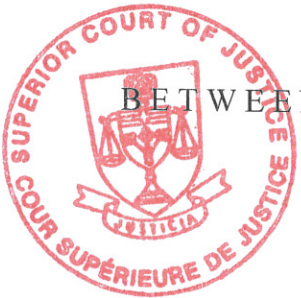


Court File No.

CV-13 492525-000

**ONTARIO  
SUPERIOR COURT OF JUSTICE**



BETWEEN:

MARC-OLIVER BAROCH

Plaintiff

- and -

CANADA CARTAGE DIVERSIFIED GP INC., DIRECT GENERAL PARTNER  
CORPORATION, and CANADA CARTAGE SYSTEM, LIMITED

Defendants

PROCEEDING UNDER THE *CLASS PROCEEDINGS ACT*, 1992

**STATEMENT OF CLAIM**

TO THE DEFENDANTS:

A LEGAL PROCEEDING HAS BEEN COMMENCED AGAINST YOU by the Plaintiff. The Claim made against you is set out in the following pages.


IF YOU WISH TO DEFEND THIS PROCEEDING, you or an Ontario lawyer acting for you must prepare a Statement of Defence in Form 18A prescribed by the *Rules of Civil Procedure*, serve it on the Plaintiff's lawyer or, where the Plaintiff does not have a lawyer, serve it on the Plaintiff, and file it, with proof of service, in this court office, WITHIN TWENTY DAYS after this Statement of Claim is served on you, if you are served in Ontario.

If you are served in another province or territory of Canada or in the United States of America, the period for serving and filing your Statement of Defence is forty days. If you are served outside Canada and the United States of America, the period is sixty days.

Instead of serving and filing a Statement of Defence, you may serve and file a Notice of Intent to Defend in Form 18B prescribed by the *Rules of Civil Procedure*. This will entitle you to ten more days within which to serve and file your Statement of Defence.

IF YOU FAIL TO DEFEND THIS PROCEEDING, JUDGMENT MAY BE GIVEN AGAINST YOU IN YOUR ABSENCE AND WITHOUT FURTHER NOTICE TO YOU. IF YOU WISH TO DEFEND THIS PROCEEDING BUT ARE UNABLE TO PAY LEGAL FEES, LEGAL AID MAY BE AVAILABLE TO YOU BY CONTACTING A LOCAL LEGAL AID OFFICE.

Date: November 8, 2013

Issued by:   
Local Registrar

Address of  
court office: 393 University Avenue, 10th Floor  
Toronto ON M5G 1E6

**TO:** CANADA CARTAGE DIVERSIFIED GP INC.  
1115 Cardiff Blvd.  
Mississauga, ON L5S 1L8

**AND TO:** DIRECT GENERAL PARTNER CORPORATION  
1115 Cardiff Blvd.  
Mississauga, ON L5S 1L8

**AND TO:** CANADA CARTAGE SYSTEM, LIMITED  
1115 Cardiff Blvd.  
Mississauga, ON L5S 1L8

## CLAIM

1. The plaintiff claims:

- (a) an order, pursuant to the *Class Proceedings Act, 1992*, S.O. 1992, c. 6 (“CPA”), certifying this action as a class proceeding and appointing the plaintiff as representative plaintiff for the class described herein;
- (b) an order directing the defendants to preserve and disclose to the plaintiff all records, in any form, relating to rates of pay, type of work performed, and hours worked by members of the class between March 1, 2006 and the date of the certification order in this action;
- (c) a declaration that the defendants breached their contracts of employment with some or all members of the class;
- (d) a declaration that the defendants owed a duty of care to the class to ensure they were properly compensated at the appropriate rates of pay for all hours worked and that the defendants breached this duty with respect to some or all class members;
- (e) a declaration that the defendants have been unjustly enriched, and that the members of the class have suffered a corresponding deprivation, by the value of the work performed by members of the class that was not properly compensated as overtime or at agreed upon rates of pay, and that there is no juristic reason for such enrichment;

- (f) general damages for the class in an amount of \$75 million, or as otherwise calculated on an aggregate basis for breach of contract, negligence and unjust enrichment;
- (g) in the alternative to the damages described in subparagraph (f), an order requiring the defendants to account for all hours worked by class members between March 1, 2006 and the date of the certification order in this action for which class members were:
  - (i) not paid overtime in accordance with the defendants' obligations; and/or
  - (ii) not paid the rate of pay provided for by their contracts of employment;and a corresponding order requiring the defendants to disgorge to class members all amounts withheld by them in respect of such hours worked;
- (h) an interim, interlocutory and final mandatory order directing that the defendants specifically perform their contracts of employment with the class members;
- (i) punitive, aggravated, and exemplary damages in an amount of \$25 million, or as otherwise determined by this Honourable Court;
- (j) prejudgment and postjudgment interest calculated in accordance with sections 128 and 129 of the *Courts of Justice Act*, R.S.O. 1990, c. C.43, as amended;
- (k) the costs of this proceeding on a substantial indemnity basis, plus all applicable taxes;

- (l) the costs of administering the distribution of any amount recovered on behalf of class members in this action; and
- (m) such further and other Relief as this Honourable Court may deem just.

## **THE PARTIES**

2. The plaintiff, Marc-Oliver Baroch, is an individual residing in Mississauga, Ontario. Mr. Baroch was employed by Canada Cartage (as described in paragraph 6, below) from 2006 until July 2013, where he worked as a shunter. In that capacity, Mr. Baroch operated a shunt truck – a type of semi-tractor – in order to move and position semi-trailers within the yard of a warehouse facility operated by one of Canada Cartage’s customers.

3. The defendant, Canada Cartage Diversified GP Inc. (“Diversified”), is an Ontario corporation with its head office in Mississauga, Ontario. Along with the entities it controls, Diversified engages in the business of dedicated trucking services, which regularly includes the transport of freight across provincial and international borders. In addition, Diversified and the entities it controls offer a number of other related transportation services and expertise throughout Canada, including warehousing and distribution centres, general cartage, and logistics and moving services.

4. The defendant, Direct General Partner Corporation (“Direct”), is an Ontario corporation with its head office in Mississauga, Ontario. Direct is a wholly-owned subsidiary of Diversified. Along with the entities it controls, Direct operates the warehousing division of Canada Cartage and has distribution warehouses across Canada.

5. The defendant, Canada Cartage System, Limited (“CCSL”) is an Ontario corporation with its head office in Mississauga, Ontario. CCSL engages in the business of dedicated trucking services throughout Canada.

6. Together, the defendants and the entities they control make up Canada Cartage. Canada Cartage is an indivisible, integrated national operation, subject to federal regulation owing to the interprovincial and international nature of the transportation services it provides to its customers. As such, Canada Cartage is subject to the *Canada Labour Code*, R.S.C. 1985, c. L-2 (the “Code”), and its regulations, including the *Motor Vehicle Operators Hours of Work Regulations*, C.R.C., c. 990 (the “MVOHOW regulations”).

#### **THE CLASS**

7. The plaintiff brings this action on his own behalf and on behalf of a class of all persons who, at any time between March 1, 2006 and the date of the certification order in this action, were employed by Canada Cartage and who were entitled to receive overtime compensation pursuant to the *Code* and its regulations (the “class” or “class members”). Examples of positions held by class members include drivers, shunters, dispatchers, warehouse personnel, units pickers, dock workers, swampers, and inventory coordinators.

8. At all material times, the basic duties performed by class members across the country were largely uniform and consistent based upon the position(s) they held at Canada Cartage. Moreover, the material policies and practices of Canada Cartage that affected the conditions of class members’ employment – particularly as they relate to the payment of overtime – are similarly uniform and consistent across Canada.

9. Very few of Canada Cartage's employees are unionized, and the nature of the work performed by class members often does not require a high school education. Consequently, there is a significant power imbalance between Canada Cartage and the class because class members have little or no job security and tend to perform tasks that involve fungible skills.

10. Owing to their particular vulnerability, class members have limited latitude to question Canada Cartage's overtime practices or the wages they are paid.

11. At all material times, Canada Cartage regularly required or permitted class members to work hours in excess of their standard hours of work in order to complete the common duties of their employment. However, contrary to its obligations to class members, Canada Cartage engaged in a systemic practice of not paying overtime compensation to which class members are entitled. Despite having an understanding of the company's obligations, Canada Cartage management directed and encouraged this practice at all material times.

12. Once Canada Cartage became aware of the potential consequences of failing to comply with its obligation to pay overtime, it systemically and unilaterally reduced class members' rates of pay without reasonable notice, as part of a deliberate and calculated effort to improperly "reverse engineer" class members' compensation to make it appear as though they were being paid overtime, when in fact class members' gross weekly earnings remained unchanged. Again, Canada Cartage management directed and encouraged this practice.

13. Canada Cartage took advantage of the class members' lack of sophistication, systemically misleading class members about their entitlement to overtime. This included issuing directives through management that deliberately obfuscated both Canada Cartage's overtime obligations to

class members and the true rationale surrounding its reasons for unilaterally reducing class members' rates of pay.

## **SOURCES OF OBLIGATION TO ENSURE CLASS IS PROPERLY COMPENSATED**

### **I. Statutory**

14. The legislative scheme established by the *Code* and its related regulations creates a regulatory floor with respect to the standard hours of work and payment of overtime. As such, Canada Cartage cannot impose hours of work requirements or overtime policies on class members that are less favourable than the floor established by the legislative scheme. However, there is no prohibition on federally-regulated companies offering more favourable standard hours of work or paying overtime at a rate that is greater than what the law requires. According to section 168(1) of the *Code*,

This Part and all regulations made under this Part apply notwithstanding any other law or any custom, contract or arrangement, but nothing in this Part shall be construed as affecting any rights or benefits of an employee under any law, custom, contract or arrangement that are more favourable to the employee than his rights or benefits under this Part.

15. The purpose of these minimum standards is to prevent exploitation of vulnerable or unsophisticated employees, such as the class members. The legislative scheme aims to reduce the risk that the significant power imbalance between the employer and its employees will result in the creation of overly onerous and unfair employment terms and conditions.

16. Overtime is defined in section 166 of the *Code* as “hours of work in excess of standard hours of work.” Compensation for overtime is subsequently described in section 174 of the *Code*:



When an employee is required or permitted to work in excess of the standard hours of work, the employee shall, subject to any regulations made pursuant to section 175, be paid for the overtime at a rate of wages not less than one and one-half times his regular rate of wages.

17. The ‘default’ or ‘baseline’ measurement of “standard hours of work” for employees subject to the *Code*, including class members, is eight hours of work per day and forty hours in a week. Section 169(1) of the *Code* reads:

Except as otherwise provided by or under this Division,

(a) the standard hours of work of an employee shall not exceed eight hours in a day and forty hours in a week; and

(b) no employer shall cause or permit an employee to work longer hours than eight hours in any day or forty hours in any week.

18. However, pursuant to section 175(1)(a) of the *Code*, the Governor in Council may modify the provisions of sections 169 (standard hours of work) and 171 (maximum hours of work) of the *Code* by regulation. In the case of the trucking industry, there is such a regulation – the *MVOHOW* regulations – that modifies the ‘default’ or ‘baseline’ measurement of standard hours of work for certain class members.

19. The *MVOHOW* regulations modify sections 169 and 171 of the *Code* with respect to certain defined occupations, including “city motor vehicle operators” and “highway motor vehicle operators” who are employed upon or in connection with the operation of any industrial establishment engaged in the transportation of goods or passengers by motor vehicle from any point in a province to any point outside that province. Canada Cartage is such an industrial establishment.

20. Pursuant to section 2 of the *MVOHOW* regulations:

“city motor vehicle operator” means a motor vehicle operator who operates exclusively within a 10-mile radius of his home terminal and is not a bus operator and includes any motor vehicle operator who is classified as a city motor vehicle operator in a collective agreement entered into between his employer and a trade union acting on his behalf or who is not classified in any such agreement but is considered to be a city motor vehicle operator according to the prevailing industry practice in the geographical area where he is employed;

“highway motor vehicle operator” means a motor vehicle operator who is not a bus operator or a city motor vehicle operator.

21. In the case of city motor vehicle operators, section 5 of the *MVOHOW* regulations prescribes the standard hours of work as 9 hours in a day and 45 hours in a week. For highway motor vehicle operators, section 6 of the regulations sets the standard hours of work at 60 hours in a week, with no daily maximum.

22. Section 174 of the *Code* is not altered or abridged by the *MVOHOW* regulations. Thus, for a class member who is employed as a city motor vehicle operator and who works over and above 9 hours in a day or 45 hours in a week, he or she is entitled to be paid overtime at a rate of pay not less than one and one-half times his or her regular rate of pay for additional time. The same is true for a class member who is a highway motor vehicle operator and who works over and above 60 hours in a week. Other class members remain subject to the ‘default’ or ‘baseline’ measurement of standard hours of work and are therefore entitled to be compensated with overtime if working in excess of 8 hours in a day or 40 hours in a week.

## **II. Contractual**

23. Few terms of class members’ employment contracts are as important to them as their pay. Compensation is a central term of the contract of employment and forms a fundamental aspect of

the exchange or bargain between Canada Cartage and the class members. Any change to this aspect of the contract must be made through negotiation and fresh consideration. Such a change cannot be made unilaterally.

24. It is an express or implied term of class members' contracts of employment with Canada Cartage that they are entitled to be compensated at their agreed wage or rate of pay for hours worked up to the applicable statutorily-mandated standard hours of work, and at the overtime rate of one and one-half times their normal wage or rate of pay for all hours worked in excess of their standard hours of work.

25. The class members' employment contracts are informed by the provisions of the *Code* and its regulations pertaining to standard hours of work and payment of overtime, which set out minimum requirements that are implied into their contracts and which Canada Cartage must meet.

### **III. Duty of Care**

26. The employment relationship between Canada Cartage and class members is a relationship of proximity, such that it would be reasonably foreseeable that any lack of care on the part of Canada Cartage relating to its compensation policies or practices would be likely to cause harm to the members of the class. The relationship between Canada Cartage and the class is also a special relationship characterized by a power imbalance and vulnerability of the class members.

27. In these circumstances, Canada Cartage owes a duty of care to class members. At a minimum, this duty of care requires that Canada Cartage take reasonable steps to ensure that class members are compensated at their agreed normal wage or rate of pay for hours worked up to the applicable statutorily-mandated standard hours of work, and at the overtime rate of one and

one-half times their normal wage or rate of pay for all hours worked in excess of their standard hours of work. The content of this duty of care to the class is informed by Canada Cartage's obligations under the *Code* and its regulations.

### **THE FORMER AND CURRENT OVERTIME PRACTICE OF CANADA CARTAGE**

28. Prior to July 2012, Canada Cartage engaged a systemic practice by which it would only pay class members overtime for hours worked over and above 60 hours in a regular week, regardless of class members' entitlement to overtime pursuant to the express or implied terms of their contracts of employment or otherwise. Canada Cartage engaged in this practice despite knowing that it had a duty to ensure class members were properly compensated for all hours worked. Such a practice effectively treated all class members as highway motor vehicle operators, without regard to the nature of the jobs they actually performed.

29. During this time before July 2012, class members were routinely and consistently told that owing to Canada Cartage's status as a federally-regulated company, it was only required to pay overtime to its employees after 60 hours of work in a week.

30. On June 26, 2012, the Court of Appeal for Ontario released two certification decisions in cases involving the payment of overtime to employees of federally-regulated companies: *Fulawka v. Bank of Nova Scotia*, 2012 ONCA 443, and *Fresco v. Canadian Imperial Bank of Commerce*, 2012 ONCA 444. Both actions were certified as class actions advancing claims for unpaid overtime work, though neither action altered or otherwise affected the law regarding the entitlement of employees to overtime under the *Code* or the *MVOHOW* regulations.

31. In or about July 2012, Canada Cartage's weekly earning statements issued to class members changed, in that they began for the first time to reflect the payment of overtime at thresholds below 60 hours of work in a week. Simultaneously with this change, however, Canada Cartage systemically and unilaterally reduced class members' rates of pay without reasonable notice, as part of a calculated effort to "reverse engineer" class members' compensation to make it appear as though class members were being paid overtime when in fact class members' gross weekly earnings remained unchanged.

32. This "reverse engineering" of class members' pay, while communicated discreetly and verbally to class members, was nevertheless directed and coordinated in a systemic manner by Canada Cartage management, so as to continue depriving class members of the overtime compensation to which they were entitled.

33. Canada Cartage deliberately obfuscated the true rationale surrounding the unilateral reduction of class members' rates of pay, maintaining to class members that their pay needed to be adjusted to symbolically reflect overtime, while reassuring them that their gross weekly earnings would remain the same.

34. All the while, Canada Cartage was aware of its obligation to pay overtime to class members, but misled class members in order to achieve a result in which it never actually had to pay class members the total compensation to which they were entitled. The deliberate conduct of Canada Cartage is unconscionable, in that it was not right or reasonable for Canada Cartage to mislead class members about their entitlement to overtime. The company knew the state of the law and should have provided accurate information to class members.

## **THE PLAINTIFF'S EMPLOYMENT HISTORY AT CANADA CARTAGE**

35. The plaintiff began working at Canada Cartage in or about May 2006. Throughout his tenure, he was employed as a shunter. Initially, he earned \$19.27 per hour, which increased to \$19.50 per hour in or about 2008.

36. Canada Cartage routinely required or permitted the plaintiff to work between 50-60 hours per week during the course of his employment, which concluded in July 2013.

37. Because the plaintiff operated a shunt truck but did not leave the warehouse yard on a typical day of his employment, he met the definition of a "city motor vehicle operator" under the *MVOHOW* regulations and was entitled to overtime when he worked in excess of 9 hours in a day or 45 hours in a week. However, prior to July 2012, the plaintiff was only paid overtime when he exceeded 60 hours of work in a regular work week. In the year leading up to July 2012, the plaintiff's weekly gross earnings in a typical 60-hour week – with no overtime and a rate of pay of \$19.50 per hour – totalled about \$1,170.

38. Beginning in July 2012, the plaintiff's rate of pay was unilaterally reduced by Canada Cartage to \$17.34 per hour without reasonable notice, and he was notionally paid overtime for hours worked in excess of 9 hours in a day or 45 hours in a week. Owing to the unilateral reduction in his rate of pay, a typical 60-hour work week for the plaintiff – with "overtime" ostensibly payable after 45 hours and a rate of pay of \$17.34 per hour – continued to yield gross weekly earnings of about \$1,170.

39. The plaintiff's case typifies the practice of Canada Cartage in refraining from paying class members appropriate compensation for additional hours of work, notwithstanding its obligations to do so.

## **SYSTEMIC BREACHES OF CLASS MEMBERS' EMPLOYMENT CONTRACTS**

### **I. Failure to Appropriately Compensate Class Members**

40. Contrary to the express or implied terms of the class members' employment contracts as informed by the *Code* and its regulations, Canada Cartage systemically failed to compensate the class members at their agreed normal wage or rate of pay for hours worked up to the applicable statutorily-mandated standard hours of work, and at their agreed overtime rate of one and one-half times their normal wage or rate of pay for all hours worked in excess of their standard hours of work. Specifically, Canada Cartage breached class members' contracts of employment by, *inter alia*:

- (a) failing to pay overtime in accordance with its contractual obligations; and
- (b) unilaterally reducing class members' rates of pay without notice, which occurred once Canada Cartage realized the potential consequences of failing to comply with its obligation to pay overtime, and as part of a calculated effort to improperly "reverse engineer" class members' compensation to make it appear as though they were being paid overtime when in fact their gross weekly earnings remained unchanged.

## II. Failure to Act in Good Faith

41. The employer-employee relationship creates a power imbalance due in part to the vulnerability of the employees, especially when those employees lack sophistication. At the same time, the law recognizes the importance of work to an individual's personal fulfillment and financial security. For these reasons, it is an express or implied term of class members' contracts of employment that Canada Cartage observe a duty of good faith and fair dealing with them, characterized by candour, reasonableness, honesty, and forthrightness. Put another way, it is an express or implied term of class members' employment contracts that Canada Cartage not act in bad faith by being, for example, untruthful, misleading or unduly insensitive.

42. The class members are in a position of particular vulnerability in relation to Canada Cartage. Most do not have the protection of a union and generally do not possess a high level of education. Many of the class members perform difficult manual labour tasks in their employment. They often work long shifts.

43. Canada Cartage breached its duty of good faith and fair dealing to the members of the class by, *inter alia*:

- (a) failing to act in good faith by imposing an unlawful overtime policy or practice on class members that did not account for the nature of the work performed by individual class members;
- (b) failing to act in good faith by misleading class members about their entitlement to overtime;



- (c) failing to act in good faith by misleading class members and obfuscating the rationale surrounding the unilateral reduction of class members' rates of pay once the defendants realized the potential consequences of failing to comply with their obligation to pay overtime to class members; and
- (d) failing to act in good faith by retaining for itself the benefits of amounts due to class members for which class members were not properly compensated at appropriate rates of pay.

#### **CANADA CARTAGE HAS ACTED NEGLIGENTLY**

44. The duty of care owed by Canada Cartage is informed by the obligations set out in the *Code* and its regulations pertaining to standard hours of work and overtime. Therefore, one aspect of Canada Cartage's duty of care to the class members is to take reasonable steps to ensure that class members are properly compensated at the appropriate rates of pay for all hours worked.

45. Canada Cartage has breached this duty of care by, *inter alia*:

- (i) engaging in an unlawful practice of not paying overtime to class members in accordance with its obligations;
- (ii) failing to ensure that it had appropriate policies and practices in place to determine the eligibility of class members to be paid overtime in accordance with the *Code* and/or the *MVOHOW* regulations;
- (iii) failing to ensure that it correctly recorded the hours worked, the type of work performed, and the rate of pay used to compensate class members;

- (iv) engaging in an unlawful practice by which it unilaterally reduced class members' rates of pay without reasonable notice, which occurred once Canada Cartage realized the potential consequences of failing to comply with its obligation to pay overtime to class members, and as part of a calculated effort to improperly "reverse engineer" class members' compensation to make it appear as though they were being paid overtime when in fact their gross weekly earnings remained unchanged;
- (v) failing to take reasonable steps to ensure class members were properly compensated for all hours worked at the rate at which they were entitled to be paid; and
- (vi) failing to seek or obtain appropriate professional advice regarding its obligations to pay overtime in accordance with the provisions of the *Code* and/or the *MVOHOW* regulations.

46. As a result of these breaches, the members of the class have directly suffered harm in that they have not been properly compensated, at appropriate rates of pay, for all hours worked.

#### **CANADA CARTAGE HAS BEEN UNJUSTLY ENRICHED**

47. Canada Cartage has been unjustly enriched as a result of receiving the benefit of class members' services in circumstances in which the class was not properly compensated for all hours worked at appropriate rates of pay. Specifically, Canada Cartage was enriched by failing to pay class members overtime in accordance with its obligations and by unilaterally reducing and "reverse engineering" class members' rates of pay beginning in or about July 2012. The precise

value of the work for which class members were not properly compensated is not known to the plaintiff but is within the knowledge of Canada Cartage, pursuant to the company's obligations under the *Code* and its regulations to accurately record the hours worked by class members.

48. The class members have suffered a deprivation, in the form of wages corresponding to the hours of work for which they were not properly compensated at appropriate rates of pay.

49. There is no juristic reason why Canada Cartage should be allowed to retain the benefit of the improperly compensated hours of work completed by class members.

#### **A CLASS PROCEEDING IS APPROPRIATE**

50. As individuals, class members risk retaliation, including potentially losing their jobs, if they pursue individual claims against Canada Cartage. Further, an individual class member cannot match the resources of Canada Cartage in the context of a legal proceeding.

51. Canada Cartage is a sizable and well-resourced company. An individual class member's lawsuit would be unlikely to have any real or lasting impact on its behaviour. On the other hand, a class proceeding would produce either a voluntary change or a court-ordered change by Canada Cartage to its compensation practices.

52. The alternative to a class action would be a multitude of legal proceedings in a variety of jurisdictions throughout the country. This would both be inefficient and create the potential for inconsistent results.

## **DAMAGES**

53. As a result of the conduct of Canada Cartage detailed above, the class members have suffered damages. This is an appropriate case for the class proceedings judge to admit statistical evidence of class members' losses and to award damages based on an aggregate assessment, as contemplated by sections 23 and 24 of the *CPA*.

54. Further, members of the class are entitled to aggravated, exemplary, and punitive damages in an amount of \$25 million, or such other amount as this Honourable Court may determine, owing to the arbitrary, callous, and highhanded actions of Canada Cartage set out above.

55. The plaintiff pleads and relies on the following statutes and regulations:

- (a) *Canada Labour Code*, R.S.C. 1985, c. L-2;
- (b) *Motor Vehicle Operators Hours of Work Regulations*, C.R.C., c. 990;
- (c) *Class Proceedings Act, 1992*, S.O. 1992, c. 6; and
- (d) *Courts of Justice Act*, R.S.O. 1990, c. C.43.

56. The plaintiff proposes that this action be tried in the City of Toronto.

November 8, 2013

**LAX O'SULLIVAN SCOTT LISUS LLP**  
Counsel  
Suite 2750, 145 King Street West  
Toronto, Ontario M5H 1J8

**Eric R. Hoaken** LSUC#: 35502S

Tel: (416) 645-5075

**Ian C. Matthews** LSUC #: 55306N

Tel: (416) 598-5365

**Lauren P. S. Epstein** LSUC#: 64015O

Tel: (416) 645-5078

Fax: (416) 598-3730

Lawyers for the Plaintiff

MARC-OLIVER BAROCH  
Plaintiff

-and- CANADA CARTAGE DIVERSIFIED GP INC., et al.  
Defendants

Court File No.

---

**ONTARIO  
SUPERIOR COURT OF JUSTICE**

PROCEEDING COMMENCED AT  
TORONTO

---

**STATEMENT OF CLAIM**

---

**LAX O'SULLIVAN SCOTT LISUS LLP**

Counsel

Suite 2750, 145 King Street West

Toronto, Ontario M5H 1J8

**Eric R. Hoaken** LSUC#: 35502S

Tel: (416) 645-5075

**Ian C. Matthews** LSUC #: 55306N

Tel: (416) 598-5365

**Lauren P. S. Epstein** LSUC#: 640150

Tel: (416) 645-5078

Fax: (416) 598-3730

Lawyers for the Plaintiff