 period, a fuel adjustment mechanism was put in place and will continue into 2012 (refer to Hauler Guidebook for details)

b.) Fuel Adjustment

- OTS is not proposing any methodology changes on how the fuel cost adjustments will be determined in 2012
- OTS is proposed that instead of applying the overall decrease in January 2012 as a result of the recent decline in fuel costs, that it is pushed over to Feb 2012 with the other proposed rate changes.
- The next 2012 fuel adjustment would be made on schedule in April 2012.

c) Price Index Adjustments

- As illustrated on the slide there are a number of different pricing components and aspects that go into the model
- On average these costs went up over the year

d.)Reuse adjustments

- OTS is proposing changing the way that tires which are distanced for reuse or retreading are actually incented (not attract a "cash out" of credits at the time of the delivery, but rather incorporate the average rates of reuse into the base TI rates)
- The reuse/retreading market is viable with out incentives as described in the program plan and discussed openly throughout the OTS program.

- OTS noticed there is an opportunity to “gain the system” via the current reuse model which needs to be addressed
- The current system is if a Hauler sells a tire they put it on a RTR form, which when claimed triggers a “cash out” on credits. OTS will be eliminating this cash out however to compensate the Hauler for the collection portion of this, OTS needed to build this back into the base TI rate/model.
- OTS has made every other tire that much more profitable because there is now an assumption built in that accounts for this portion of the reuse
- This change still requires Haulers to report all the Reuse activity, in the exact same manner as today doing now. Therefore, reuse will still go on a RTR form and invoices will still be required
- Haulers who are found to have under reported or not reported a RTR (in February 2012 period going forward), would be assessed an amount equivalent to the amount of the under reported tires multiplied by their average inventory value. Instead of a net zero, that will result in amount owing to OTS (or being deducted from TI payments)
- There is additional incentive to reuse tires domestically as they do not attract TSF fee however OTS will be monitoring the effects on the reuse market as well

e) Reallocation of Delivery Destinations/Assumptions for Direct Deliveries

- One of the components which effects the TI is where the Processing capacity for each tire type is located.
- OTS now has baseline data which we can compare to assumptions for 2012 in terms of Processor capacity as well as forecasts from various processing facilities by which to base the average distance a tire must travel to a processor on
- Large capacity increases expected for some tires in some areas
- In those areas that are closet to that increasing capacity, the number of direct delivery assumptions as changed as well (more direct deliveries assumed with shorter delivery distances less of a need to store tires etc.)

f) Review of Estimated Weights vs Actual Weights and Adjustments

- OTS will be looking more closely at the estimated weights delivered compared to the actual weights begin reported as delivered
- OTS will be able to identify anomalies (i.e. if the variance between the estimated and actual deliveries is high) and then potentially looking at adjusting the claim as appropriate to ensure that both OTS and the Hauler are treated in a fair manner
- OTS acknowledges that it is not reasonable to weight tires at the point of pick up as this would mean that each pick up would need to be scaled weighed which is not reasonable, which is why work is being done to ensure the estimated weights are as close as possible to the actual average weights

2. 2012 TI Proposed Rate changes to PLT & MT Tires

- Haulers received proposed rates via email prior to the meeting for review
- The rates are a combination of all adjustments outlined in section 1b-1e to determine the overall net effect

- OTS reinforced that OTS is looking for Haulers to provide input on any rates which may need to be further examined (i.e. rate is too low, rate is too high etc.) and provide that data to OTS
- OTS requested that any suggestions for rate changes be supported with reasons and supporting financial support as this greatly aids in OTS analysis (anything submitted will be held in confidence and only used internally)

3. 2012 TI Proposed Rate Changes to DOTs

a) Premium Adjustments:

- OTS requested data from Haulers pertaining to the costs (over and above those costs associated with transporting PLT and/or MT tires) such as additional machinery, different skilled labour etc.
- DOT loads that are approved would be attracting the OTR rates
- OTR rates made based on OTR processing capacity as well
- DOT forms would still need to be used/approved in order to obtain the OTR rates
- OTS reiterated that any comments not voiced in the session can be sent to OTS via email etc., following the session for comments (deadline of November 4th 2012 for comments) NOTE THAT FOLLOWING THE MEETING OTS EXTENDED THE COMMENT DEADLINE TO NOVEMBER 9th 2012

b) Estimated Weight Revisions

- Based on review of estimated weights and actual weights seen in Hauler claims to date it was evident that the variances levels for certain types of tires are very high; prompted OTS to review these estimated weights (typically OTR estimated weights were much greater than the actual weights realized)
- The changes to estimated weights are also coupled with category refinement and clarification; this data will be circulated to Haulers following the meeting for comment in conjunction with the changes to estimated weights; in the event that OTS is delayed in providing this data, the comment period will be extended from November 4th outward (UPDATE: FOLLOWING THE MEETING THIS COMMENT PERIOD WAS EXTENDED TO NOVEMBER 9th 2011)
- These category adjustments come with a “max” weight on a tire in a given category, if it exceeds that limit it would move to the next category
- OTS anticipates that Haulers will still miss classify some tires however with the more accurate estimated weight these variances will be seen and can then be adjusted as applicable
- Overall effects of all changes reviewed (refer to slides)
- When OTS switches to the new estimated weights Haulers opening inventory will need to be adjusted; this will be done by OTS based on the number of units in inventory (as per the OTS system) multiplied by the new estimated weights

4) Implementation Timelines

- refer to slides

5) Meeting Adjourned at 11:33am

Questions & Responses

Question: Why do Haulers report estimated weights as well as scaled weights on Hauler claims?

Response: This weight is required for two purposes; one is to reference incoming weights reported by Processors the other is to analyse the estimated weights and determine if category anomalies exist

Question: Why does the transferring Hauler need to follow up to see where the tires are going, is that not self-regulated with the contract OTS has with all haulers?

Response: Yes all Haulers must ensure that all tires are only delivered to approved end uses; however OTS wants to ensure that the transferring Hauler is also aware that they may be held responsible in the event that their receiving Hauler delivers to an unapproved end use

Question: What if a Hauler sells 50% of their tires to another Hauler for Reuse?

Response: If a Hauler is selling tires to another party those tires will not be going on HIT form that would be a reuse tire sale (RTR form)

Question: If Haulers cannot transfer more than 25% of their volume to another Hauler, can a Hauler receive more than 25% of their tires from various Haulers?

Response: Yes a receiving Hauler may received more than 25% of their volume from other Haulers at this point and under the new proposed change

Question: What is a Collection Zone?

Response: A Collection zone has been defined as an FSA (forward sortation area) and that FSAs with like characteristics (population density etc.) have been grouped into "Collection Zones"

Question: The model notes that there is an assumed minimum annual volume in places, can OTS tell us what that minimal volume is?

Response: This is a reference to the assumed minimum volume of tires in a sort yard

Question: Can Haulers obtain the assumed minimum volume for sort yards?

Response: This varies by Collection Zone , however a good average would be approximately half a million tires running through a yard

Question: Are the proposed policy changes being presented today the only changes Haulers can expect for 2012?

Response: Today OTS is presenting what it deems to be the most complete set of policy changes for 2012, however this does not mean that as a result of changes required (i.e. things identified as risks based on audit etc.) that there would not be additional changes going forward in 2012 at some point. In the event that additional changes are deemed necessary consultation and discussion will move forward at the Technical Committee and/or with the effected participants. In the event that one of the assumptions in the model changes substantially individual rate changes may still occur in 2012 as well.

Question: OTS has indicated that the base TI model assumes that and given tire is returned to the center of an FSA and then moves to the sort yard or Processor location. Is this to the centre of the FSA where the Processor is located?

Response: It would be more accurate to say that the assumed onward distance is based on the average distance to a Processor (in some areas there would be various Processors that one may deliver to)

Question: If the Hauler is in a rural area, the FSA will be large, however if the Hauler is in an urban area such as Toronto, the size of the FSA is quite small and may not be reflective of the total route involved.

Response: Route travel distances have also been factored in to account for this type of movement.

Question: Some Haulers do not have a “sort yard” they may deliver directly to a Processor, others will have sort yard costs (running the yard etc.). Are Haulers compensated more if they operate a sort yard?

Response: No, the TI rates are based on averages meaning that some Haulers costs for certain aspects may be higher than others and the reverse may be true in other areas. A sort yard component has been built into the base TI model.

Question: The assumption, or average used is that every Hauler has a sorting yard, if they have a physical address or sort from the back their truck will all be treated equal in terms of incentive rates.

Response: Yes that is correct.

Question: Is OTS setting a maximum limit to the number or amount of tires that can be sold to reuse?

Response: No, OTS is building in an assumption (based on the average reuse rate realized over the program years) to compensate based on the average. Again the reuse market is a viable market for reuse, if the tire can be sold to a reuse application it is likely that it will attract more payment (from outside of the program) than the TI incentive if it was delivered to a Processor.

Question: If OTS increased the TI rate by an average reuse assumption then shouldn't a Hauler only reuse the average amount of tires?

Response: The rate system is built on averages, each Haulers business model will be different so some Haulers may benefit from this, others may not. It likely depends on the market into which the tire is being sold and the Haulers markets.

Question: If a tire is reused at the Collection location before the Hauler picks it up will OTS be removing the incentive from the Hauler?

Response: No as that tire would not have gone into the Haulers inventory as they would not have picked it up in the first place (the tire would not have gone on OTS paper work such as a TCR or UCR)

Question: Why not compensate the Hauler for reused tires at a reduced rate and then remove the additional credits (or the difference) from their credits?

Response: OTS would like to eliminate the opportunity for gaming the reuse system. OTS is suggesting by increasing the base rate you are still compensating for the average while deterring the fraud

Question: Does OTS have an estimate of the total dollars associated with the “gaming” regarding reuse to date?

Response: To date the amount uncovered in fraud is up in the hundreds of thousands of dollars mark based on audits over the year.

Question: What if the reuse purchaser registered with OTS, then there would be increased visibility into where the tire is going?

Response: OTS considered this, however this would be difficult to track and enforce as some reuse markets are overseas etc.

Question: Did OTS look at just paying us the portion of pick up the tire rather than increase the whole rate.

Response: OTS tried to maintain the approach of the averages, and spreading the averages out across the rate then having one rate which applied overall. Coming up with the different rate table is a heavy investment from an IT perspective and time/dollars in getting the system able to do this would be very costly.

Question: What happens if a Hauler under reports sales of reuse?

Response: Under the 2012 guidance the Hauler will be assessed an amount (refer to slides) which would be deducted from future claims or results in an amount owing to OTS

Question: What if you have Hauler that doesn't choose to sell any RTR but just chooses to take them all to the processor?

Response: One of the things that we had talked about was monitoring what happens with the reuse market (or supply to the reuse market rather) as a result of the change and implementing a system for Processors to ensure TI is not being overpaid.

Question: How is it possible for a Hauler to under report their reuse sales because at some point the Haulers inventory needs to be accounted for? Anything you bring to a Processor is weighed what is left over that is resold, how do you manage your inventory on your claim if you under report?

Response: That is correct, the Haulers inventory will consistently be climbing and chances are this will raise a flag or question which may lead to an adjustment or investigation as the reason the inventory is climbing or is over stated is because the Hauler under reported reuse.

Question: In a case where the Hauler is both the Hauler and Processor, that Hauler will deliver 100% of the material picked up material and reuse none of it as it will be done on the Processor side. That Hauler will gain 100% of his T.I, now the Processor turns around and reuses some of the tires. Will the OTS claw back some of T.I from the Hauler?

Response: That is the theory of how something like that will take place, the TI will be recovered potentially from the Hauler or Processor incentives to ensure a level playing field

Question: Currently most participants are reporting everything on OTS paperwork, what happens if this changes and a Hauler simply does not pick up the reused tire on a TCR form?

Response: The OTS agreements stipulates that every transaction that originates with a registered Collector and is picked up by a registered Hauler (or picked up by a Hauler from and unregistered site) must be reported in the manner specified by OTS regardless of how that is incented or not. If that activity was going on and as a result of an audit OTS discovers that tires were actually being collected and subsequently sold to a reuse market, that would be a violation of the agreement with OTS (may lead to deregistration) and a case of underreporting of the tires. OTS will do that same inventory draw down and there would be an amount assessed against the Hauler. Furthermore, OTS would look that breach of the obligations to report any tires and all volume of tires picked up from that point should in fact result in suspension from the program.

Question: The Hauler may get to the collection site and the Collector may have already sold to someone else. Will you penalize the Hauler for this activity?

Response: OTS will not hold the Hauler accountable for something that they have not actually picked up. It is the accountability of the Collector to make sure whom they are dealing with and report the activity as a sale to reuse as part of their Collector claim

Question: If the Collector and Hauler both know each other and both registered there is the obligation to report on everything couldn't they simple agree not to report?

Response: By avoiding the obligation to report on those volumes being picked up and where they go and just trying to do them off by paperwork is only a temporary fix that may result in other consequences (breach of contract with OTS, potential deregistration from the program etc.)

Question: Will the changes to the Hauler reuse model detract from the reuse industry?

Response: Reuse and retreading is a beneficial end use and should continue. That is why there is no TSF on reuse tires. In addition OTS will pay the costs associated with the collection of used tire (built into the base TI as discussed). OTS is paying it on the tire delivered to the processor, as long as someone falls within the norm you are continuing to get incentive at the same level before. OTS budget transportation is net zero effective by this change, it is an operation change how you incent the delivery of tire to approve end use. OTS will continue to monitor the effects on the reuse market

Question: Why not pay on actual weights alone and not worry about estimated weights?

Response: OTS intent is to get as close as possible to this by adjusting the estimated weights. Moving directly to actual weights poses issues with disconnects in tire weights (by tire type) for reporting purposes (i.e. it is unreasonable to require Haulers to weight all tires from each pick up, which is why the estimated weight is used)

Question: Will OTS be able to provide clarification as to when an adjustment would be made (i.e. circumstances or a threshold)

Response: Yes, over the first few months of 2012 OTS will be engaging Haulers and asking questions about certain loads and or claims prior to making an adjustment.

Question: OTS is looking at compensating folks in both ways? If a Hauler's loads are consistently over the estimated weight the claim would be adjusted upwards, if they are consistently lower, it would be adjusted downward. Is this correct?

Response: Yes this would work both ways.

Question: If the rates are going up on average by 1.2% does that mean that is the adjustment for the loss of reuse incentive payments?

Response: The rates are the net effect of all of the moving parts discussed earlier. If only one aspect of the model changed, the direct result would be attributed to that change, however as noted there are numerous changes in the model for a net average effect of a 1.2% increase in the PLT & MT base TI rates

Question: Where are the increased wages factored in to the model?

Response: The rates are the net effect of all of the changes to the moving parts of the model. Yes there was an increase factored in for wages etc., however there are also increases in the processing capacity for these tires which results in a decrease overall (if nothing else changed)

Question: Where is the new Processor Capacity located?

Response: Mainly in Brantford, however other Processors have increased capacity over the year and plan to continue

Question: What if a new Processor will not accept a Haulers tires or refuses to work with them?

Response: OTS cannot force a relationship between a Hauler and Processor, those must be worked out on their own. However if there is new capacity it is likely that even if a Hauler cannot proceed there directly, another Hauler may be able to which would free up capacity at another location potentially. Additionally it would be in the Processors best interest to receive tires in 2012 as it is likely that there will be more capacity than tires.

Question: Does OTS plan to allow more Processors to register in the Program?

Response: Yes, so long as the Processor meets all applicable requirements to become registered OTS will register them. OTS continually notifies any potential new processor of the status of tire supply in Ontario and that there will be a time very soon where it is likely that processing capacity will be greater than tires.

Question (from earlier in presentation answer deferred to this point): What are the average assumed routes in the various zones?

Response: Approximately 150km in Urban Zones to up to 450km in some of the Rural areas

Question: Although there is no premium being proposed for AG, IND and SOTR tires can they still be part of an approved DOT load?

Response: Yes. As noted to obtain the OTR rates on these tires an approved DOT form must still be used. The rates are all driven from the tire type, so there will be different rates by tire type (this will be displayed on the online system as well)

Question: Has OTS identified numerous tires that based on the tire definitions would shift categories?

Response: In some categories more so than others, a number of shifts will be seen in the SOTR and AG categories

Question: If a Hauler has a 23.5 inch tire (rim size) but has an L1, L2, and an L3 profile the weights will vary, so there could be one of those that will end up in a MOTR category is this correct?

Response: Yes this is correct. OTS will also be working with Stewards and Haulers to develop training to help determine where a tire belongs in terms of classification

Question: The AG weight may be accurate but does it take into consideration what the space requirements the tires will occupy in a vehicle (i.e. the load may weigh X but there are only a few tires on it as there is a great deal of air in the middle of the tire).

Response: OTS is willing to revisit the rate associated with the tire category and requested that the Haulers with the concerns pertaining to AGs submit supporting costs etc. to OTS. There may be other Haulers who can pick up the tires more economically etc., as again the program is based on the averages.

Question: OTS is saying that in some cases Haulers may not make money on a load while on others they may make money. Why doesn't OTS pay on the load as opposed to the weight?

Response: OTS is all about averages, the costs and payments are based on average and tonnages. OTS does not pay on the load and in many cases (which is what has been realized in past years Haulers typically make more money per load as the actual weight is less than the estimated weight the intent is to compensate fairly and not over/underpay on average)

Question: The AG weight may be accurate but the rate may need to be adjusted.

Response: OTS requested that details surrounding the costs with AG tires be submitted to OTS to validate information/assumptions however the information received to date did not indicate that AGs needed a premium

Question: If the rates are too low for certain tire types, they will not move or be picked up. Will OTS re-evaluate the rate at that point?

Response: Yes.

Question: Could some of the details pertaining to AGs be skewed lower due to previous misclassification by Haulers in this category?

Response: That is a possibility; however this was also coupled with the data from the OTR study to determine the estimated weights

Question: Shouldn't the "tire tax" dictate which category the tire falls into for the Hauler?

Response: The fee associated with the sale of a new tire is not a tax, it is a Tire Stewardship Fee remitted to OTS by the Steward. The classification systems used by Stewards to determine the fee is the same that should be used by the Hauler. The revisions to the Steward classifications being reviewed with Stewards will need to be used to provide and create training for Haulers going forward.

Question: If IND number has gone down so substantially, could this also be a case of miss-classification or are the tires in that category just smaller?

Response: Again, the categories and estimated weights are based on averages, so there will be tires that weigh more or less than the average

Question: Isn't there a large discrepancy between what the Stewards classifies the tire as versus what the Collector and hauler report it as?

Response: There may be at some point, however there is no direct link or visibility into which tire is being supplied versus what is coming back as scarp at the point in time. OTS can see this in extreme cases and has lead to the development of the training

Question: Can the tire categories be revisited, and perhaps create a light truck category separated from passenger tires and include some of the smaller categories?

Response: At this point there will be no creation of a LT category separate from Passenger tires however OTS is reviewing the definitions.

Question: Can the small go-cart and riding lawn mower tires be removed from the program?

Response: Stewards have considered the creation of additional categories however at this time there is no to do this (they would like to see the number of categories reduced). OTS will be proposing that some tires (very small, i.e. less than 7 inches in overall diameter – not rim diameter but overall tire diameter) may be exempt from a TSF perspective, however they would still attract the downward incentives (i.e. Hauling, Processing etc.). Go cart tires will likely still remain in the program (they are typically greater than 7 inches in overall diameter).

Question: Is there a TSF remitted on personal mobility devices?

Response: No. Personal mobility devices are exempt and in fact not included in the Program at all (would not attract incentives either)

Question: OTS encouraged Haulers to use HIT forms in the begging of the program, now this has changed?

Response: The HIT forms were intended to be a short term solution while Haulers formed relationships with Processors. Now as we move into year 3, Haulers are expected to be meeting the definition of a Hauler.

Question: Is OTS only giving Haulers a 30 day window to meet the HIT thresholds?

Response: No, OTS will be giving Haulers a window in which to ensure they are meeting that HIT threshold. OTS does not want to push Haulers out who are truly delivering tires to Processors etc., and is willing to work with Haulers to ensure that adequate time is given to meet the threshold

Question: Does OTS determine the OTR processing capacity separate from PLT/MT processing capacity?

Response: Yes, the assumed processing capacity varies by tire type (PL/MT/OTR)

Question: Is the assumption that typically the farther away you get from a Processor with capacity for those types of tires the rate would increase/

Response: This may indicate an anomaly if this is not the case however there are additional factors (efficiencies etc.) in the model that may negate those factors, however Haulers should inquire if they feel something is “off”

Question: The date for the comments is listed as August 2011 what is the actual date?

Response: This will be revised on the ppt, however the date OTS is looking to obtain comments is currently set as November 4th 2011, however this may be pushed out depending on when the tire category definitions are circulated (UPDATE, THE DATE FOR COMMENTS WAS EXTENDED TO NOVEMBER 9th 2011)

Question: When communicating rate suggestions, the capacity assumed is only in Province correct?

Response: Yes.

Question: Has OTS developed further OTR out of province processor relationships?

Response: To date there has not been additional Out of Province Processors added as approved, however OTS continues to pursue options

Appendix A: Materials Circulated

A) Presentation Slides



OTS Hauler Transportation Incentive Meeting 2012 TI Review

November 1st, 2011

For Audio Dial 416-343-2285 or 1-877-969-8433

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Agenda

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 - b. Fuel Adjustment
 - c. Price Index Adjustments
 - d. Reuse Adjustments
 - e. Reallocation of Delivery Destinations/Assumptions for Direct Deliveries
 - f. Review of Estimated Weights vs Actual Weights and Adjustments
- 2) 2012 TI Proposed Rate Changes to PLT & MT Tires
- 3) 2012 TI Proposed Rate Changes to DOTs
 - a. Premium Revisions
 - b. Estimated Weight Revisions
- 4) Implementation Timelines
- 5) Questions/Comments?



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1) Overview of 2012 Proposed Changes

a) Overview of Model

- Earn credits when tires collected from Approved Sources;
 - Registered collectors (TCR, DOT)
 - Special tire collections (STC)
- Eligible for payment when tires delivered to OTS approved end uses:
 - In-Province processors (PTR);
 - Approved export processors (PTR)
 - Hauler Transfers (HIT) – as normal course of business
 - NOTE: Reuse will remain an eligible end use, however payment will not be received at the point of sale/delivery this will be discussed further in section 1d.

1) Overview of 2012 Proposed Changes

Earning Credits

- Point of Origination is defined as a postal code (FSA);
- Credit is a single blended rate based on assumptions on end destination of tires and ultimate use, assumes/encourages an efficient collection pattern, closest facility with processing capacity;
- Culled tires are only eligible for credit to a sorting yard (reuse and retreading)
- Rate is weight based on standard weights for P/LT, MT and OTR
- Used tires must be generated in Ontario after August 31, 2009.
- Actual information is tracked and compared to assumptions to make future adjustments

1) Overview of 2012 Proposed Changes

Earning Payments

- Payments are earned upon proof of delivery to approved end uses (in 2012 this will not include deliveries to reuse/retreading although these uses will continue to be considered approved end uses – to be discussed further later in the presentation;
- Transfer of Inventory between haulers in the normal course of business is defined as an approved end use
 - The Hauler transferring the tires to another Hauler is responsible for ensuring that the tires received by the Hauler are managed in accordance with the OTS program rules and policies.

1) Overview of 2012 Proposed Changes

- As Proposed in October 19th Technical Committee Meeting, Haulers must deliver 75% of their deliveries to a Processor or to a Reuse/Retreading destination, Haulers transferring more than 25% of their tires delivered to another Hauler will be reviewed by OTS and potentially removed from the program in the event that they are not able to deliver 75% of their tires to either a registered processor or sold to a reuse/retreading market
- This threshold will be reviewed by OTS from time to time; Haulers not meeting the threshold will be given a deadline (2 months from the point of notification) in which to prove that they can/are meeting the threshold
- Haulers who do not meet the 75% threshold after the 3 month period will be deregistered as a Hauler from the program
- Implementation to begin January 1, 2012

1) Overview of 2012 Proposed Changes

In-Province

Surplus

- In-Province – Re-Direct
- Out-of-Province – Ad-hoc

The In-Province Model

1) Overview of 2012 Proposed Changes

- Incentive Rates are derived from the three main components of collection costs as per consultation with Haulers during plan development and based on the experience of other programs;
- Local collection costs
 - includes delivery costs to processing facilities (where the facility is located within or proximate to the collection zone) or to a sorting or consolidation yard;
 - Collection zones are defined based on collection patterns, density and efficiency of collection;
- Sorting yard costs
 - include the costs of sorting and reloading tires for delivery to a domestic processing facility;
 - Not all tires go through a sorting yard but averages are estimated across a collection zone;
 - Assumed minimum annual volume for an efficient yard:
- Onward delivery costs from a sorting yard to a domestic processing facility
 - Assumed average distance to processing facilities:
 - Ontario transport operating costs per Km from Transport Canada Truck Operating Cost Surveys, adjusted for changes to the transportation component of the Consumer Price Index

1) Overview of 2012 Proposed Changes

Local Collection Costs Components:

Zones are defined based on collection patterns, density and efficiency of collection:

- Truck type
- Average # tires per load
- Average load/unload time
- Employee wage rates
- Average kilometres driven (route plus to drop facility)
 - Established as return to centre of FSA for initial model
- Truck operating costs per kilometre
 - Transport Canada provincial level surveys
- Administration & overhead allocation.

1) Overview of 2012 Proposed Changes

Sorting Yard Cost Components:

Not all tires hit a sorting yard but use averages across a collection zone:

- Lower percentage in GTA
- High percentage in rural areas

Assumed minimum annual volume for an efficient yard:

- Urban Yard
- Rural Yard
- Average re-load time
- Labour wage rates
- Annual equipment costs
- Annual facility/land costs

1) Overview of 2012 Proposed Changes

Final Transport Cost Components:

Assumed average distance to processing facilities:

- Assumes movement to nearest facility/facilities with processing capacity
- Ontario transport operating costs per Km from Transport Canada Truck Operating Cost Surveys adjusted for changes to the transportation component of the Consumer Price Index

Re-Directs – Ad Hoc Transportation Incentives

1) Overview of 2012 Proposed Changes

Calculating Re-Direct and Ad-Hoc Rates

- The normal in-province rates are available to be claimed based on the point of collection (i.e. Postal Code Zone)
- The ability to claim the additional incentives is based on pre-approval by OTS to ensure that capacity does not exist in the facilities where these tires would normally be directed when the approval was granted
- The additional incentives are based on the estimated incremental cost to transport these tires from the zone where they were collected to the approved facility. The zones are defined as:
 - North
 - Southwest
 - Southcentral/GTA
 - Southeast
- Ontario-First Policy remains in effect
- Refer to Hauler Guidebook for full details re: Adhocs/Redirect Policies and Procedures

1) Overview of 2012 Proposed Changes

Re-Direct/Ad-Hoc Transport Incentive Premiums

- OTS is not proposing any change to the existing Re-Direct/Adhoc policy of premiums going into 2012
- OTS will continue to monitor these rates and in the event changes are proposed, this information would be circulated to Haulers for comment etc.

Managing & Adjusting the Model

1) Overview of 2012 Proposed Changes

Managing the Rates

- Scheduled reviews annually
- Ad Hoc Adjustments if applicable
- Underlying assumptions change
 - Processors enter/leave the business
 - Capacity Changes
 - Rapid change in costs
 - Tires not being collected
- Ad Hoc decreases with 90 day notice period (at this time, no changes are being proposed)

1) Overview of 2012 Proposed Changes

b) Fuel Adjustment:

- Adjustment to be made in February (not January) to reflect the adjustments in fuel changes for Q3
- Based on fuel price index
- Overall decrease in the TI rate of 0.79%
- Fuel adjustments were calculated in accordance with Fuel Adjustment Policy
- Comments on implementing the decrease in February 2012 instead of January 2012?
- Next fuel adjustment to be made as usual in April 2012

1) Overview of 2012 Proposed Changes

- c) Price Index Adjustments
 - The TI model takes numerous factors into account in terms of operating a Hauling business I.E:
 - Insurance Costs
 - Depreciation Costs
 - Labour Costs
 - Etc.
 - On average these costs have increased slightly over the year

1) Overview of 2012 Proposed Changes

- d) Reuse Adjustments:
 - As proposed during the recent Technical Committee OTS will be changing the way tires destined for reuse/retreading are incented to account for the fact that the reuse/retreading market is in itself a viable market and to address identified opportunities for gaming of the Claims system
 - In 2012 tires sold/delivered to reuse/retreading will not attract payment at the time of "Sale/Delivery"
 - Haulers will still be compensated for transportation of tires delivered to reuse from a collection location to an assumed sort yard by inflating the Base TI Rate to account for the proposed changes regarding reuse

1) Overview of 2012 Proposed Changes

d) Reuse Adjustments Cont:

- This change still requires that Haulers report all sales/deliveries to Reuse/Retreading to OTS (RTR forms and supporting documents must still be submitted to OTS as part of the claim process)
- Haulers found to have underreported reuse/retreading will be assessed an amount determined by calculating the average inventory value multiplied by the weight of the undocumented / unreported tires delivered to the reuse application
- This adjustment would result in an average increase in the model if nothing else changed.

1) Overview of 2012 Proposed Changes

d) Reuse Adjustments Cont:

Example of Reuse in 2012:

Hauler Picks Up 100 Tires:

- 5 Go to Reuse
- 95 Go to a Registered Ontario Processor
- Incentive is paid out on the 95 tires delivered to an ON Processor (the rate now includes an assumed reuse compensation amount derived from the average rate of cull for all Haulers since the inception of the program)
- Incentive is not paid on the 5 tires sold to reuse, however the inventory and credit is reduced by the applicable weight and dollar amount.

1) Overview of 2012 Proposed Changes

- e) Reallocation of Delivery Destinations/Assumptions for Direct Deliveries
 - As a result of additional capacity for certain tires adjustments will be required to account for the increase in capacity (indicating an overall decrease in travel distance and an increase in the number of direct deliveries)
 - This adjustment will result in an overall average decrease to the TI rates if nothing else in the model changed

1) Overview of 2012 Proposed Changes

- f) Review of Estimated Weights vs Actual Weights and Adjustments
 - In the course of reviewing claims in 2012, OTS will be comparing estimated weights delivered against the actual weights reported as being delivered and documented on scale tickets
 - When the variance between the two weights is deemed to be substantial, OTS may investigate the claim/line further to determine if an adjustment to payment is applicable
 - This review/adjustment system will work in tandem with the revised estimated OTR weights that will be discussed later on in the presentation.
 - These adjustments could result in an increase or decrease in payment amounts

What do these things mean for 2012.....

2) 2012 TI Proposed Rate Changes to PLT & MT Tires

The PLT & MT TI Rate Changes can be summarized as follows:

- Decrease in fuel prices
- Decrease in average distance to a Processor due to increase in Ontario Capacity
- Increase in the number of assumed direct deliveries as a result of increased capacity
- Increase in some of the base costs of operating a business
- Adjustment to base rates to account for culled tire Collection costs in overall base rates

2) 2012 TI Proposed Rate Changes to PLT & MT Tires

The PLT & MT TI Rate Changes can be summarized as follows:

- Results: An overall average increase in the base rates of approximately 1.2% (rate changes vary by FSA, please see detailed Incentive listing for specifics as not all FSA rates have increased, some have decreased or remained the same)
- Questions/Comments?

3) 2012 TI Proposed Rate Changes to OTRs

- a) Premium Adjustments:
 - During plan conception, a 25% premium was applied to OTR Tire transportation based rough assumptions from other jurisdictions
 - In an effort to better ascertain what, if any, the premiums associated with transporting OTR tires in Ontario is, OTS has requested feedback on the actual costs associated with transporting OTR tires and a review of the tires moving on DOTs vs TCRs.
 - Numerous Haulers provided data as part of the review
 - As a result OTS is reducing the 25% premium that was previously applied to OTR tires as follows:
 - No premium on Ags, INDs or SOTR Tires
 - 15% premium on MOTR, LOTR and GOTR Tires

3) 2012 TI Proposed Rate Changes to OTRs

- The OTRs where no premium is applicable would be MT cost assumptions with adjustments made regarding the Processing destinations
- DOT forms will continue to be authorized by OTS in order to qualify for the OTR rates, OTRs not part of an approved DOT will attract MT rates as is consistent with 2011
- Questions/Comments?

3) 2012 TI Proposed Rate Changes to OTRs

b) Estimated Weight Adjustments

- In an effort to ensure that Haulers are compensated in a fair manner, and to validate assumptions made pertaining to the estimated weights of used tires, OTS has undertaken a study to examine the average weight of Used OTR tires
- The results from this study were also compared with results from the OTS system (i.e. comparison of estimated scale weights, unit counts and actual scale weights) to determine more accurate estimated weights for the OTR tire categories.

3) 2012 TI Proposed Rate Changes to OTRs

- Based on this analysis OTS is proposing the following changes to the estimated weights for OTR tires to better reflect the weights being transported in the market place today (no change to PLT or MT estimated Weights for 2012)

Tire Type	2011 Estimated Weight	2012 Proposed Estimated Weight
AG	110KG	60KG
IND	90KG	40KG
SOTR	160KG	120KG
MOTR	700KG	580KG
LOTR	750KG	740KG
GOTR	1800KG	1560KG

- To be coupled with minor category refinements as well
- Questions/Comments?

3) 2012 TI Proposed Rate Changes to OTRs

The OTR TI Rate Changes can be summarized as follows:

- Decrease in fuel prices
- No substantial change in average distance to a Processor
- Increase in some of the base costs of operating a business
- Adjustment to base rates to account for culled tire Collection costs in overall base rates
- Reduction and elimination of premium

3) 2012 TI Proposed Rate Changes to OTRs

The OTR TI Rate Changes can be summarized as follows:

Results: An overall average decrease in the base rates of 15% for AGS, IND and SOTR*

An overall average decrease in the base rates 5% for MOTR, LOTR and GOTR*

* rate changes vary by FSA, please see detailed Incentive listing for specifics as not all FSA rates have decreased by the same percentage.

- Questions/Comments?

4) Implementation Timelines

OTS is proposing that the falling change be implemented January 1st 2012:

- Review of Hauler HIT percentage versus deliveries to Processors/Reuse/Retread

OTS is proposing that the following changes be implemented February 1st 2012:

- All applicable rate changes to TI Base Rates (PLT, MT and OTR)
 - Removal of the incentive payout (and related items) on tires sold/delivered to Reuse/Retread
 - Adjustment of Estimated Weights
- Comments/Questions?

5) Adjourn Meeting

Please send comments/suggestions to hauler@ontariots.ca before the end of the day on Friday November 4th 2011 for consideration.

Adjourn Meeting.

B) Proposed Transportation Incentive Rates

Proposed TI Rates as of February 1, 2012
(OTRs not in approved loads receive MT Rates)

FSA/Community	PLT		MT		OTR A/V/S		OTR M/L/G	
	PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
SOUTH								
L1G OSHAWA	\$ 1.05	\$ 104.68	\$ 1.32	\$ 131.87	\$ 1.70	\$ 170.03	\$ 1.96	\$ 195.54
L1H OSHAWA	\$ 1.05	\$ 104.72	\$ 1.32	\$ 131.99	\$ 1.70	\$ 169.87	\$ 1.96	\$ 195.35
L1J OSHAWA	\$ 1.05	\$ 104.59	\$ 1.32	\$ 131.67	\$ 1.70	\$ 170.32	\$ 1.96	\$ 195.86
L1K OSHAWA	\$ 1.05	\$ 104.71	\$ 1.32	\$ 131.96	\$ 1.70	\$ 169.92	\$ 1.95	\$ 195.40
L1L OSHAWA	\$ 1.05	\$ 104.70	\$ 1.32	\$ 131.93	\$ 1.70	\$ 169.96	\$ 1.95	\$ 195.45
L1M WHTBY	\$ 1.05	\$ 104.62	\$ 1.32	\$ 131.73	\$ 1.70	\$ 170.23	\$ 1.96	\$ 195.77
L1N WHTBY	\$ 1.05	\$ 104.53	\$ 1.32	\$ 131.52	\$ 1.71	\$ 170.52	\$ 1.96	\$ 196.10
L1P WHTBY	\$ 1.05	\$ 104.51	\$ 1.31	\$ 131.48	\$ 1.71	\$ 170.58	\$ 1.96	\$ 196.17
L1R WHTBY	\$ 1.05	\$ 104.60	\$ 1.32	\$ 131.68	\$ 1.70	\$ 170.30	\$ 1.96	\$ 195.84
L1S AJAX	\$ 1.04	\$ 104.39	\$ 1.31	\$ 131.17	\$ 1.71	\$ 171.01	\$ 1.97	\$ 196.66
L1T AJAX	\$ 1.04	\$ 104.42	\$ 1.31	\$ 131.24	\$ 1.71	\$ 170.91	\$ 1.97	\$ 196.54
L1V PICKERING	\$ 1.04	\$ 104.30	\$ 1.31	\$ 130.96	\$ 1.71	\$ 171.30	\$ 1.97	\$ 196.99
L1W PICKERING	\$ 1.04	\$ 104.29	\$ 1.31	\$ 130.92	\$ 1.71	\$ 171.34	\$ 1.97	\$ 197.05
L1X PICKERING	\$ 1.04	\$ 104.31	\$ 1.31	\$ 130.98	\$ 1.71	\$ 171.27	\$ 1.97	\$ 196.96
L1Y PICKERING	\$ 1.04	\$ 104.45	\$ 1.31	\$ 131.31	\$ 1.71	\$ 170.80	\$ 1.96	\$ 196.42
L1Z AJAX	\$ 1.04	\$ 104.46	\$ 1.31	\$ 131.34	\$ 1.71	\$ 170.77	\$ 1.96	\$ 196.38
L3P MARKHAM	\$ 1.04	\$ 104.25	\$ 1.31	\$ 130.83	\$ 1.71	\$ 171.47	\$ 1.97	\$ 197.19
L3R MARKHAM	\$ 1.04	\$ 104.08	\$ 1.30	\$ 130.41	\$ 1.72	\$ 172.05	\$ 1.98	\$ 197.86
L3S MARKHAM	\$ 1.04	\$ 104.14	\$ 1.31	\$ 130.57	\$ 1.72	\$ 171.83	\$ 1.98	\$ 197.60
L3T THORNHILL	\$ 1.04	\$ 103.98	\$ 1.30	\$ 130.17	\$ 1.72	\$ 172.39	\$ 1.98	\$ 198.25
L4B RICHMOND HILL	\$ 1.04	\$ 104.02	\$ 1.30	\$ 130.26	\$ 1.72	\$ 172.26	\$ 1.98	\$ 198.10
L4C RICHMOND HILL	\$ 1.04	\$ 103.98	\$ 1.30	\$ 130.17	\$ 1.72	\$ 172.38	\$ 1.98	\$ 198.24
L4E RICHMOND HILL	\$ 1.04	\$ 104.09	\$ 1.30	\$ 130.45	\$ 1.72	\$ 172.00	\$ 1.98	\$ 197.80
L4H WOODBRIDGE	\$ 1.04	\$ 103.79	\$ 1.30	\$ 129.56	\$ 1.73	\$ 173.22	\$ 1.99	\$ 199.21
L4J THORNHILL	\$ 1.04	\$ 103.90	\$ 1.30	\$ 129.88	\$ 1.73	\$ 172.65	\$ 1.99	\$ 198.55
L4K CONCORD	\$ 1.04	\$ 103.84	\$ 1.30	\$ 129.81	\$ 1.73	\$ 172.88	\$ 1.99	\$ 198.81
L4L WOODBRIDGE	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.50	\$ 1.73	\$ 173.30	\$ 1.99	\$ 199.30
L4S RICHMOND HILL	\$ 1.04	\$ 104.05	\$ 1.30	\$ 130.33	\$ 1.72	\$ 172.16	\$ 1.98	\$ 197.99
L4T MISSISSAUGA	\$ 1.04	\$ 103.62	\$ 1.29	\$ 129.15	\$ 1.74	\$ 173.82	\$ 2.00	\$ 199.90
L4V MISSISSAUGA	\$ 1.04	\$ 103.62	\$ 1.29	\$ 129.20	\$ 1.74	\$ 173.80	\$ 2.00	\$ 199.87
L4W MISSISSAUGA	\$ 1.04	\$ 103.57	\$ 1.29	\$ 129.06	\$ 1.74	\$ 174.09	\$ 2.00	\$ 200.20
L4X MISSISSAUGA	\$ 1.04	\$ 103.59	\$ 1.29	\$ 129.13	\$ 1.74	\$ 174.05	\$ 2.00	\$ 200.15
L4Y MISSISSAUGA	\$ 1.04	\$ 103.57	\$ 1.29	\$ 129.07	\$ 1.74	\$ 174.16	\$ 2.00	\$ 200.28
L4Z MISSISSAUGA	\$ 1.04	\$ 103.54	\$ 1.29	\$ 128.94	\$ 1.74	\$ 174.29	\$ 2.00	\$ 200.43
L5A MISSISSAUGA	\$ 1.04	\$ 103.55	\$ 1.29	\$ 129.00	\$ 1.74	\$ 174.28	\$ 2.00	\$ 200.43
L5B MISSISSAUGA	\$ 1.04	\$ 103.53	\$ 1.29	\$ 128.92	\$ 1.74	\$ 174.41	\$ 2.01	\$ 200.57
L5C MISSISSAUGA	\$ 1.04	\$ 103.51	\$ 1.29	\$ 128.85	\$ 1.66	\$ 165.64	\$ 1.90	\$ 190.49

Proposed TI Rates as of February 1, 2012
(OTRs not in approved loads receive MT Rates)

PSA/Community		PLT		MT		OTR A/V/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
L5E	MISSISSAUGA	\$ 1.04	\$ 103.58	\$ 1.29	\$ 129.11	\$ 1.74	\$ 174.13	\$ 2.00	\$ 200.25
L5G	MISSISSAUGA	\$ 1.04	\$ 103.55	\$ 1.29	\$ 129.02	\$ 1.74	\$ 174.29	\$ 2.00	\$ 200.44
L5H	MISSISSAUGA	\$ 1.04	\$ 103.52	\$ 1.29	\$ 128.89	\$ 1.66	\$ 165.64	\$ 1.90	\$ 190.48
L5J	MISSISSAUGA	\$ 1.03	\$ 103.49	\$ 1.29	\$ 128.79	\$ 1.66	\$ 165.79	\$ 1.91	\$ 190.65
L5K	MISSISSAUGA	\$ 1.03	\$ 103.48	\$ 1.29	\$ 128.74	\$ 1.66	\$ 165.81	\$ 1.91	\$ 190.68
L5L	MISSISSAUGA	\$ 1.03	\$ 103.47	\$ 1.29	\$ 128.69	\$ 1.66	\$ 165.86	\$ 1.91	\$ 190.74
L5M	MISSISSAUGA	\$ 1.03	\$ 103.47	\$ 1.29	\$ 128.70	\$ 1.66	\$ 165.83	\$ 1.91	\$ 190.71
L5N	MISSISSAUGA	\$ 1.03	\$ 103.47	\$ 1.29	\$ 128.70	\$ 1.66	\$ 165.84	\$ 1.91	\$ 190.71
L5P	MISSISSAUGA	\$ 1.03	\$ 103.47	\$ 1.29	\$ 128.70	\$ 1.66	\$ 165.84	\$ 1.91	\$ 190.71
L5R	MISSISSAUGA	\$ 1.04	\$ 103.52	\$ 1.29	\$ 128.87	\$ 1.74	\$ 174.42	\$ 2.01	\$ 200.59
L5S	MISSISSAUGA	\$ 1.04	\$ 103.55	\$ 1.29	\$ 128.95	\$ 1.74	\$ 174.21	\$ 2.00	\$ 200.34
L5T	MISSISSAUGA	\$ 1.04	\$ 103.59	\$ 1.29	\$ 129.09	\$ 1.74	\$ 173.98	\$ 2.00	\$ 200.08
L5V	MISSISSAUGA	\$ 1.04	\$ 103.50	\$ 1.29	\$ 128.80	\$ 1.66	\$ 165.65	\$ 1.91	\$ 190.50
L5W	MISSISSAUGA	\$ 1.04	\$ 103.52	\$ 1.29	\$ 128.85	\$ 1.74	\$ 174.45	\$ 2.01	\$ 200.61
L6A	MAPLE	\$ 1.04	\$ 103.94	\$ 1.30	\$ 130.03	\$ 1.73	\$ 172.58	\$ 1.98	\$ 198.46
L6B	MARKHAM	\$ 1.04	\$ 104.28	\$ 1.31	\$ 130.90	\$ 1.71	\$ 171.38	\$ 1.97	\$ 197.08
L6C	MARKHAM	\$ 1.04	\$ 104.15	\$ 1.31	\$ 130.58	\$ 1.72	\$ 171.82	\$ 1.98	\$ 197.60
L6E	MARKHAM	\$ 1.04	\$ 104.22	\$ 1.31	\$ 130.75	\$ 1.72	\$ 171.58	\$ 1.97	\$ 197.32
L6G	MARKHAM	\$ 1.04	\$ 104.11	\$ 1.30	\$ 130.50	\$ 1.72	\$ 171.93	\$ 1.98	\$ 197.72
L6H	OAKVILLE	\$ 1.03	\$ 103.43	\$ 1.29	\$ 128.58	\$ 1.66	\$ 166.07	\$ 1.91	\$ 190.98
L6J	OAKVILLE	\$ 1.03	\$ 103.45	\$ 1.29	\$ 128.65	\$ 1.66	\$ 165.99	\$ 1.91	\$ 190.88
L6K	OAKVILLE	\$ 1.03	\$ 103.41	\$ 1.29	\$ 128.51	\$ 1.66	\$ 166.19	\$ 1.91	\$ 191.12
L6L	OAKVILLE	\$ 1.03	\$ 103.37	\$ 1.28	\$ 128.39	\$ 1.66	\$ 166.41	\$ 1.91	\$ 191.37
L6M	OAKVILLE	\$ 1.03	\$ 103.35	\$ 1.28	\$ 128.43	\$ 1.66	\$ 166.34	\$ 1.91	\$ 191.29
L6P	BRAMPTON	\$ 1.04	\$ 103.70	\$ 1.29	\$ 129.24	\$ 1.74	\$ 173.63	\$ 2.00	\$ 199.67
L6R	BRAMPTON	\$ 1.04	\$ 103.62	\$ 1.29	\$ 129.02	\$ 1.74	\$ 174.01	\$ 2.00	\$ 200.11
L6S	BRAMPTON	\$ 1.04	\$ 103.61	\$ 1.29	\$ 129.04	\$ 1.74	\$ 173.98	\$ 2.00	\$ 200.07
L6T	BRAMPTON	\$ 1.04	\$ 103.62	\$ 1.29	\$ 129.08	\$ 1.74	\$ 173.90	\$ 2.00	\$ 199.98
L6V	BRAMPTON	\$ 1.04	\$ 103.55	\$ 1.29	\$ 128.87	\$ 1.74	\$ 174.27	\$ 2.00	\$ 200.41
L6W	BRAMPTON	\$ 1.04	\$ 103.53	\$ 1.29	\$ 128.88	\$ 1.74	\$ 174.26	\$ 2.00	\$ 200.40
L6X	BRAMPTON	\$ 1.03	\$ 103.48	\$ 1.29	\$ 128.67	\$ 1.66	\$ 165.70	\$ 1.91	\$ 190.55
L6Y	BRAMPTON	\$ 1.03	\$ 103.48	\$ 1.29	\$ 128.69	\$ 1.66	\$ 165.68	\$ 1.91	\$ 190.53
L6Z	BRAMPTON	\$ 1.04	\$ 103.56	\$ 1.29	\$ 128.87	\$ 1.74	\$ 174.28	\$ 2.00	\$ 200.42
L7A	BRAMPTON	\$ 1.03	\$ 103.49	\$ 1.29	\$ 128.68	\$ 1.66	\$ 165.69	\$ 1.91	\$ 190.54
L7L	BURLINGTON	\$ 1.03	\$ 103.33	\$ 1.28	\$ 128.27	\$ 1.67	\$ 166.62	\$ 1.92	\$ 191.61
L7M	BURLINGTON	\$ 1.03	\$ 103.31	\$ 1.28	\$ 128.21	\$ 1.67	\$ 166.73	\$ 1.92	\$ 191.74
L7N	BURLINGTON	\$ 1.03	\$ 103.30	\$ 1.28	\$ 128.19	\$ 1.67	\$ 166.76	\$ 1.92	\$ 191.78
L7P	BURLINGTON	\$ 1.03	\$ 103.28	\$ 1.28	\$ 128.12	\$ 1.67	\$ 166.90	\$ 1.92	\$ 191.93

Proposed TI Rates as of February 1, 2012

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
L7R	BURLINGTON	\$ 1.03	\$ 103.30	\$ 1.28	\$ 128.17	\$ 1.67	\$ 166.81	\$ 1.92	\$ 191.83
L7S	BURLINGTON	\$ 1.03	\$ 103.28	\$ 1.28	\$ 128.10	\$ 1.67	\$ 166.93	\$ 1.92	\$ 191.97
L7T	BURLINGTON	\$ 1.03	\$ 103.25	\$ 1.28	\$ 128.01	\$ 1.67	\$ 167.10	\$ 1.92	\$ 192.16
L8E	STONEY CREEK	\$ 1.03	\$ 103.27	\$ 1.28	\$ 128.08	\$ 1.67	\$ 166.97	\$ 1.92	\$ 192.01
L8G	STONEY CREEK	\$ 1.03	\$ 103.24	\$ 1.28	\$ 128.00	\$ 1.67	\$ 167.12	\$ 1.92	\$ 192.18
L8H	HAMILTON	\$ 1.03	\$ 103.25	\$ 1.28	\$ 128.01	\$ 1.67	\$ 167.09	\$ 1.92	\$ 192.16
L8J	STONEY CREEK	\$ 1.03	\$ 103.22	\$ 1.28	\$ 127.93	\$ 1.67	\$ 167.25	\$ 1.92	\$ 192.33
L8K	HAMILTON	\$ 1.03	\$ 103.22	\$ 1.28	\$ 127.92	\$ 1.67	\$ 167.26	\$ 1.92	\$ 192.35
L8L	HAMILTON	\$ 1.03	\$ 103.23	\$ 1.28	\$ 127.97	\$ 1.67	\$ 167.16	\$ 1.92	\$ 192.24
L8M	HAMILTON	\$ 1.03	\$ 103.21	\$ 1.28	\$ 127.90	\$ 1.67	\$ 167.29	\$ 1.92	\$ 192.38
L8N	HAMILTON	\$ 1.03	\$ 103.20	\$ 1.28	\$ 127.87	\$ 1.67	\$ 167.34	\$ 1.92	\$ 192.44
L8P	HAMILTON	\$ 1.03	\$ 103.19	\$ 1.28	\$ 127.82	\$ 1.67	\$ 167.43	\$ 1.93	\$ 192.55
L8R	HAMILTON	\$ 1.03	\$ 103.21	\$ 1.28	\$ 127.89	\$ 1.67	\$ 167.30	\$ 1.92	\$ 192.40
L8S	HAMILTON	\$ 1.03	\$ 103.19	\$ 1.28	\$ 127.82	\$ 1.67	\$ 167.43	\$ 1.93	\$ 192.55
L8T	HAMILTON	\$ 1.03	\$ 103.20	\$ 1.28	\$ 127.87	\$ 1.67	\$ 167.36	\$ 1.92	\$ 192.46
L8V	HAMILTON	\$ 1.03	\$ 103.19	\$ 1.28	\$ 127.85	\$ 1.67	\$ 167.38	\$ 1.92	\$ 192.49
L8W	HAMILTON	\$ 1.03	\$ 103.18	\$ 1.28	\$ 127.79	\$ 1.67	\$ 167.48	\$ 1.93	\$ 192.61
L9A	HAMILTON	\$ 1.03	\$ 103.18	\$ 1.28	\$ 127.82	\$ 1.67	\$ 167.44	\$ 1.93	\$ 192.56
L9B	HAMILTON	\$ 1.03	\$ 103.16	\$ 1.28	\$ 127.74	\$ 1.68	\$ 167.59	\$ 1.93	\$ 192.73
L9C	HAMILTON	\$ 1.03	\$ 103.17	\$ 1.28	\$ 127.77	\$ 1.68	\$ 167.53	\$ 1.93	\$ 192.66
L9G	ANCASTER	\$ 1.03	\$ 103.10	\$ 1.28	\$ 127.56	\$ 1.68	\$ 167.91	\$ 1.93	\$ 193.10
L9H	DUNDAS	\$ 1.03	\$ 103.16	\$ 1.28	\$ 127.76	\$ 1.68	\$ 167.55	\$ 1.93	\$ 192.68
L9K	ANCASTER	\$ 1.03	\$ 103.15	\$ 1.28	\$ 127.71	\$ 1.68	\$ 167.64	\$ 1.93	\$ 192.79
M1B	SCARBOROUGH	\$ 1.04	\$ 104.17	\$ 1.31	\$ 130.64	\$ 1.72	\$ 171.74	\$ 1.97	\$ 197.50
M1C	SCARBOROUGH	\$ 1.04	\$ 104.17	\$ 1.31	\$ 130.64	\$ 1.72	\$ 171.73	\$ 1.97	\$ 197.49
M1E	SCARBOROUGH	\$ 1.04	\$ 104.11	\$ 1.30	\$ 130.50	\$ 1.72	\$ 171.93	\$ 1.98	\$ 197.72
M1G	SCARBOROUGH	\$ 1.04	\$ 104.09	\$ 1.30	\$ 130.44	\$ 1.72	\$ 172.01	\$ 1.98	\$ 197.81
M1H	SCARBOROUGH	\$ 1.04	\$ 104.06	\$ 1.30	\$ 130.37	\$ 1.72	\$ 172.11	\$ 1.98	\$ 197.93
M1J	SCARBOROUGH	\$ 1.04	\$ 104.04	\$ 1.30	\$ 130.31	\$ 1.72	\$ 172.19	\$ 1.98	\$ 198.02
M1K	SCARBOROUGH	\$ 1.04	\$ 103.97	\$ 1.30	\$ 130.16	\$ 1.72	\$ 172.40	\$ 1.98	\$ 198.26
M1L	SCARBOROUGH	\$ 1.04	\$ 103.94	\$ 1.30	\$ 130.07	\$ 1.73	\$ 172.54	\$ 1.98	\$ 198.42
M1M	SCARBOROUGH	\$ 1.04	\$ 104.01	\$ 1.30	\$ 130.24	\$ 1.72	\$ 172.28	\$ 1.98	\$ 198.13
M1N	SCARBOROUGH	\$ 1.04	\$ 103.94	\$ 1.30	\$ 130.09	\$ 1.73	\$ 172.55	\$ 1.98	\$ 198.43
M1P	SCARBOROUGH	\$ 1.04	\$ 104.02	\$ 1.30	\$ 130.26	\$ 1.72	\$ 172.26	\$ 1.98	\$ 198.10
M1R	SCARBOROUGH	\$ 1.04	\$ 103.97	\$ 1.30	\$ 130.15	\$ 1.72	\$ 172.42	\$ 1.98	\$ 198.28
M1S	SCARBOROUGH	\$ 1.04	\$ 104.07	\$ 1.30	\$ 130.38	\$ 1.72	\$ 172.09	\$ 1.98	\$ 197.90
M1T	SCARBOROUGH	\$ 1.04	\$ 104.01	\$ 1.30	\$ 130.26	\$ 1.72	\$ 172.27	\$ 1.98	\$ 198.11
M1V	SCARBOROUGH	\$ 1.04	\$ 104.09	\$ 1.30	\$ 130.43	\$ 1.72	\$ 172.02	\$ 1.98	\$ 197.82

Proposed TI Rates as of February 1, 2012

[OTRs not in approved loads receive MT Rates]

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
M1W	SCARBOROUGH	\$ 1.04	\$ 104.02	\$ 1.30	\$ 130.28	\$ 1.72	\$ 172.24	\$ 1.98	\$ 198.07
M1X	SCARBOROUGH	\$ 1.04	\$ 104.10	\$ 1.31	\$ 130.68	\$ 1.72	\$ 171.68	\$ 1.97	\$ 197.43
M2H	NORTH YORK	\$ 1.04	\$ 103.98	\$ 1.30	\$ 130.18	\$ 1.72	\$ 172.37	\$ 1.98	\$ 198.23
M2J	NORTH YORK	\$ 1.04	\$ 103.96	\$ 1.30	\$ 130.13	\$ 1.72	\$ 172.44	\$ 1.98	\$ 198.31
M2K	NORTH YORK	\$ 1.04	\$ 103.93	\$ 1.30	\$ 130.06	\$ 1.73	\$ 172.54	\$ 1.98	\$ 198.42
M2L	NORTH YORK	\$ 1.04	\$ 103.89	\$ 1.30	\$ 129.95	\$ 1.73	\$ 172.68	\$ 1.99	\$ 198.59
M2M	NORTH YORK	\$ 1.04	\$ 103.92	\$ 1.30	\$ 130.01	\$ 1.73	\$ 172.60	\$ 1.98	\$ 198.49
M2N	NORTH YORK	\$ 1.04	\$ 103.87	\$ 1.30	\$ 129.91	\$ 1.73	\$ 172.74	\$ 1.99	\$ 198.65
M2P	NORTH YORK	\$ 1.04	\$ 103.87	\$ 1.30	\$ 129.90	\$ 1.73	\$ 172.76	\$ 1.99	\$ 198.67
M2R	NORTH YORK	\$ 1.04	\$ 103.85	\$ 1.30	\$ 129.87	\$ 1.73	\$ 172.81	\$ 1.99	\$ 198.73
M3A	NORTH YORK	\$ 1.04	\$ 103.94	\$ 1.30	\$ 130.06	\$ 1.73	\$ 172.53	\$ 1.98	\$ 198.41
M3B	NORTH YORK	\$ 1.04	\$ 103.91	\$ 1.30	\$ 129.99	\$ 1.73	\$ 172.64	\$ 1.99	\$ 198.53
M3C	NORTH YORK	\$ 1.04	\$ 103.88	\$ 1.30	\$ 129.93	\$ 1.73	\$ 172.72	\$ 1.99	\$ 198.63
M3H	NORTH YORK	\$ 1.04	\$ 103.83	\$ 1.30	\$ 129.80	\$ 1.73	\$ 172.89	\$ 1.99	\$ 198.83
M3J	NORTH YORK	\$ 1.04	\$ 103.79	\$ 1.30	\$ 129.70	\$ 1.73	\$ 173.04	\$ 1.99	\$ 198.99
M3K	NORTH YORK	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.68	\$ 1.73	\$ 173.06	\$ 1.99	\$ 199.02
M3L	NORTH YORK	\$ 1.04	\$ 103.73	\$ 1.30	\$ 129.53	\$ 1.73	\$ 173.26	\$ 1.99	\$ 199.25
M3M	NORTH YORK	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.61	\$ 1.73	\$ 173.15	\$ 1.99	\$ 199.13
M3N	NORTH YORK	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.59	\$ 1.73	\$ 173.18	\$ 1.99	\$ 199.16
M4A	NORTH YORK	\$ 1.04	\$ 103.92	\$ 1.30	\$ 130.04	\$ 1.73	\$ 172.57	\$ 1.98	\$ 198.46
M4B	EAST YORK	\$ 1.04	\$ 103.90	\$ 1.30	\$ 129.99	\$ 1.73	\$ 172.66	\$ 1.99	\$ 198.56
M4C	TORONTO	\$ 1.04	\$ 103.88	\$ 1.30	\$ 129.97	\$ 1.73	\$ 172.73	\$ 1.99	\$ 198.64
M4E	TORONTO	\$ 1.04	\$ 103.88	\$ 1.30	\$ 129.98	\$ 1.73	\$ 172.74	\$ 1.99	\$ 198.65
M4G	EAST YORK	\$ 1.04	\$ 103.85	\$ 1.30	\$ 129.87	\$ 1.73	\$ 172.83	\$ 1.99	\$ 198.75
M4H	EAST YORK	\$ 1.04	\$ 103.87	\$ 1.30	\$ 129.91	\$ 1.73	\$ 172.78	\$ 1.99	\$ 198.70
M4J	TORONTO	\$ 1.04	\$ 103.85	\$ 1.30	\$ 129.89	\$ 1.73	\$ 172.84	\$ 1.99	\$ 198.77
M4K	TORONTO	\$ 1.04	\$ 103.83	\$ 1.30	\$ 129.84	\$ 1.73	\$ 172.92	\$ 1.99	\$ 198.86
M4L	TORONTO	\$ 1.04	\$ 103.86	\$ 1.30	\$ 129.91	\$ 1.73	\$ 172.85	\$ 1.99	\$ 198.77
M4M	TORONTO	\$ 1.04	\$ 103.82	\$ 1.30	\$ 129.82	\$ 1.73	\$ 173.00	\$ 1.99	\$ 198.95
M4N	NORTH YORK	\$ 1.04	\$ 103.85	\$ 1.30	\$ 129.86	\$ 1.73	\$ 172.82	\$ 1.99	\$ 198.74
M4P	TORONTO	\$ 1.04	\$ 103.83	\$ 1.30	\$ 129.81	\$ 1.73	\$ 172.90	\$ 1.99	\$ 198.84
M4R	TORONTO	\$ 1.04	\$ 103.81	\$ 1.30	\$ 129.76	\$ 1.73	\$ 172.96	\$ 1.99	\$ 198.91
M4S	TORONTO	\$ 1.04	\$ 103.82	\$ 1.30	\$ 129.79	\$ 1.73	\$ 172.94	\$ 1.99	\$ 198.88
M4T	TORONTO	\$ 1.04	\$ 103.80	\$ 1.30	\$ 129.77	\$ 1.73	\$ 173.00	\$ 1.99	\$ 198.95
M4V	TORONTO	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.72	\$ 1.73	\$ 173.08	\$ 1.99	\$ 199.04
M4W	TORONTO	\$ 1.04	\$ 103.81	\$ 1.30	\$ 129.79	\$ 1.73	\$ 172.98	\$ 1.99	\$ 198.93
M4X	TORONTO	\$ 1.04	\$ 103.80	\$ 1.30	\$ 129.77	\$ 1.73	\$ 173.04	\$ 1.99	\$ 199.00
M4Y	TORONTO	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.73	\$ 1.73	\$ 173.10	\$ 1.99	\$ 199.06

Proposed TI Rates as of February 1, 2012
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FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
M5A	TORONTO	\$ 1.04	\$ 103.80	\$ 1.30	\$ 129.78	\$ 1.73	\$ 173.07	\$ 1.99	\$ 199.03
M5B	TORONTO	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.72	\$ 1.73	\$ 173.13	\$ 1.99	\$ 199.10
M5C	TORONTO	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.72	\$ 1.73	\$ 173.15	\$ 1.99	\$ 199.13
M5E	TORONTO	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.71	\$ 1.73	\$ 173.17	\$ 1.99	\$ 199.15
M5G	TORONTO	\$ 1.04	\$ 103.77	\$ 1.30	\$ 129.70	\$ 1.73	\$ 173.17	\$ 1.99	\$ 199.14
M5H	TORONTO	\$ 1.04	\$ 103.77	\$ 1.30	\$ 129.69	\$ 1.73	\$ 173.19	\$ 1.99	\$ 199.17
M5J	TORONTO	\$ 1.04	\$ 103.75	\$ 1.30	\$ 129.63	\$ 1.73	\$ 173.33	\$ 1.99	\$ 199.33
M5K	TORONTO	\$ 1.04	\$ 103.75	\$ 1.30	\$ 129.63	\$ 1.73	\$ 173.33	\$ 1.99	\$ 199.33
M5L	TORONTO	\$ 1.04	\$ 103.75	\$ 1.30	\$ 129.63	\$ 1.73	\$ 173.33	\$ 1.99	\$ 199.33
M5M	TORONTO	\$ 1.04	\$ 103.83	\$ 1.30	\$ 129.80	\$ 1.73	\$ 172.90	\$ 1.99	\$ 198.84
M5N	TORONTO	\$ 1.04	\$ 103.79	\$ 1.30	\$ 129.72	\$ 1.73	\$ 173.02	\$ 1.99	\$ 198.98
M5P	TORONTO	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.71	\$ 1.73	\$ 173.08	\$ 1.99	\$ 199.04
M5R	TORONTO	\$ 1.04	\$ 103.77	\$ 1.30	\$ 129.69	\$ 1.73	\$ 173.14	\$ 1.99	\$ 199.11
M5S	TORONTO	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.69	\$ 1.73	\$ 173.17	\$ 1.99	\$ 199.15
M5T	TORONTO	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.67	\$ 1.73	\$ 173.21	\$ 1.99	\$ 199.20
M5V	TORONTO	\$ 1.04	\$ 103.75	\$ 1.30	\$ 129.65	\$ 1.73	\$ 173.27	\$ 1.99	\$ 199.26
M5W	TORONTO	\$ 1.04	\$ 103.75	\$ 1.30	\$ 129.65	\$ 1.73	\$ 173.27	\$ 1.99	\$ 199.26
M5X	TORONTO	\$ 1.04	\$ 103.75	\$ 1.30	\$ 129.65	\$ 1.73	\$ 173.27	\$ 1.99	\$ 199.26
M6A	NORTH YORK	\$ 1.04	\$ 103.78	\$ 1.30	\$ 129.68	\$ 1.73	\$ 173.07	\$ 1.99	\$ 199.03
M6B	TORONTO	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.65	\$ 1.73	\$ 173.12	\$ 1.99	\$ 199.09
M6C	TORONTO	\$ 1.04	\$ 103.76	\$ 1.30	\$ 129.66	\$ 1.73	\$ 173.15	\$ 1.99	\$ 199.13
M6E	TORONTO	\$ 1.04	\$ 103.73	\$ 1.30	\$ 129.60	\$ 1.73	\$ 173.24	\$ 1.99	\$ 199.23
M6G	TORONTO	\$ 1.04	\$ 103.74	\$ 1.30	\$ 129.64	\$ 1.73	\$ 173.23	\$ 1.99	\$ 199.21
M6H	TORONTO	\$ 1.04	\$ 103.72	\$ 1.30	\$ 129.58	\$ 1.73	\$ 173.31	\$ 1.99	\$ 199.31
M6J	TORONTO	\$ 1.04	\$ 103.73	\$ 1.30	\$ 129.60	\$ 1.73	\$ 173.32	\$ 1.99	\$ 199.32
M6K	TORONTO	\$ 1.04	\$ 103.72	\$ 1.30	\$ 129.58	\$ 1.73	\$ 173.37	\$ 1.99	\$ 199.38
M6L	NORTH YORK	\$ 1.04	\$ 103.73	\$ 1.30	\$ 129.55	\$ 1.73	\$ 173.26	\$ 1.99	\$ 199.25
M6M	NORTH YORK	\$ 1.04	\$ 103.70	\$ 1.30	\$ 129.52	\$ 1.73	\$ 173.35	\$ 1.99	\$ 199.35
M6N	TORONTO	\$ 1.04	\$ 103.69	\$ 1.29	\$ 129.50	\$ 1.73	\$ 173.41	\$ 1.99	\$ 199.42
M6P	TORONTO	\$ 1.04	\$ 103.69	\$ 1.30	\$ 129.51	\$ 1.73	\$ 173.43	\$ 1.99	\$ 199.44
M6R	TORONTO	\$ 1.04	\$ 103.70	\$ 1.30	\$ 129.51	\$ 1.73	\$ 173.45	\$ 1.99	\$ 199.47
M6S	TORONTO	\$ 1.04	\$ 103.67	\$ 1.29	\$ 129.44	\$ 1.74	\$ 173.54	\$ 2.00	\$ 199.57
M7A	TORONTO	\$ 1.04	\$ 103.67	\$ 1.29	\$ 129.44	\$ 1.74	\$ 173.54	\$ 2.00	\$ 199.57
M7Y	TORONTO	\$ 1.04	\$ 103.67	\$ 1.29	\$ 129.44	\$ 1.74	\$ 173.54	\$ 2.00	\$ 199.57
M8V	ETOBICOKE	\$ 1.04	\$ 103.63	\$ 1.29	\$ 129.33	\$ 1.74	\$ 173.78	\$ 2.00	\$ 199.85
M8W	ETOBICOKE	\$ 1.04	\$ 103.60	\$ 1.29	\$ 129.20	\$ 1.74	\$ 173.98	\$ 2.00	\$ 200.08
M8X	ETOBICOKE	\$ 1.04	\$ 103.65	\$ 1.29	\$ 129.38	\$ 1.74	\$ 173.62	\$ 2.00	\$ 199.66
M8Y	ETOBICOKE	\$ 1.04	\$ 103.65	\$ 1.29	\$ 129.38	\$ 1.74	\$ 173.67	\$ 2.00	\$ 199.72

Proposed TI Rates as of February 1, 2012

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FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
M8Z	ETOBICOKE	\$ 1.04	\$ 103.63	\$ 1.29	\$ 129.28	\$ 1.74	\$ 173.81	\$ 2.00	\$ 199.88
M9A	ETOBICOKE	\$ 1.04	\$ 103.65	\$ 1.29	\$ 129.35	\$ 1.74	\$ 173.65	\$ 2.00	\$ 199.69
M9B	ETOBICOKE	\$ 1.04	\$ 103.62	\$ 1.29	\$ 129.26	\$ 1.74	\$ 173.79	\$ 2.00	\$ 199.86
M9C	ETOBICOKE	\$ 1.04	\$ 103.60	\$ 1.29	\$ 129.19	\$ 1.74	\$ 173.91	\$ 2.00	\$ 199.99
M9L	NORTH YORK	\$ 1.04	\$ 103.74	\$ 1.29	\$ 129.50	\$ 1.73	\$ 173.31	\$ 1.99	\$ 199.31
M9M	NORTH YORK	\$ 1.04	\$ 103.72	\$ 1.29	\$ 129.47	\$ 1.73	\$ 173.35	\$ 1.99	\$ 199.35
M9N	NORTH YORK	\$ 1.04	\$ 103.70	\$ 1.29	\$ 129.45	\$ 1.73	\$ 173.41	\$ 1.99	\$ 199.43
M9P	ETOBICOKE	\$ 1.04	\$ 103.68	\$ 1.29	\$ 129.41	\$ 1.73	\$ 173.50	\$ 2.00	\$ 199.52
M9R	ETOBICOKE	\$ 1.04	\$ 103.66	\$ 1.29	\$ 129.33	\$ 1.74	\$ 173.61	\$ 2.00	\$ 199.65
M9V	ETOBICOKE	\$ 1.04	\$ 103.70	\$ 1.29	\$ 129.39	\$ 1.73	\$ 173.47	\$ 1.99	\$ 199.49
M9W	ETOBICOKE	\$ 1.04	\$ 103.66	\$ 1.29	\$ 129.27	\$ 1.74	\$ 173.65	\$ 2.00	\$ 199.69
L0A	BETHANY	\$ 1.73	\$ 172.78	\$ 1.75	\$ 174.53	\$ 2.22	\$ 221.64	\$ 2.55	\$ 254.89
L0B	ASHBURN	\$ 1.72	\$ 171.80	\$ 1.72	\$ 171.95	\$ 2.24	\$ 224.10	\$ 2.58	\$ 257.71
L0C	GOODWOOD	\$ 1.71	\$ 171.20	\$ 1.70	\$ 170.37	\$ 2.26	\$ 225.61	\$ 2.59	\$ 259.45
L0E	BALDWIN	\$ 1.71	\$ 170.72	\$ 1.69	\$ 169.11	\$ 2.27	\$ 226.81	\$ 2.61	\$ 260.84
L0G	BEETON	\$ 1.60	\$ 160.36	\$ 1.61	\$ 160.84	\$ 2.23	\$ 223.39	\$ 2.57	\$ 256.90
L0H	BROUGHAM	\$ 1.61	\$ 161.05	\$ 1.65	\$ 164.82	\$ 2.31	\$ 230.91	\$ 2.66	\$ 265.55
L0J	KLEINBURG	\$ 1.60	\$ 159.61	\$ 1.59	\$ 159.10	\$ 2.24	\$ 224.31	\$ 2.58	\$ 257.96
L0K	BEAVERTON	\$ 1.90	\$ 190.29	\$ 1.96	\$ 195.98	\$ 2.44	\$ 244.16	\$ 2.81	\$ 280.79
L0L	BELLE EWART	\$ 1.89	\$ 189.26	\$ 1.90	\$ 189.61	\$ 2.52	\$ 252.16	\$ 2.90	\$ 289.99
L0M	ANGUS	\$ 1.84	\$ 183.98	\$ 1.85	\$ 184.87	\$ 2.45	\$ 245.17	\$ 2.82	\$ 281.95
L0N	ALTON	\$ 1.58	\$ 157.74	\$ 1.61	\$ 160.54	\$ 2.25	\$ 225.09	\$ 2.59	\$ 258.86
L0P	CAMPBELLVILLE	\$ 1.53	\$ 153.22	\$ 1.53	\$ 152.73	\$ 2.31	\$ 231.15	\$ 2.66	\$ 265.82
L0R	ALBERTON	\$ 1.54	\$ 153.66	\$ 1.54	\$ 154.09	\$ 2.32	\$ 232.45	\$ 2.67	\$ 267.32
L0S	ALLANBURG	\$ 1.58	\$ 157.51	\$ 1.59	\$ 158.71	\$ 2.32	\$ 232.04	\$ 2.67	\$ 266.85
L1A	PORT HOPE	\$ 1.68	\$ 168.02	\$ 1.75	\$ 174.57	\$ 2.22	\$ 221.61	\$ 2.55	\$ 254.85
L1B	NEWCASTLE	\$ 1.67	\$ 167.04	\$ 1.72	\$ 171.69	\$ 2.24	\$ 224.35	\$ 2.58	\$ 258.01
L1C	BOWMANVILLE	\$ 1.67	\$ 166.65	\$ 1.71	\$ 170.54	\$ 2.25	\$ 225.45	\$ 2.59	\$ 259.27
L1E	COURTICE	\$ 1.66	\$ 166.00	\$ 1.69	\$ 168.64	\$ 2.27	\$ 227.26	\$ 2.61	\$ 261.35
L2A	FORT ERIE	\$ 1.63	\$ 162.51	\$ 1.63	\$ 163.07	\$ 2.29	\$ 228.59	\$ 2.63	\$ 262.88
L2E	NIAGARA FALLS	\$ 1.58	\$ 157.88	\$ 1.60	\$ 160.05	\$ 2.28	\$ 228.24	\$ 2.62	\$ 262.47
L2G	NIAGARA FALLS	\$ 1.58	\$ 157.72	\$ 1.59	\$ 159.48	\$ 2.28	\$ 227.97	\$ 2.62	\$ 262.17
L2H	NIAGARA FALLS	\$ 1.57	\$ 157.44	\$ 1.58	\$ 158.44	\$ 2.28	\$ 228.15	\$ 2.62	\$ 262.37
L2J	NIAGARA FALLS	\$ 1.57	\$ 157.39	\$ 1.58	\$ 158.25	\$ 2.28	\$ 227.60	\$ 2.62	\$ 261.75
L2M	ST CATHARINES	\$ 1.57	\$ 156.86	\$ 1.57	\$ 156.74	\$ 2.28	\$ 227.69	\$ 2.62	\$ 261.85
L2N	ST CATHARINES	\$ 1.57	\$ 156.74	\$ 1.56	\$ 156.18	\$ 2.28	\$ 228.14	\$ 2.62	\$ 262.36
L2P	ST CATHARINES	\$ 1.57	\$ 156.97	\$ 1.57	\$ 156.72	\$ 2.28	\$ 228.23	\$ 2.62	\$ 262.47

Proposed TI Rates as of February 1, 2012

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
L2R	ST CATHARINES	\$ 1.57	\$ 156.74	\$ 1.56	\$ 155.87	\$ 2.29	\$ 229.11	\$ 2.63	\$ 263.47
L2S	ST CATHARINES	\$ 1.57	\$ 156.87	\$ 1.56	\$ 156.34	\$ 2.29	\$ 228.64	\$ 2.63	\$ 262.94
L2T	ST CATHARINES	\$ 1.57	\$ 157.03	\$ 1.57	\$ 156.96	\$ 2.29	\$ 228.58	\$ 2.63	\$ 262.86
L2V	THOROLD	\$ 1.57	\$ 157.21	\$ 1.58	\$ 157.58	\$ 2.28	\$ 228.41	\$ 2.63	\$ 262.67
L2W	ST CATHARINES	\$ 1.57	\$ 156.73	\$ 1.56	\$ 155.84	\$ 2.29	\$ 228.59	\$ 2.63	\$ 262.88
L3B	WELLAND	\$ 1.58	\$ 157.67	\$ 1.59	\$ 159.30	\$ 2.30	\$ 230.35	\$ 2.65	\$ 264.91
L3C	WELLAND	\$ 1.57	\$ 157.50	\$ 1.59	\$ 158.65	\$ 2.30	\$ 230.21	\$ 2.65	\$ 264.74
L3K	PORT COLBORNE	\$ 1.58	\$ 157.87	\$ 1.60	\$ 160.03	\$ 2.31	\$ 231.17	\$ 2.66	\$ 265.84
L3M	GRIMSBY	\$ 1.53	\$ 153.27	\$ 1.53	\$ 152.97	\$ 2.31	\$ 230.84	\$ 2.65	\$ 265.46
L3V	ORILLIA	\$ 1.90	\$ 189.80	\$ 1.94	\$ 194.39	\$ 2.46	\$ 245.68	\$ 2.83	\$ 282.53
L3X	NEWMARKET	\$ 1.60	\$ 160.44	\$ 1.63	\$ 162.80	\$ 2.33	\$ 232.80	\$ 2.68	\$ 267.72
L3Y	NEWMARKET	\$ 1.61	\$ 160.76	\$ 1.64	\$ 163.87	\$ 2.32	\$ 231.82	\$ 2.67	\$ 266.59
L3Z	BRADFORD	\$ 1.61	\$ 160.82	\$ 1.63	\$ 163.28	\$ 2.21	\$ 221.18	\$ 2.54	\$ 254.36
L4A	STOUFFVILLE	\$ 1.61	\$ 161.00	\$ 1.65	\$ 164.65	\$ 2.31	\$ 231.07	\$ 2.66	\$ 265.73
L4G	AURORA	\$ 1.57	\$ 156.78	\$ 1.63	\$ 162.56	\$ 2.21	\$ 221.22	\$ 2.54	\$ 254.41
L4M	BARRIE	\$ 1.63	\$ 162.53	\$ 1.68	\$ 168.30	\$ 2.29	\$ 228.64	\$ 2.63	\$ 262.94
L4N	BARRIE	\$ 1.62	\$ 161.94	\$ 1.66	\$ 166.43	\$ 2.30	\$ 230.40	\$ 2.65	\$ 264.95
L4P	KESWICK	\$ 1.61	\$ 161.46	\$ 1.66	\$ 166.15	\$ 2.30	\$ 229.64	\$ 2.64	\$ 264.09
L4R	MIDLAND	\$ 1.90	\$ 190.00	\$ 1.92	\$ 192.21	\$ 2.27	\$ 227.05	\$ 2.61	\$ 261.11
L7B	KING CITY	\$ 1.60	\$ 160.16	\$ 1.61	\$ 161.44	\$ 2.22	\$ 222.31	\$ 2.56	\$ 255.66
L7C	CALEDON EAST	\$ 1.60	\$ 159.52	\$ 1.57	\$ 156.95	\$ 2.27	\$ 226.63	\$ 2.61	\$ 260.62
L7E	BOLTON	\$ 1.60	\$ 159.94	\$ 1.59	\$ 158.85	\$ 2.25	\$ 225.06	\$ 2.59	\$ 258.81
L7G	GEORGETOWN	\$ 1.56	\$ 155.71	\$ 1.55	\$ 154.63	\$ 2.29	\$ 228.64	\$ 2.63	\$ 262.93
L7J	ACTON	\$ 1.53	\$ 153.08	\$ 1.54	\$ 153.75	\$ 2.30	\$ 229.80	\$ 2.64	\$ 264.27
L7K	CALEDON	\$ 1.56	\$ 156.42	\$ 1.57	\$ 157.08	\$ 2.27	\$ 227.02	\$ 2.61	\$ 261.07
L9L	PORT PERRY	\$ 1.66	\$ 166.36	\$ 1.70	\$ 169.69	\$ 2.26	\$ 226.26	\$ 2.60	\$ 260.20
L9M	PENETANGUISHENE	\$ 1.91	\$ 190.53	\$ 1.93	\$ 192.51	\$ 2.50	\$ 250.05	\$ 2.88	\$ 287.55
L9N	HOLLAND LANDING	\$ 1.61	\$ 160.88	\$ 1.64	\$ 164.06	\$ 2.32	\$ 231.80	\$ 2.67	\$ 266.57
L9P	UXBRIDGE	\$ 1.62	\$ 162.02	\$ 1.68	\$ 167.97	\$ 2.28	\$ 227.90	\$ 2.62	\$ 262.09
L9R	ALUSTON	\$ 1.61	\$ 161.24	\$ 1.62	\$ 162.28	\$ 2.23	\$ 222.99	\$ 2.56	\$ 256.37
L9S	INNISFIL	\$ 1.62	\$ 161.71	\$ 1.66	\$ 166.10	\$ 2.30	\$ 230.41	\$ 2.65	\$ 264.98
L9T	MILTON	\$ 1.56	\$ 155.84	\$ 1.54	\$ 153.73	\$ 2.30	\$ 229.83	\$ 2.64	\$ 264.30
L9V	ORANGEVILLE	\$ 1.57	\$ 156.91	\$ 1.58	\$ 157.93	\$ 2.27	\$ 226.79	\$ 2.61	\$ 260.81
L9W	ORANGEVILLE	\$ 1.57	\$ 157.03	\$ 1.58	\$ 158.43	\$ 2.26	\$ 226.41	\$ 2.60	\$ 260.37
L9Y	COLLINGWOOD	\$ 1.89	\$ 189.49	\$ 1.87	\$ 187.20	\$ 2.45	\$ 245.05	\$ 2.82	\$ 281.81
L9Z	WASAGA BEACH	\$ 1.89	\$ 189.07	\$ 1.88	\$ 187.52	\$ 2.55	\$ 254.93	\$ 2.93	\$ 293.17
K0A	ALMONTE	\$ 1.95	\$ 195.22	\$ 1.59	\$ 158.98	\$ 1.70	\$ 170.29	\$ 1.96	\$ 195.84

Proposed TI Rates as of February 1, 2012

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
K0B	ALFRED	\$ 2.22	\$ 223.67	\$ 1.71	\$ 171.35	\$ 1.84	\$ 183.86	\$ 2.11	\$ 211.44
K0C	ALEXANDRIA	\$ 2.27	\$ 226.78	\$ 1.69	\$ 169.49	\$ 1.81	\$ 181.47	\$ 2.09	\$ 208.70
K0E	ADDISON	\$ 2.21	\$ 223.34	\$ 1.85	\$ 184.84	\$ 2.03	\$ 201.11	\$ 2.31	\$ 231.27
K0G	BALDERSON	\$ 2.16	\$ 215.99	\$ 1.84	\$ 184.20	\$ 2.00	\$ 200.29	\$ 2.30	\$ 230.33
K0H	ARDEN	\$ 2.25	\$ 225.38	\$ 2.17	\$ 217.00	\$ 2.37	\$ 237.05	\$ 2.73	\$ 272.61
K0J	BARRYS BAY	\$ 2.67	\$ 266.56	\$ 2.43	\$ 242.99	\$ 2.66	\$ 266.32	\$ 3.06	\$ 306.27
K0K	AMELIASBURG	\$ 2.07	\$ 206.99	\$ 2.04	\$ 203.51	\$ 2.25	\$ 224.97	\$ 2.59	\$ 258.72
K0L	APSLEY	\$ 2.51	\$ 250.98	\$ 2.46	\$ 245.66	\$ 2.70	\$ 268.68	\$ 3.10	\$ 310.13
K0M	BOBCAYGEON	\$ 2.42	\$ 242.35	\$ 2.35	\$ 235.40	\$ 2.60	\$ 260.21	\$ 2.99	\$ 299.25
K1A	OTTAWA	\$ 1.68	\$ 168.22	\$ 1.23	\$ 122.65	\$ 1.34	\$ 133.66	\$ 1.54	\$ 153.71
K1B	GLOUCESTER	\$ 1.68	\$ 168.23	\$ 1.23	\$ 122.60	\$ 1.34	\$ 133.61	\$ 1.54	\$ 153.65
K1C	ORLEANS	\$ 1.69	\$ 168.64	\$ 1.23	\$ 122.70	\$ 1.34	\$ 133.73	\$ 1.54	\$ 153.79
K1E	ORLEANS	\$ 1.69	\$ 168.95	\$ 1.23	\$ 122.82	\$ 1.34	\$ 133.85	\$ 1.54	\$ 153.88
K1G	OTTAWA	\$ 1.68	\$ 167.75	\$ 1.22	\$ 121.69	\$ 1.32	\$ 132.42	\$ 1.52	\$ 152.29
K1H	OTTAWA	\$ 1.68	\$ 167.72	\$ 1.23	\$ 122.67	\$ 1.34	\$ 133.69	\$ 1.54	\$ 153.75
K1J	OTTAWA	\$ 1.68	\$ 168.35	\$ 1.23	\$ 123.07	\$ 1.34	\$ 134.21	\$ 1.54	\$ 154.34
K1K	OTTAWA	\$ 1.68	\$ 168.16	\$ 1.23	\$ 123.29	\$ 1.35	\$ 134.50	\$ 1.55	\$ 154.68
K1L	VANIER	\$ 1.68	\$ 168.05	\$ 1.23	\$ 123.41	\$ 1.35	\$ 134.66	\$ 1.55	\$ 154.85
K1M	ROCKCLIFFE	\$ 1.68	\$ 168.08	\$ 1.24	\$ 123.75	\$ 1.35	\$ 135.08	\$ 1.55	\$ 155.35
K1N	OTTAWA	\$ 1.68	\$ 167.90	\$ 1.24	\$ 123.52	\$ 1.35	\$ 134.79	\$ 1.55	\$ 155.01
K1P	OTTAWA	\$ 1.68	\$ 167.81	\$ 1.23	\$ 123.49	\$ 1.35	\$ 134.75	\$ 1.55	\$ 154.96
K1R	OTTAWA	\$ 1.67	\$ 166.78	\$ 1.23	\$ 123.48	\$ 1.35	\$ 134.74	\$ 1.55	\$ 154.95
K1S	OTTAWA	\$ 1.67	\$ 166.75	\$ 1.23	\$ 123.08	\$ 1.34	\$ 134.23	\$ 1.54	\$ 154.36
K1T	GLOUCESTER	\$ 1.67	\$ 166.53	\$ 1.21	\$ 121.48	\$ 1.32	\$ 132.16	\$ 1.52	\$ 151.98
K1V	OTTAWA	\$ 1.66	\$ 166.27	\$ 1.22	\$ 121.90	\$ 1.33	\$ 132.70	\$ 1.53	\$ 152.61
K1W	ORLEANS	\$ 1.68	\$ 167.70	\$ 1.22	\$ 122.24	\$ 1.33	\$ 133.14	\$ 1.53	\$ 153.11
K1X	GLOUCESTER	\$ 1.66	\$ 166.17	\$ 1.21	\$ 120.76	\$ 1.31	\$ 131.23	\$ 1.51	\$ 150.91
K1Y	OTTAWA	\$ 1.67	\$ 166.62	\$ 1.24	\$ 123.52	\$ 1.35	\$ 134.79	\$ 1.55	\$ 155.01
K1Z	OTTAWA	\$ 1.66	\$ 166.50	\$ 1.23	\$ 123.41	\$ 1.35	\$ 134.65	\$ 1.55	\$ 154.85
K2A	OTTAWA	\$ 1.66	\$ 166.35	\$ 1.23	\$ 123.44	\$ 1.35	\$ 134.68	\$ 1.55	\$ 154.89
K2B	OTTAWA	\$ 1.66	\$ 166.13	\$ 1.24	\$ 123.51	\$ 1.35	\$ 134.78	\$ 1.55	\$ 154.99
K2C	OTTAWA	\$ 1.66	\$ 166.35	\$ 1.23	\$ 123.11	\$ 1.34	\$ 134.26	\$ 1.54	\$ 154.40
K2E	NEPEAN	\$ 1.66	\$ 166.25	\$ 1.23	\$ 122.59	\$ 1.34	\$ 133.59	\$ 1.54	\$ 153.63
K2G	NEPEAN	\$ 1.66	\$ 165.99	\$ 1.23	\$ 122.60	\$ 1.34	\$ 133.61	\$ 1.54	\$ 153.65
K2H	NEPEAN	\$ 1.66	\$ 165.94	\$ 1.24	\$ 124.01	\$ 1.35	\$ 135.43	\$ 1.56	\$ 155.74
K2J	NEPEAN	\$ 1.65	\$ 165.47	\$ 1.22	\$ 121.55	\$ 1.32	\$ 132.25	\$ 1.52	\$ 152.08
K2K	KANATA	\$ 1.66	\$ 165.69	\$ 1.24	\$ 124.36	\$ 1.36	\$ 135.87	\$ 1.56	\$ 156.25
K2L	KANATA	\$ 1.65	\$ 165.41	\$ 1.23	\$ 123.40	\$ 1.35	\$ 134.64	\$ 1.55	\$ 154.84

Proposed TI Rates as of February 1, 2012
 (OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
K2M	KANATA	\$ 1.65	\$ 165.34	\$ 1.23	\$ 122.97	\$ 1.34	\$ 134.08	\$ 1.54	\$ 154.19
K2P	OTTAWA	\$ 1.67	\$ 166.88	\$ 1.23	\$ 123.35	\$ 1.35	\$ 134.57	\$ 1.55	\$ 154.75
K2R	NEPEAN	\$ 1.65	\$ 165.47	\$ 1.23	\$ 122.65	\$ 1.34	\$ 133.67	\$ 1.54	\$ 153.72
K2S	STITTSVILLE	\$ 1.65	\$ 164.78	\$ 1.23	\$ 122.83	\$ 1.34	\$ 133.90	\$ 1.54	\$ 153.99
K2T	KANATA	\$ 1.65	\$ 165.25	\$ 1.24	\$ 123.94	\$ 1.35	\$ 135.33	\$ 1.56	\$ 155.63
K2V	KANATA	\$ 1.65	\$ 165.19	\$ 1.23	\$ 123.28	\$ 1.34	\$ 134.48	\$ 1.55	\$ 154.66
K2W	KANATA	\$ 1.65	\$ 165.42	\$ 1.23	\$ 125.47	\$ 1.37	\$ 137.30	\$ 1.58	\$ 157.90
K4A	ORLEANS	\$ 1.88	\$ 188.06	\$ 1.22	\$ 122.12	\$ 1.33	\$ 132.99	\$ 1.53	\$ 152.93
K4B	NAVAN	\$ 1.68	\$ 167.85	\$ 1.21	\$ 120.84	\$ 1.31	\$ 131.34	\$ 1.51	\$ 151.04
K4C	CUMBERLAND	\$ 1.68	\$ 168.44	\$ 1.22	\$ 122.14	\$ 1.33	\$ 133.01	\$ 1.53	\$ 152.96
K4K	ROCKLAND	\$ 1.92	\$ 192.24	\$ 1.55	\$ 154.85	\$ 1.65	\$ 165.36	\$ 1.90	\$ 190.16
K4M	MANOTICK	\$ 2.02	\$ 201.77	\$ 1.54	\$ 154.09	\$ 1.64	\$ 164.45	\$ 1.89	\$ 189.12
K4P	GREELEY	\$ 1.66	\$ 166.08	\$ 1.20	\$ 119.91	\$ 1.30	\$ 130.13	\$ 1.50	\$ 149.65
K4R	RUSSELL	\$ 2.03	\$ 202.86	\$ 1.51	\$ 151.29	\$ 1.61	\$ 161.11	\$ 1.85	\$ 185.28
K6A	HAWKESBURY	\$ 2.17	\$ 217.36	\$ 1.75	\$ 175.11	\$ 1.89	\$ 188.67	\$ 2.17	\$ 216.97
K6H	CORNWALL	\$ 2.15	\$ 214.88	\$ 1.70	\$ 169.52	\$ 1.82	\$ 181.52	\$ 2.09	\$ 208.74
K6J	CORNWALL	\$ 2.33	\$ 233.01	\$ 1.69	\$ 168.94	\$ 1.81	\$ 180.77	\$ 2.08	\$ 207.89
K6K	CORNWALL	\$ 2.33	\$ 233.04	\$ 1.68	\$ 168.30	\$ 1.80	\$ 179.96	\$ 2.07	\$ 206.96
K6T	ELIZABETHTOWN	\$ 2.22	\$ 222.30	\$ 1.81	\$ 181.46	\$ 1.97	\$ 196.78	\$ 2.26	\$ 226.30
K6V	BROCKVILLE	\$ 2.22	\$ 222.34	\$ 1.81	\$ 181.31	\$ 1.97	\$ 196.59	\$ 2.26	\$ 226.08
K7A	SMITHS FALLS	\$ 2.23	\$ 222.62	\$ 1.80	\$ 180.34	\$ 1.95	\$ 195.35	\$ 2.25	\$ 224.65
K7C	CARLETON PLACE	\$ 2.00	\$ 199.53	\$ 1.60	\$ 160.27	\$ 1.72	\$ 171.83	\$ 1.98	\$ 197.60
K7G	GANANDQUE	\$ 1.91	\$ 191.27	\$ 1.90	\$ 189.98	\$ 2.08	\$ 207.63	\$ 2.39	\$ 238.78
K7H	PERTH	\$ 2.22	\$ 221.56	\$ 1.84	\$ 184.04	\$ 2.00	\$ 200.08	\$ 2.30	\$ 230.10
K7K	KINGSTON	\$ 1.97	\$ 197.35	\$ 1.94	\$ 193.92	\$ 2.13	\$ 212.71	\$ 2.45	\$ 244.62
K7L	KINGSTON	\$ 1.97	\$ 196.90	\$ 1.93	\$ 192.71	\$ 2.11	\$ 211.17	\$ 2.43	\$ 242.84
K7M	KINGSTON	\$ 1.98	\$ 197.96	\$ 1.96	\$ 195.61	\$ 2.15	\$ 214.87	\$ 2.47	\$ 247.10
K7N	AMHERSTVIEW	\$ 1.98	\$ 198.28	\$ 1.96	\$ 196.47	\$ 2.16	\$ 215.98	\$ 2.48	\$ 248.37
K7P	KINGSTON	\$ 1.98	\$ 197.84	\$ 1.95	\$ 195.27	\$ 2.14	\$ 214.44	\$ 2.47	\$ 246.61
K7R	NAPANEE	\$ 1.99	\$ 199.36	\$ 1.99	\$ 199.44	\$ 2.20	\$ 219.78	\$ 2.53	\$ 252.74
K7S	ARNPRIOR	\$ 1.95	\$ 195.31	\$ 1.84	\$ 184.32	\$ 1.77	\$ 176.65	\$ 2.03	\$ 203.15
K7V	RENFREW	\$ 2.23	\$ 222.88	\$ 1.86	\$ 186.39	\$ 2.03	\$ 203.09	\$ 2.34	\$ 233.55
K8A	PEMBROKE	\$ 2.23	\$ 223.41	\$ 1.97	\$ 196.85	\$ 2.15	\$ 215.01	\$ 2.47	\$ 247.26
K8B	PEMBROKE	\$ 2.24	\$ 224.22	\$ 1.97	\$ 197.15	\$ 2.15	\$ 214.67	\$ 2.47	\$ 246.88
K8H	PETAWAWA	\$ 2.24	\$ 224.06	\$ 1.99	\$ 199.33	\$ 2.20	\$ 219.59	\$ 2.53	\$ 252.53
K8N	BELLEVILLE	\$ 2.07	\$ 207.09	\$ 2.07	\$ 206.91	\$ 2.25	\$ 225.27	\$ 2.59	\$ 259.06
K8P	BELLEVILLE	\$ 2.08	\$ 207.69	\$ 2.07	\$ 206.91	\$ 2.27	\$ 227.16	\$ 2.61	\$ 261.24
K8R	BELLEVILLE	\$ 2.08	\$ 208.07	\$ 2.07	\$ 206.91	\$ 2.28	\$ 228.36	\$ 2.63	\$ 262.61

Proposed TI Rates as of February 1, 2012

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
K9V	TRENTON	\$ 2.09	\$ 208.71	\$ 2.11	\$ 211.00	\$ 2.30	\$ 230.34	\$ 2.65	\$ 264.89
K9A	COBOURG	\$ 1.93	\$ 193.29	\$ 1.98	\$ 197.75	\$ 2.17	\$ 217.20	\$ 2.50	\$ 249.78
K9H	PETERBOROUGH	\$ 1.92	\$ 192.13	\$ 1.96	\$ 195.71	\$ 2.14	\$ 214.09	\$ 2.46	\$ 246.20
K9J	PETERBOROUGH	\$ 1.93	\$ 192.66	\$ 1.96	\$ 195.71	\$ 2.16	\$ 215.50	\$ 2.48	\$ 247.83
K9K	PETERBOROUGH	\$ 1.93	\$ 192.67	\$ 1.96	\$ 195.71	\$ 2.16	\$ 215.53	\$ 2.48	\$ 247.86
K9L	PETERBOROUGH	\$ 1.92	\$ 191.92	\$ 1.96	\$ 195.71	\$ 2.13	\$ 213.50	\$ 2.46	\$ 245.52
K9V	LINDSAY	\$ 1.94	\$ 193.65	\$ 1.96	\$ 195.71	\$ 2.18	\$ 218.16	\$ 2.51	\$ 250.89
P0A	SUNDRIDGE	\$ 2.46	\$ 246.10	\$ 2.52	\$ 251.52	\$ 2.72	\$ 271.59	\$ 3.12	\$ 312.33
P0B	BAYSVILLE	\$ 2.43	\$ 243.26	\$ 2.45	\$ 245.06	\$ 2.63	\$ 262.96	\$ 3.02	\$ 302.41
P0C	TORRANCE	\$ 2.46	\$ 245.72	\$ 2.45	\$ 245.06	\$ 2.70	\$ 270.42	\$ 3.11	\$ 310.99
P0E	HONEY HARBOUR	\$ 2.46	\$ 245.71	\$ 2.45	\$ 245.06	\$ 2.70	\$ 270.39	\$ 3.11	\$ 310.95
P0G	POINTE-AU-BARIL-STATION	\$ 2.57	\$ 257.25	\$ 2.62	\$ 261.75	\$ 2.86	\$ 285.90	\$ 3.29	\$ 328.79
P1H	HUNTSVILLE	\$ 2.42	\$ 242.14	\$ 2.38	\$ 237.93	\$ 2.60	\$ 259.58	\$ 2.99	\$ 298.52
P1L	BRACEBRIDGE	\$ 2.44	\$ 243.63	\$ 2.41	\$ 240.96	\$ 2.64	\$ 264.08	\$ 3.04	\$ 303.70
P1P	GRAVENHURST	\$ 2.45	\$ 244.81	\$ 2.45	\$ 245.06	\$ 2.68	\$ 267.69	\$ 3.08	\$ 307.84
P2A	PARRY SOUND	\$ 2.46	\$ 245.83	\$ 2.47	\$ 246.71	\$ 2.71	\$ 270.78	\$ 3.11	\$ 311.40
N0A	CANFIELD	\$ 1.84	\$ 183.55	\$ 1.87	\$ 187.13	\$ 2.15	\$ 215.18	\$ 2.47	\$ 247.66
N0B	ALMA	\$ 1.62	\$ 161.92	\$ 1.71	\$ 170.84	\$ 1.97	\$ 197.21	\$ 2.27	\$ 226.80
N0C	BAJEROS	\$ 2.18	\$ 218.45	\$ 2.24	\$ 224.20	\$ 2.59	\$ 259.40	\$ 2.98	\$ 298.31
N0E	BURFORD	\$ 1.79	\$ 178.57	\$ 1.84	\$ 184.09	\$ 2.11	\$ 211.09	\$ 2.43	\$ 242.75
N0G	ARTHUR	\$ 2.13	\$ 212.87	\$ 2.18	\$ 218.25	\$ 2.46	\$ 245.64	\$ 2.83	\$ 282.71
N0H	PORT ELGIN	\$ 2.28	\$ 227.53	\$ 2.30	\$ 230.30	\$ 2.60	\$ 259.73	\$ 2.99	\$ 298.69
N0J	BEACHVILLE	\$ 1.79	\$ 178.97	\$ 1.83	\$ 183.08	\$ 2.06	\$ 206.12	\$ 2.37	\$ 237.03
N0K	BORNHOLM	\$ 1.80	\$ 180.27	\$ 1.87	\$ 187.26	\$ 2.10	\$ 210.15	\$ 2.42	\$ 241.67
N0L	APPIN	\$ 1.80	\$ 180.24	\$ 1.80	\$ 179.85	\$ 1.90	\$ 190.21	\$ 2.19	\$ 218.74
N0M	AILSA CRAIG	\$ 1.80	\$ 180.26	\$ 1.85	\$ 184.90	\$ 2.04	\$ 203.80	\$ 2.34	\$ 234.37
N0N	ALVINGTON	\$ 1.80	\$ 180.46	\$ 1.79	\$ 179.28	\$ 1.87	\$ 187.43	\$ 2.16	\$ 215.53
N0P	BLenheim	\$ 1.81	\$ 180.88	\$ 1.78	\$ 178.23	\$ 1.82	\$ 182.26	\$ 2.10	\$ 209.60
N0R	BELLE RIVER	\$ 1.95	\$ 194.68	\$ 1.90	\$ 190.18	\$ 1.93	\$ 193.38	\$ 2.22	\$ 222.39
N1A	DUNNVILLE	\$ 1.80	\$ 180.12	\$ 1.90	\$ 190.36	\$ 2.19	\$ 219.39	\$ 2.52	\$ 252.30
N1C	GUELPH	\$ 1.62	\$ 161.52	\$ 1.71	\$ 170.88	\$ 1.99	\$ 199.04	\$ 2.29	\$ 228.89
N1E	GUELPH	\$ 1.62	\$ 161.85	\$ 1.72	\$ 171.96	\$ 2.00	\$ 200.31	\$ 2.30	\$ 230.36
N1G	GUELPH	\$ 1.62	\$ 161.63	\$ 1.71	\$ 171.24	\$ 1.99	\$ 199.47	\$ 2.29	\$ 229.39
N1H	GUELPH	\$ 1.62	\$ 162.22	\$ 1.73	\$ 172.62	\$ 2.00	\$ 200.41	\$ 2.30	\$ 230.47
N1K	GUELPH	\$ 1.62	\$ 161.72	\$ 1.71	\$ 171.11	\$ 1.99	\$ 198.77	\$ 2.29	\$ 228.58
N1L	GUELPH	\$ 1.62	\$ 161.71	\$ 1.72	\$ 171.51	\$ 2.00	\$ 199.79	\$ 2.30	\$ 229.76
N1M	FERGUS	\$ 1.63	\$ 162.81	\$ 1.74	\$ 173.96	\$ 2.01	\$ 201.23	\$ 2.31	\$ 231.42

Proposed TI Rates as of February 1, 2012

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FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
N1P	CAMBRIDGE	\$ 1.61	\$ 160.88	\$ 1.68	\$ 168.39	\$ 1.96	\$ 195.52	\$ 2.25	\$ 224.85
N1R	CAMBRIDGE	\$ 1.61	\$ 160.94	\$ 1.69	\$ 168.98	\$ 1.97	\$ 196.77	\$ 2.26	\$ 226.28
N1S	CAMBRIDGE	\$ 1.61	\$ 161.00	\$ 1.68	\$ 168.48	\$ 1.95	\$ 195.24	\$ 2.25	\$ 224.52
N1T	CAMBRIDGE	\$ 1.61	\$ 161.14	\$ 1.69	\$ 169.24	\$ 1.97	\$ 196.56	\$ 2.26	\$ 226.04
N2A	KITCHENER	\$ 1.62	\$ 161.53	\$ 1.69	\$ 169.50	\$ 1.96	\$ 195.52	\$ 2.25	\$ 224.85
N2B	KITCHENER	\$ 1.62	\$ 161.67	\$ 1.70	\$ 169.78	\$ 1.96	\$ 195.63	\$ 2.25	\$ 224.98
N2C	KITCHENER	\$ 1.61	\$ 161.44	\$ 1.69	\$ 169.09	\$ 1.95	\$ 194.85	\$ 2.24	\$ 224.08
N2E	KITCHENER	\$ 1.61	\$ 161.50	\$ 1.69	\$ 168.84	\$ 1.94	\$ 193.99	\$ 2.23	\$ 223.08
N2G	KITCHENER	\$ 1.62	\$ 161.63	\$ 1.69	\$ 169.39	\$ 1.95	\$ 194.79	\$ 2.24	\$ 224.01
N2H	KITCHENER	\$ 1.62	\$ 161.67	\$ 1.70	\$ 169.58	\$ 1.95	\$ 195.08	\$ 2.24	\$ 224.34
N2J	WATERLOO	\$ 1.62	\$ 162.01	\$ 1.70	\$ 170.11	\$ 1.95	\$ 194.96	\$ 2.24	\$ 224.20
N2K	WATERLOO	\$ 1.62	\$ 161.85	\$ 1.70	\$ 170.17	\$ 1.96	\$ 195.81	\$ 2.25	\$ 225.19
N2L	WATERLOO	\$ 1.62	\$ 161.82	\$ 1.70	\$ 169.60	\$ 1.94	\$ 194.50	\$ 2.24	\$ 223.67
N2M	KITCHENER	\$ 1.62	\$ 161.61	\$ 1.69	\$ 169.23	\$ 1.94	\$ 194.45	\$ 2.24	\$ 223.62
N2N	KITCHENER	\$ 1.62	\$ 161.62	\$ 1.69	\$ 168.95	\$ 1.94	\$ 193.74	\$ 2.23	\$ 222.80
N2P	KITCHENER	\$ 1.61	\$ 161.29	\$ 1.69	\$ 168.81	\$ 1.95	\$ 194.79	\$ 2.24	\$ 224.00
N2R	KITCHENER	\$ 1.61	\$ 161.34	\$ 1.68	\$ 168.45	\$ 1.94	\$ 193.66	\$ 2.23	\$ 222.70
N2T	WATERLOO	\$ 1.62	\$ 161.77	\$ 1.69	\$ 169.29	\$ 1.94	\$ 193.94	\$ 2.23	\$ 223.04
N2V	WATERLOO	\$ 1.62	\$ 161.89	\$ 1.69	\$ 169.44	\$ 1.94	\$ 193.79	\$ 2.23	\$ 222.85
N2Z	KINCARDINE	\$ 2.20	\$ 219.51	\$ 2.20	\$ 219.55	\$ 2.42	\$ 242.34	\$ 2.79	\$ 278.70
N3A	NEW HAMBURG	\$ 1.84	\$ 183.62	\$ 1.87	\$ 186.60	\$ 2.13	\$ 213.42	\$ 2.45	\$ 245.43
N3B	EL MIRA	\$ 1.63	\$ 162.52	\$ 1.72	\$ 171.82	\$ 1.97	\$ 197.07	\$ 2.27	\$ 226.63
N3C	CAMBRIDGE	\$ 1.54	\$ 153.95	\$ 1.70	\$ 170.03	\$ 1.98	\$ 197.81	\$ 2.27	\$ 227.48
N3E	CAMBRIDGE	\$ 1.54	\$ 153.97	\$ 1.69	\$ 169.47	\$ 1.96	\$ 196.30	\$ 2.26	\$ 225.74
N3H	CAMBRIDGE	\$ 1.54	\$ 153.99	\$ 1.69	\$ 169.42	\$ 1.96	\$ 196.03	\$ 2.25	\$ 225.43
N3L	PARIS	\$ 1.60	\$ 160.33	\$ 1.66	\$ 166.18	\$ 1.92	\$ 192.33	\$ 2.21	\$ 221.18
N3P	BRANTFORD	\$ 1.49	\$ 149.47	\$ 1.66	\$ 166.23	\$ 1.90	\$ 189.77	\$ 2.18	\$ 218.23
N3R	BRANTFORD	\$ 1.49	\$ 149.45	\$ 1.66	\$ 165.95	\$ 1.89	\$ 189.26	\$ 2.18	\$ 217.65
N3S	BRANTFORD	\$ 1.49	\$ 149.43	\$ 1.66	\$ 165.80	\$ 1.89	\$ 189.00	\$ 2.17	\$ 217.35
N3T	BRANTFORD	\$ 1.49	\$ 149.33	\$ 1.65	\$ 164.78	\$ 1.87	\$ 187.19	\$ 2.15	\$ 215.27
N3V	BRANTFORD	\$ 1.49	\$ 149.43	\$ 1.66	\$ 165.73	\$ 1.89	\$ 188.87	\$ 2.17	\$ 217.20
N3W	CALEDONIA	\$ 1.75	\$ 174.88	\$ 1.88	\$ 187.59	\$ 2.18	\$ 217.68	\$ 2.50	\$ 250.33
N3Y	SIMCOE	\$ 1.75	\$ 174.62	\$ 1.84	\$ 183.55	\$ 2.08	\$ 208.41	\$ 2.40	\$ 239.67
N4B	DELHI	\$ 1.75	\$ 174.79	\$ 1.83	\$ 183.05	\$ 2.06	\$ 205.94	\$ 2.37	\$ 236.83
N4G	TILLSONBURG	\$ 1.75	\$ 174.97	\$ 1.83	\$ 182.53	\$ 2.03	\$ 203.30	\$ 2.34	\$ 233.80
N4K	OWEN SOUND	\$ 2.15	\$ 215.23	\$ 2.28	\$ 227.74	\$ 2.60	\$ 259.59	\$ 2.99	\$ 298.52
N4L	MEAFORD	\$ 2.15	\$ 214.99	\$ 2.29	\$ 229.05	\$ 2.64	\$ 264.25	\$ 3.04	\$ 303.89
N4N	HANOVER	\$ 2.13	\$ 213.41	\$ 2.21	\$ 220.90	\$ 2.50	\$ 250.22	\$ 2.88	\$ 287.75

Proposed TI Rates as of February 1, 2012

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
NMS	WOODSTOCK	\$ 1.61	\$ 160.74	\$ 1.65	\$ 164.78	\$ 1.87	\$ 186.98	\$ 2.15	\$ 215.03
NMT	WOODSTOCK	\$ 1.61	\$ 160.80	\$ 1.65	\$ 164.65	\$ 1.86	\$ 186.42	\$ 2.14	\$ 214.38
NMV	WOODSTOCK	\$ 1.61	\$ 160.90	\$ 1.64	\$ 164.44	\$ 1.85	\$ 185.45	\$ 2.13	\$ 213.27
NMW	USTOWEL	\$ 2.11	\$ 211.35	\$ 2.14	\$ 214.14	\$ 2.42	\$ 242.32	\$ 2.79	\$ 278.66
NMX	ST MARYS	\$ 1.84	\$ 183.66	\$ 1.83	\$ 183.44	\$ 2.05	\$ 204.64	\$ 2.35	\$ 235.33
NMZ	STRATFORD	\$ 1.84	\$ 183.91	\$ 1.86	\$ 185.54	\$ 2.09	\$ 209.09	\$ 2.40	\$ 240.46
N5A	STRATFORD	\$ 1.84	\$ 183.91	\$ 1.86	\$ 185.78	\$ 2.10	\$ 209.74	\$ 2.41	\$ 241.20
N5C	INGERSOLL	\$ 1.58	\$ 157.53	\$ 1.64	\$ 163.82	\$ 1.83	\$ 182.60	\$ 2.10	\$ 209.99
N5H	AYLMER	\$ 1.84	\$ 183.81	\$ 1.82	\$ 181.63	\$ 1.99	\$ 198.97	\$ 2.29	\$ 228.81
N5L	PORT STANLEY	\$ 1.84	\$ 184.32	\$ 1.80	\$ 180.50	\$ 1.93	\$ 193.40	\$ 2.22	\$ 222.41
N5P	ST THOMAS	\$ 1.62	\$ 162.10	\$ 1.62	\$ 161.91	\$ 1.74	\$ 173.84	\$ 2.00	\$ 199.92
N5R	ST THOMAS	\$ 1.62	\$ 162.12	\$ 1.62	\$ 161.87	\$ 1.74	\$ 173.62	\$ 2.00	\$ 199.67
N5V	LONDON	\$ 1.62	\$ 161.64	\$ 1.63	\$ 162.89	\$ 1.78	\$ 178.30	\$ 2.05	\$ 205.05
N5W	LONDON	\$ 1.62	\$ 161.71	\$ 1.63	\$ 162.72	\$ 1.78	\$ 177.54	\$ 2.04	\$ 204.17
N5X	LONDON	\$ 1.62	\$ 161.69	\$ 1.63	\$ 162.78	\$ 1.78	\$ 177.81	\$ 2.04	\$ 204.48
N5Y	LONDON	\$ 1.62	\$ 161.73	\$ 1.63	\$ 162.70	\$ 1.77	\$ 177.43	\$ 2.04	\$ 204.04
N5Z	LONDON	\$ 1.62	\$ 161.79	\$ 1.63	\$ 162.56	\$ 1.77	\$ 176.79	\$ 2.03	\$ 203.30
N6A	LONDON	\$ 1.62	\$ 161.80	\$ 1.63	\$ 162.55	\$ 1.77	\$ 176.76	\$ 2.03	\$ 203.27
N6B	LONDON	\$ 1.62	\$ 161.80	\$ 1.63	\$ 162.55	\$ 1.77	\$ 176.74	\$ 2.03	\$ 203.25
N6C	LONDON	\$ 1.62	\$ 161.83	\$ 1.62	\$ 162.48	\$ 1.76	\$ 176.45	\$ 2.03	\$ 202.92
N6E	LONDON	\$ 1.62	\$ 161.92	\$ 1.62	\$ 162.28	\$ 1.76	\$ 175.54	\$ 2.02	\$ 201.87
N6G	LONDON	\$ 1.62	\$ 161.82	\$ 1.62	\$ 162.49	\$ 1.76	\$ 176.48	\$ 2.03	\$ 202.95
N6H	LONDON	\$ 1.62	\$ 161.91	\$ 1.62	\$ 162.32	\$ 1.76	\$ 175.69	\$ 2.02	\$ 202.04
N6J	LONDON	\$ 1.62	\$ 161.91	\$ 1.62	\$ 162.31	\$ 1.76	\$ 175.68	\$ 2.02	\$ 202.03
N6K	LONDON	\$ 1.62	\$ 161.98	\$ 1.62	\$ 162.15	\$ 1.75	\$ 174.92	\$ 2.01	\$ 201.16
N6L	LONDON	\$ 1.62	\$ 162.05	\$ 1.62	\$ 162.01	\$ 1.74	\$ 174.27	\$ 2.00	\$ 200.41
N6M	LONDON	\$ 1.62	\$ 161.69	\$ 1.63	\$ 162.77	\$ 1.78	\$ 177.77	\$ 2.04	\$ 204.44
N6N	LONDON	\$ 1.62	\$ 161.84	\$ 1.62	\$ 162.45	\$ 1.76	\$ 176.30	\$ 2.03	\$ 202.74
N6P	LONDON	\$ 1.62	\$ 162.11	\$ 1.62	\$ 161.89	\$ 1.74	\$ 173.71	\$ 2.00	\$ 199.76
N7A	GOEDERICH	\$ 1.91	\$ 190.72	\$ 1.89	\$ 188.96	\$ 2.07	\$ 207.38	\$ 2.38	\$ 238.49
N7G	STRATHROY	\$ 1.84	\$ 184.32	\$ 1.80	\$ 180.50	\$ 1.93	\$ 193.42	\$ 2.22	\$ 222.43
N7L	CHATHAM	\$ 1.86	\$ 185.85	\$ 1.77	\$ 177.48	\$ 1.77	\$ 177.45	\$ 2.04	\$ 204.07
N7M	CHATHAM	\$ 1.86	\$ 185.87	\$ 1.77	\$ 177.16	\$ 1.77	\$ 176.75	\$ 2.03	\$ 203.26
N7S	SARNIA	\$ 1.85	\$ 185.39	\$ 1.81	\$ 180.74	\$ 1.89	\$ 188.84	\$ 2.17	\$ 217.16
N7T	SARNIA	\$ 1.85	\$ 185.40	\$ 1.80	\$ 180.49	\$ 1.88	\$ 188.10	\$ 2.16	\$ 216.32
N7V	SARNIA	\$ 1.85	\$ 185.47	\$ 1.81	\$ 181.14	\$ 1.90	\$ 189.51	\$ 2.18	\$ 217.94
N7W	SARNIA	\$ 1.85	\$ 185.30	\$ 1.80	\$ 180.31	\$ 1.88	\$ 188.11	\$ 2.16	\$ 216.33
N7X	SARNIA	\$ 1.85	\$ 185.20	\$ 1.80	\$ 180.41	\$ 1.89	\$ 188.83	\$ 2.17	\$ 217.16

Proposed TI Rates as of February 1, 2012

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
N6A	WALLACEBURG	\$ 1.86	\$ 186.19	\$ 1.80	\$ 179.83	\$ 1.82	\$ 182.44	\$ 2.10	\$ 209.80
N6H	LEAMINGTON	\$ 1.93	\$ 193.47	\$ 1.86	\$ 186.49	\$ 1.89	\$ 188.67	\$ 2.17	\$ 216.97
N6M	ESSEX	\$ 1.94	\$ 193.83	\$ 1.88	\$ 187.60	\$ 1.90	\$ 190.09	\$ 2.19	\$ 218.60
N6N	WINDSOR	\$ 1.93	\$ 193.29	\$ 1.86	\$ 185.93	\$ 1.88	\$ 187.95	\$ 2.16	\$ 216.14
N6P	WINDSOR	\$ 1.93	\$ 193.23	\$ 1.86	\$ 185.76	\$ 1.88	\$ 187.73	\$ 2.16	\$ 215.88
N6R	WINDSOR	\$ 1.93	\$ 193.35	\$ 1.86	\$ 186.12	\$ 1.88	\$ 188.19	\$ 2.16	\$ 216.42
N6S	WINDSOR	\$ 1.93	\$ 193.30	\$ 1.86	\$ 185.98	\$ 1.88	\$ 188.01	\$ 2.16	\$ 216.21
N6T	WINDSOR	\$ 1.93	\$ 193.46	\$ 1.86	\$ 186.45	\$ 1.89	\$ 188.61	\$ 2.17	\$ 216.90
N6V	WINDSOR	\$ 1.93	\$ 193.46	\$ 1.86	\$ 186.45	\$ 1.89	\$ 188.61	\$ 2.17	\$ 216.90
N6W	WINDSOR	\$ 1.94	\$ 193.68	\$ 1.87	\$ 187.12	\$ 1.89	\$ 189.47	\$ 2.18	\$ 217.89
N6X	WINDSOR	\$ 1.94	\$ 193.75	\$ 1.87	\$ 187.33	\$ 1.90	\$ 189.74	\$ 2.18	\$ 218.20
N6Y	WINDSOR	\$ 1.94	\$ 193.54	\$ 1.87	\$ 186.72	\$ 1.89	\$ 188.95	\$ 2.17	\$ 217.30
N6A	WINDSOR	\$ 1.94	\$ 194.21	\$ 1.89	\$ 188.73	\$ 1.92	\$ 191.53	\$ 2.20	\$ 220.26
N6B	WINDSOR	\$ 1.94	\$ 193.84	\$ 1.88	\$ 187.62	\$ 1.90	\$ 190.11	\$ 2.19	\$ 218.63
N6C	WINDSOR	\$ 1.94	\$ 193.99	\$ 1.88	\$ 188.06	\$ 1.91	\$ 190.68	\$ 2.19	\$ 219.28
N6E	WINDSOR	\$ 1.94	\$ 193.86	\$ 1.88	\$ 187.68	\$ 1.90	\$ 190.18	\$ 2.19	\$ 218.71
N6G	WINDSOR	\$ 1.94	\$ 193.89	\$ 1.88	\$ 187.78	\$ 1.90	\$ 190.32	\$ 2.19	\$ 218.86
N6H	WINDSOR	\$ 1.94	\$ 194.07	\$ 1.88	\$ 188.31	\$ 1.91	\$ 190.99	\$ 2.20	\$ 219.64
N6J	WINDSOR	\$ 1.94	\$ 194.20	\$ 1.89	\$ 188.72	\$ 1.92	\$ 191.51	\$ 2.20	\$ 220.24
N6K	WINDSOR	\$ 1.93	\$ 193.27	\$ 1.86	\$ 185.89	\$ 1.88	\$ 187.89	\$ 2.16	\$ 216.05
N6V	AMHERSTBURG	\$ 1.95	\$ 194.64	\$ 1.90	\$ 190.05	\$ 1.93	\$ 193.22	\$ 2.22	\$ 222.20
N6Y	KINGSVILLE	\$ 1.94	\$ 194.02	\$ 1.88	\$ 188.17	\$ 1.91	\$ 190.81	\$ 2.19	\$ 219.43
NORTH									
P0H	ARNSTEIN	\$ 2.44	\$ 243.51	\$ 2.53	\$ 253.39	\$ 2.76	\$ 275.74	\$ 3.17	\$ 317.10
P0J	NE W USKEARD	\$ 3.51	\$ 350.95	\$ 3.46	\$ 345.96	\$ 3.95	\$ 395.06	\$ 4.54	\$ 454.32
P0K	CHAPUT HUGHES	\$ 3.39	\$ 338.62	\$ 3.58	\$ 357.70	\$ 3.89	\$ 389.28	\$ 4.48	\$ 447.68
P0L	PEAWANUCK	\$ 4.03	\$ 402.73	\$ 4.17	\$ 416.94	\$ 4.54	\$ 453.88	\$ 5.22	\$ 521.97
P0M	ALBAN	\$ 4.67	\$ 466.95	\$ 4.73	\$ 472.96	\$ 5.11	\$ 511.34	\$ 5.88	\$ 588.04
P0N	SOUTH PORCUPINE	\$ 3.59	\$ 359.34	\$ 3.54	\$ 354.09	\$ 3.96	\$ 396.43	\$ 4.56	\$ 455.90
P0P	BIRCH ISLAND	\$ 3.52	\$ 352.23	\$ 3.50	\$ 349.79	\$ 3.89	\$ 388.55	\$ 4.47	\$ 446.84
P0R	THESSALON	\$ 2.60	\$ 260.32	\$ 2.60	\$ 259.84	\$ 2.94	\$ 293.76	\$ 3.38	\$ 337.82
P0S	BATCHAWANA BAY	\$ 3.90	\$ 390.43	\$ 3.94	\$ 394.43	\$ 4.51	\$ 450.92	\$ 5.19	\$ 518.55
P0T	PAYS PLAT	\$ 4.22	\$ 421.68	\$ 4.24	\$ 423.73	\$ 4.77	\$ 476.73	\$ 5.48	\$ 548.24
P0V	ANGLING LAKE	\$ 5.79	\$ 578.70	\$ 5.82	\$ 582.31	\$ 6.53	\$ 652.52	\$ 7.50	\$ 750.39
P0W	STRATTON	\$ 5.68	\$ 567.80	\$ 5.68	\$ 567.50	\$ 6.43	\$ 642.82	\$ 7.39	\$ 739.25
P0X	GRASSY NARROWS	\$ 5.86	\$ 586.37	\$ 6.02	\$ 601.84	\$ 6.62	\$ 661.76	\$ 7.61	\$ 761.03
P0Y	INGOLF	\$ 5.84	\$ 584.22	\$ 5.83	\$ 583.13	\$ 6.61	\$ 661.08	\$ 7.60	\$ 760.24
P1A	NORTH BAY	\$ 2.37	\$ 236.71	\$ 2.47	\$ 247.32	\$ 2.80	\$ 280.28	\$ 3.22	\$ 322.32

Proposed TI Rates as of February 1, 2022

(OTRs not in approved loads receive MT Rates)

FSA/Community		PLT		MT		OTR A/I/S		OTR M/L/G	
		PTE	Tonne	PTE	Tonne	PTE	Tonne	PTE	Tonne
P1B	NORTH BAY	\$ 2.38	\$ 238.31	\$ 2.49	\$ 248.79	\$ 2.84	\$ 284.09	\$ 3.27	\$ 326.71
P1C	NORTH BAY	\$ 2.38	\$ 237.73	\$ 2.48	\$ 248.25	\$ 2.82	\$ 281.54	\$ 3.24	\$ 323.77
P2B	STURGEON FALLS	\$ 2.46	\$ 245.65	\$ 2.60	\$ 259.90	\$ 2.84	\$ 284.41	\$ 3.27	\$ 327.07
P2N	KIRKLAND LAKE	\$ 3.59	\$ 358.60	\$ 3.53	\$ 353.49	\$ 3.96	\$ 395.80	\$ 4.55	\$ 455.17
P3A	SUDBURY	\$ 2.53	\$ 252.80	\$ 2.49	\$ 249.31	\$ 2.88	\$ 287.65	\$ 3.31	\$ 330.80
P3B	SUDBURY	\$ 2.52	\$ 251.83	\$ 2.49	\$ 248.56	\$ 2.87	\$ 286.82	\$ 3.30	\$ 329.85
P3C	SUDBURY	\$ 2.53	\$ 251.35	\$ 2.50	\$ 249.74	\$ 2.88	\$ 288.12	\$ 3.31	\$ 331.34
P3E	SUDBURY	\$ 2.48	\$ 247.98	\$ 2.46	\$ 245.58	\$ 2.84	\$ 283.52	\$ 3.26	\$ 326.05
P3G	SUDBURY	\$ 2.46	\$ 245.86	\$ 2.43	\$ 243.14	\$ 2.82	\$ 281.70	\$ 3.24	\$ 323.96
P3L	GARSON	\$ 2.53	\$ 252.59	\$ 2.49	\$ 249.15	\$ 2.87	\$ 287.47	\$ 3.31	\$ 330.59
P3N	VAL CARON	\$ 2.54	\$ 254.47	\$ 2.51	\$ 250.61	\$ 2.89	\$ 289.08	\$ 3.32	\$ 332.45
P3P	HANMER	\$ 2.57	\$ 256.80	\$ 2.52	\$ 252.41	\$ 2.91	\$ 291.08	\$ 3.35	\$ 334.75
P3Y	LIVELY	\$ 2.53	\$ 253.42	\$ 2.50	\$ 249.79	\$ 2.88	\$ 288.18	\$ 3.31	\$ 331.41
P4N	TIMMINS	\$ 3.67	\$ 367.18	\$ 3.60	\$ 360.45	\$ 4.03	\$ 403.12	\$ 4.64	\$ 463.59
P4P	TIMMINS	\$ 3.61	\$ 360.87	\$ 3.55	\$ 355.33	\$ 3.98	\$ 397.74	\$ 4.57	\$ 457.40
P4R	TIMMINS	\$ 3.61	\$ 360.99	\$ 3.55	\$ 355.43	\$ 3.98	\$ 397.84	\$ 4.58	\$ 457.52
P5A	ELLIOT LAKE	\$ 2.51	\$ 251.48	\$ 2.50	\$ 250.09	\$ 3.06	\$ 306.47	\$ 3.52	\$ 352.44
P5E	ESPANOLA	\$ 2.58	\$ 257.65	\$ 2.53	\$ 253.07	\$ 2.92	\$ 291.81	\$ 3.36	\$ 335.58
P5N	KAPUSKASING	\$ 3.95	\$ 394.68	\$ 3.98	\$ 398.47	\$ 4.56	\$ 455.65	\$ 5.24	\$ 523.99
P6A	SAULT STE MARIE	\$ 2.68	\$ 268.01	\$ 2.60	\$ 259.88	\$ 3.03	\$ 302.71	\$ 3.48	\$ 348.12
P6B	SAULT STE MARIE	\$ 2.68	\$ 267.69	\$ 2.60	\$ 259.63	\$ 3.02	\$ 302.43	\$ 3.48	\$ 347.79
P6C	SAULT STE MARIE	\$ 2.69	\$ 268.55	\$ 2.65	\$ 265.40	\$ 3.03	\$ 303.19	\$ 3.49	\$ 348.67
P7A	THUNDER BAY	\$ 2.23	\$ 220.77	\$ 2.24	\$ 223.72	\$ 2.85	\$ 285.02	\$ 3.28	\$ 327.77
P7B	THUNDER BAY	\$ 2.25	\$ 225.35	\$ 2.19	\$ 219.13	\$ 2.86	\$ 285.80	\$ 3.29	\$ 328.67
P7C	THUNDER BAY	\$ 2.24	\$ 224.28	\$ 2.22	\$ 221.94	\$ 2.85	\$ 285.15	\$ 3.28	\$ 327.92
P7E	THUNDER BAY	\$ 2.24	\$ 224.41	\$ 2.22	\$ 222.10	\$ 2.85	\$ 285.36	\$ 3.28	\$ 328.17
P7G	THUNDER BAY	\$ 2.27	\$ 227.18	\$ 2.20	\$ 219.73	\$ 2.85	\$ 285.15	\$ 3.28	\$ 327.92
P7J	THUNDER BAY	\$ 2.25	\$ 225.12	\$ 2.23	\$ 222.80	\$ 2.86	\$ 286.34	\$ 3.29	\$ 329.30
P7K	THUNDER BAY	\$ 2.25	\$ 225.03	\$ 2.23	\$ 222.72	\$ 2.86	\$ 286.24	\$ 3.29	\$ 329.17
P7L	NEEBING	\$ 2.29	\$ 228.76	\$ 2.26	\$ 226.36	\$ 2.91	\$ 291.02	\$ 3.35	\$ 334.68
P8N	DRYDEN	\$ 4.72	\$ 472.11	\$ 4.85	\$ 485.49	\$ 5.38	\$ 537.55	\$ 6.18	\$ 618.18
P8T	SIOUX LOOKOUT	\$ 5.63	\$ 563.01	\$ 5.63	\$ 562.95	\$ 6.37	\$ 637.50	\$ 7.33	\$ 733.12
P9A	FORT FRANCES	\$ 4.73	\$ 472.54	\$ 4.73	\$ 472.58	\$ 5.42	\$ 542.24	\$ 6.24	\$ 623.57
P9N	KENDRA	\$ 5.73	\$ 572.59	\$ 5.76	\$ 576.02	\$ 6.45	\$ 645.12	\$ 7.42	\$ 741.89

C) Draft 2012 Tire Definition

	Product Category	Definition
1)	Exempted Tires	<p>All tires with an overall tire diameter of less than 7" regardless of weight</p> <p>All tires in which the rubber content is greater than 50% (by weight) derived from Used Tires</p>
2)	On-Road Tires	<p>Passenger Tires, Small RV Tires, ST Trailer tires and Light Truck Tires and Temporary Spares less than 30 Kgs in weight</p> <p>Passenger tires are designed for use on passenger cars, light trucks, small RVs and multipurpose passenger vehicles (MPVs), including sport utility vehicles (SUVs) and crossover utility vehicles (CUV's), and to comply with Canadian Motor Vehicle Safety Standard (CMVSS No. 109).</p> <p>The light truck tire category is tires designed for use on consumer or commercial light trucks, under 10,000 lbs. Gross Vehicle Weight, and comply with Canadian Motor Vehicle Safety Standard (CMVSS No. 119).</p> <p>Codes found on the sidewall of light passenger and light truck tires are P (Passenger) and LT (Light Truck). Temporary spare tires are marked T (Temporary).</p> <p>Motorcycle, Golf Cart and All Terrain Vehicle Tires less than 30 Kgs in weight</p> <p>Includes all tires specifically designed for on/off</p>

		<p>highway motorcycles, motorcycle sidecars, motor bikes, mopeds, mini-cycles, golf carts and all terrain vehicles.</p> <p>Free Rolling Farm Tires less than 30 Kgs in weight</p> <p>Includes free rolling farm and implement tires up to 16" rim size used on farm equipment.</p> <p>Medium Truck Tires Less than 70 Kgs in weight</p> <p>Also commonly known as Commercial Truck Tires – Truck and Bus tires including Wide Base or Heavy Truck tires designed for truck/bus applications and Larger RV tires not marked "P or LT". All of which comply with Canadian Motor Vehicle Safety Standard (CMVSS No. 119).</p>
3)	Off-Road Tires	<p>Agricultural Drive less than 200 kgs in weight</p> <p>Includes drive wheel tires used on tractors and combines and tree harvesting equipment. These tires are normally identified with a sidewall marking with suffix letters (R), or (HF) or (LS) and are 16.5" and up rim size. These tires are listed in The Tire and Rim Association Inc. annual yearbook Section 5 Agricultural.</p> <p>Industrial Forklift, Bobcat/Skid Steer Tires less</p>

		<p>than 250 Kgs in weight</p> <p>Includes pneumatic and solid forklift tires, Bobcat/Skid Steer</p> <p>With a rim diameter greater than 16".</p> <p>Small Off The Road Tires less than 375 Kgs in weight</p> <p>Sizes 1300Tires < and = to 23.5R25 Rim Size</p> <p>Medium Off The Road Tires less than 700Kgs in weight</p> <p>Above 23.5R25 to 33 inch Rim Size</p> <p>Large Off The Road Tires less than 1200 Kgs in weight</p> <p>Above 33 inch to and including 39 inch Rim Size</p> <p>Giant Off The Road Tires 1200 Kgs or more in weight</p> <p>Over 39 inch Rim Size</p>
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Appendix B: Registrant Listing**Attendees in Person**

Reg #	Name	Company
3000183	Matt Garcia	Kal Tire Ontario
3000005	Ron Politewicz	Peninsula Tire Exports
3000007	Grant Caven	Harolds Haulage
3000174	Terry Gilmore	Treadcraft Ltd
3000012	Gerry Milone	National Tomlinson
3000003	John Cassell	Emterra Tire Recycling
3000008	Jeff MacPhatter	MacPhatter Group Inc.
3000156	Mark Capland	Micor Recycling
3000022	Nancy Rochon	Tire Disposal Facilities
3000220	Ralph Tammaro	St. Joseph's Tires
3000180	Jesse Hertel	Liberty Tire Recycling Canada
3000051	Stephen Manley	Eco Tire Recovery
3000053	Denis Arcand	A1 Blasting Mats
3000053	Tony	A1 Blasting Mats
3000067	Terry Tomlinson	Tomlinson Systems
3000001	Adrew Soifert	Old Tire Inc
3000184	Mike & Ron	PS LOGISTICS INC
3000150	Ashram Chadee	Tire Direct
3000180	Mike Moffat	Liberty Tire Recycling Canada
3000180	Peter Hutley	Liberty Tire Recycling Canada

Via Webinar

Reg #	Name	Company
3000181	Jeff Smith	Mcmahon Motor Products
3000017	Kevin O'Brian	Ridge Recycling
3000666	Charles MacLaurin	AKTT Enterprises Ltd.
3000165	Patrick Fenlon	Pack Pros Plus
3000101	Jeffrey Houle	Haldimand Norfolk Auto Recycling Inc

Appendix C: Invitations & Communications:

a) Initial Meeting Invite:

If you are interested in attending this meeting, please fill out the registration ballot below and reply back to Communications@ontarioTS.ca .

This is to invite you to participate in the November 1st Hauler 2012 Transportation Incentive Session.

The meeting agenda for November 1st Session will include the following topics:

- Overview of Proposed 2012 TI Rate Changes
- 2012 TI Proposed Rate Changes to PLT & MT Tires
- 2012 TI Proposed Rate Changes to DOTs (including revisions to premiums and estimated weights)
- Implementation Timelines

Additional materials will be distributed to all Haulers for review prior to the meeting.

To attend this meeting you must complete the ballot below. OTS will confirm your method of attendance via e-mail along with instructions **within 2 business days**.

There are two ways to attend:

1. In person: limited space is available for up to 40 people (first come, first serve). The meeting will be held at, Markland Wood Country Club (dress code required)

2. Webcast: we will send you a link and a conference call number where you can join the meeting by webcast and phone

To Register:

Fill out the following information below and send an e-mail back to Communications@ontariots.ca

- Name of your organization:

- OTS Registration number:

- Attendees First and Last name (only 1 person):

- I would like to attend(check off X): **In person** _____ (In Person attendance is limited to 40 people on a first come, first serve basis)

Webcast _____

The intent of this meeting is to review the proposed changes to the 2012 TI rates and related items. If you have questions or comments specific to your organization, please contact us by email (info@ontariots.ca) or call 1-888-687-2202.

We look forward to your participation.

b) Confirmation of Attendance: In Person

Thank you for your e-mail.

You have been approved to attend the **Hauler 2012 Transportation Incentive Meeting** on November 1st 2011 **IN PERSON.**

Location: Markland Wood Country Club - 245 Markland Dr, Toronto, ON M9C 1R1

Dress Code- Business Casual attire (no running shoes or jeans)

Start Time: 9:00 am

End Time: 11:00 am

If you have any questions please call 1-888-687-2202 or e-mail us at Communications@ontarioTS.ca.

Regards,

OTS

c) Confirmation of Attendance: Webinar

Thank you for your e-mail.

You may attend the **Hauler 2012 Transportation Incentive Meeting** by webcast on November 1st 2011.

Instructions:

1. Log into the following link (step 2) starting at 8:45AM. The meeting will start at 9:00am.
2. <https://www.livemeeting.com/cc/momentumconferencing/join?id=Nov+1st+2012+TI+Session&role=attend>
3. Type in the Meeting ID and Entry Code. (to view meeting materials)

Meeting ID: Nov 1st 2012 TI Session

Entry Code: *Please leave this field blank* (no password required)

4. For **Audio:** Dial into 416-343-2285 or 1-877-969-8433 PIN 4467765

If you have any questions please call 1-888-687-2202 or e-mail us at Communications@ontarioTS.ca.

Regards,

OTS

- d) Meeting Materials (Sent to all Haulers included attachments outlined in Appendix A a and b)

Attention Registered Hauler:

Attached, please find the proposed Transportation Incentive Rates for 2012 as well as the slides for the session for your view prior to the November 1st 2011 hauler Session (please see notice below for details). If you are interested in attending the session and have not already RSVP'd please respond ASAP by completing the information below.

Please note that the slides and rates will be discussed in detail during tomorrow's session.

If you have questions or comments, please feel free to send them to OTS at hauler@ontariots.ca by end of day November 4th for consideration, or table them during the Hauler session on November 1st 2011 as applicable

Regards,

OTS

- e) Follow Up Email and Material Circulation (includes items in Appendix A a, b and c)

Attention Registered Hauler,

Attached please find the revised powerpoint presentation from the November 1st 2011 Hauler Consultation Session as well as the draft rates for your review. These items are also available on the OTS website for the time being.

As discussed during yesterdays meeting, OTS is also attaching the DRAFT Tire Definitions for 2012 for review in conjunction with the other proposed changes to the TI rates and estimated weights for OTRs.

Please send any questions or comments on the presentation, rates, definitions or weights to OTS by no later than the end of day on November 9th 2011 (OTS has extended the deadline for comments from the 4th of November to the 9th).

Regards,
OTS