

Notice to TLS Access Agreement holders

Information on environmental, truck age and operating standards for port-authorized container trucks

We are aware there is concern and possibly some misunderstanding about the cost and fairness of meeting Port Metro Vancouver's environmental and operating standards for container trucks authorized to serve at the port.

Please review this information and, if you still have questions, please contact the TLS Administrator at 604.665.9333 or tls@portmetrovancover.com.

Environmental standards for container trucks

Port Metro Vancouver is required under the *Canada Marine Act* to protect the environment and we do this in many ways. Our goal is to ensure environmental standards are reasonable, fair and effective.

Environmental standards for container trucks have been adopted and are consistent with the Northwest Ports Clear Air Strategy. The strategy is a collaborative effort with other Northwest Ports to reduce air emissions from all port-related sources in the shared Georgia Basin-Puget Sound.

Trucks currently authorized to serve at the port

All trucks currently authorized to serve at the port must meet the following standards:

- Until December 31, 2016, trucks 10 years old or older must have a diesel oxidation catalyst (DOC) installed. Proof of installation, including receipts, must be provided. Our records show the cost of installation is about \$2,000 to \$3,000.
- Beginning January 1, 2017, *trucks older than model year 2007* will require a diesel particulate filter (the filter became a standard feature of trucks beginning in 2007). Again, proof of installation will be required and the expected cost is about \$15,000 to \$18,000.

These requirements will bring truck models from 1994 to 2006 up to approximately the equivalent of a 2007 truck for diesel particulate emissions.

Replacement or returning trucks

Companies or owner-operators intending to replace trucks that are already authorized in the Truck Licensing System to serve at the port in 2015 must be model year 2007 or newer. In 2016, replacement trucks must be 2010 models or newer.

The same requirements exist for any trucks that temporarily leave the Truck Licensing System (for example, an owner-operator that severs his sponsorship agreement, or alternatively an owner-operator that fails to secure another sponsorship agreement within 30 days of being released by his sponsoring company) and are returning to the

system. Trucks returning in 2015 must be model year 2007 or newer; trucks returning in 2016 must be 2010 models or newer.

New company applicants to the Truck Licensing System

We are not currently accepting any applications from trucking companies as Port Metro Vancouver is not issuing any new local Access Agreements to trucking companies for access to port terminals.

Ten-year maximum truck age implementation

In addition to the existing environmental standards and the Northwest Ports Clean Air Strategy, Port Metro Vancouver introduced a 10-year maximum truck age requirement in January 2015 that will be in full effect on January 1, 2022. This means all trucks in the Truck Licensing System should not be any older than 10 years beginning in 2022.

In unique circumstances and provided all associated costs are borne by the applicant, Port Metro Vancouver will consider applications for exemptions to the 10-year maximum truck age policy, on a case-by-case basis, provided those applications seek an exception for a truck that meets or exceeds all factors contributing to the policy. More details will be available nearer to the effective date for the policy.

The new requirement supports the port authority’s focus on a safe, professional, reliable and stable drayage sector and economically, environmentally and socially responsible operations.

Port Metro Vancouver continues to explore new technologies, operational efficiencies and alternative fuels such as Natural Gas (NG) to achieve long-term environmental improvements.

Summary of standards, by year, for trucks *currently registered* in the Truck Licensing System

Calendar year	Existing truck model year	Environmental and operating standard requirements	Maximum truck age requirement
In the year 2015...	2006 and newer	No action required	None for already authorized trucks
	2005 or older	Operating with a diesel oxidation catalyst (DOC)	None for already authorized trucks
In the year 2016...	2007 or newer	No action required	None for already authorized trucks
	2006 or older	Operating with a diesel oxidation catalyst (DOC)	None for already authorized trucks

In the year 2017...	2007 or newer	No action required	None for already authorized trucks
	2006 or older	Operating with a diesel particulate filter (DPF) prior to January 1, 2017	None for already authorized trucks
In the year 2018...	2007 or newer	No action required	None for already authorized trucks
	2006 or older	Operating with a diesel particulate filter (DPF)	None for already authorized trucks
In the year 2019...	2007 or newer	No action required	None for already authorized trucks
	2006 or older	Operating with a diesel particulate filter (DPF)	None for already authorized trucks
In the year 2020...	2007 or newer	No action required	None for already authorized trucks
	2006 or older	Operating with a diesel particulate filter (DPF)	None for already authorized trucks
In the year 2021...	2007 or newer	No action required	None for already authorized trucks
	2006 or older	Operating with a diesel particulate filter (DPF)	None for already authorized trucks
2022 and later	10-year maximum truck age in full effect: All trucks can be no older than 10 years		

Summary of standards for *new trucks or trucks returning after temporary absence*

Calendar year	Truck model year
2015	2007 or newer
2016	2010 or newer
2017 to 2021	2010 or newer
2022 (Maximum truck age requirement in full effect)	2012 or newer
2023	2013 or newer
2024	2014 or newer

Questions and answers

I am already registered in the Truck Licensing System. Do I have to buy a new truck?

You are not required to purchase a new truck. A truck can serve at the port until 2022 as long as it meets one of the following:

- It is 2007 or newer model year (approved in TLS prior to January 1, 2016)

OR

- It is a 2006 model year or older with a diesel oxidation catalyst installed and operating (until December 31, 2016). If you plan to continue using that truck after 2016, you will need to install a diesel particulate filter before January 1, 2017.

My truck is older than 2007. Should I install a diesel particulate filter before January 1, 2017 or should I purchase a new truck?

That decision rests with the truck owner, but here is information that may be helpful.

Port Metro Vancouver collects copies of receipts for trucks and retrofits. Our data shows that the cost of a diesel particulate filter (a minimum requirement in trucks older than 2007 model year as of January 1, 2017) is about \$15,000 to \$18,000.

Trucks registered to serve at the port are usually purchased used. The average purchase price of a used, five to seven-year-old truck is about \$20,000 to \$40,000.

An approved 2007 model year or newer truck in the Truck Licensing System will remain qualified for authorized access until January 1, 2022. At that time, the maximum truck age requirement will be in effect; only trucks 10 years old or newer will be permitted.

Why are some truck owners saying new trucks must be purchased in 2018?

As part of reform of the Truck Licensing System, Port Metro Vancouver proposed a maximum truck age of 10 years old, starting in 2018. However, during consultation, we agreed to delay that requirement until 2022.

I plan to replace my truck. What are the requirements?

If you are registered in the Truck Licensing System with Truck A and you want to replace it with Truck B, Truck B is considered a new truck and therefore must be no older than a 2007 model if added to Truck Licensing System before the end of 2015 and no older than a 2010 model if added in 2016.

How does Port Metro Vancouver address emissions from port sources other than container trucks?

Port Metro Vancouver's Air Program includes numerous initiatives to manage air emissions that contribute to both air quality and climate change, in addition to those related to the container truck sector. Examples of other Port Metro Vancouver air initiatives include:

- Non-Road Diesel Emissions Program-Since 2015, targets older, higher emitting non-road diesel equipment through fees and other requirements
- EcoAction Program-Since 2007, recognizes vessels going beyond requirements to reduce air emissions through a differentiated fee structure
- Shore Power-At Canada Place Cruise Terminal since 2009, and expected to be operational at DP World's Centerm and Global Container Terminal's Deltaport Container terminals in 2017
- Port-Wide Emission Inventory conducted every five years

In addition to these and other efforts to address emissions from the broader port-community, while Port Metro Vancouver does not own or operate any of the equipment or facilities around the port, it does track and manage its own corporate emissions by doing annual inventories, buying carbon offsets to be carbon neutral, and implementing emission reduction measures including the use of a number of hybrid vehicles in its pool fleet.

Additional information

[TLS Environmental Requirements Program Package](#)

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