

## Port Metro Vancouver Non-Road Diesel Emissions Program Program FAQs

### Why do we need the Non-Road Diesel Engine Program (NRDE)?

Port Metro Vancouver is committed to continuously reducing air emissions that impact air quality and contribute to climate change. Diesel particulate matter (DPM) is a known human carcinogen causing respiratory disease and lung cancer. Environment Canada identifies diesel engines as major contributors to particulate matter, and Metro Vancouver has shown that particulate matter emissions from diesel engines are significant contributors to the lifetime cancer risks from air pollutants in our region. This program targets old diesel non-road equipment, which is a significant source of DPM from operations on Port Metro Vancouver land.

### How was this initiative developed?

The NRDE Program was developed through a four-part consultation process with external and internal stakeholders, including a Technical Advisory Group with representation from Port Metro Vancouver tenants. Consultation was conducted online and in-person, and supported by technical consultants. This process was designed to ensure the NRDE Program meets the Port's air emissions objectives while meeting the business needs of Port Metro Vancouver tenants.

### What is a Non-Road Diesel Engine?

Non-road diesel equipment refers to land-based, diesel-powered equipment that is not used for on-road transportation – e.g., forklifts, cranes, yard trucks, construction equipment, etc.

### What is an engine tier?

Tier 0 engines are older engines that do not have emission controls. Tier 1 engines have slightly lower emissions through improved air and fuel delivery systems but do not use emission controls found on newer Tier 2, Tier 3 and Tier 4 engines. Refer to this [Fact Sheet](#) to help you determine the emission tier of your engine.

### Who does the program apply to?

The program applies to all "Responsible Parties." As defined in the Fee Document, Responsible Parties are "All parties granted the right by the Authority (pursuant to a lease, licence, or other form of agreement) to occupy lands owned, managed, or administered, by the Authority."

### Are there any exemptions to the program?

Non-road diesel engines under 25 horsepower, refrigeration units, and emergency backup power devices, such as gensets, intended to be operated only in the case of emergencies are exempt from this program.

## **What are the key requirements of the program?**

The following constitutes the key elements of the program:

- annual reporting – complete and submit a list of equipment and hours of use for each piece of equipment annually
- track hours of use for each piece of equipment operating on Port Metro Vancouver lands
- label applicable non-road diesel equipment with stickers provided by Port Metro Vancouver
- pay NRDE Fees, as assessed by Port Metro Vancouver annually beginning in Q1 2016
- comply with Fuel Management Plan, Idle Reduction Policy and Opacity Limit requirements

## **What if I am operating both on and off Port Metro Vancouver lands?**

Tenants are responsible for all applicable non-road diesel equipment operated on Port Metro Vancouver lands. This fee does not apply to equipment operated off Port Metro Vancouver lands. Please contact Port Metro Vancouver for more information if your equipment operates on and off Port Metro Vancouver lands.

## **What if a tenant is already registered in the Metro Vancouver NRDE bylaw?**

All Port Metro Vancouver tenants, or Responsible Parties, must report non-road diesel equipment to Port Metro Vancouver, regardless of their registration status with Metro Vancouver. However, it is not Port Metro Vancouver's intention that tenants pay duplicate fees in both programs. Tenants with shared property (i.e. Federal and Provincial) should contact Port Metro Vancouver for more information.

## **What about sub-tenants and subcontractors operating on Port Metro Vancouver lands?**

Subcontractors' equipment is included, and tenants are responsible for including all non-road diesel equipment operated on their leased lands. Be sure to note if your subcontractor's equipment is registered in the Metro Vancouver program in your Annual Report Tool.

## **Can you provide some examples of purchasing language that can be used in contracts to ensure contractors are compliant with the NRDE Program requirements?**

Contractor equipment must be tracked the same as owned/leased equipment and the following information should be collected for each piece of contracted equipment operated:

- Equipment VIN
- Equipment Type
- Equipment Manufacturer
- Engine Model Year
- Rated Engine Power and Power Units
- hours of use on Port Metro Vancouver lands

Where the equipment is registered with the Metro Vancouver NRDE Bylaw, the following should be collected:

- Metro Vancouver NRDE Bylaw registration number
- Hours of use on Port Metro Vancouver lands

One example is the City of Langley, which has included the following language in their tenders with respect to the Metro Vancouver NRDE Bylaw:

*"Contractors must submit in writing to the purchasing department the following:*

- *Non-Road Diesel Engine Emission registration numbers and standards proposed equipment meets"*

### **What if I don't know what contractor equipment will be operating on my lands before the January 31<sup>st</sup> registration deadline?**

Keep track of contractor equipment details and hours and include this information during the Annual Reporting period at the end of each calendar year.

## **Port Metro Vancouver Non-Road Diesel Emissions Program Reporting FAQs**

### **How do I report my equipment?**

To report, download and complete the NRDE Annual Report Tool, then submit to NRDE@portmetrovancover.com by January 31, 2015. Port Metro Vancouver will confirm receipt via email.

### **What information is required for January 31, 2015?**

Port Metro Vancouver requires all tenants to provide a complete inventory of all non-road diesel equipment operated on their lands, with a record of the operating hours as indicated on the equipment hour-meter. For equipment that do not have hour-meters, accurate fuel or activity logs for individual pieces of equipment must be maintained. For tenants that do not have any non-road diesel equipment operating on their leased land, a declaration form must be submitted in lieu of completing the Annual Report Tool.

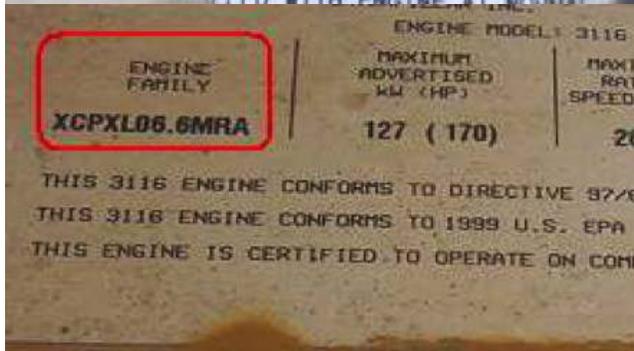
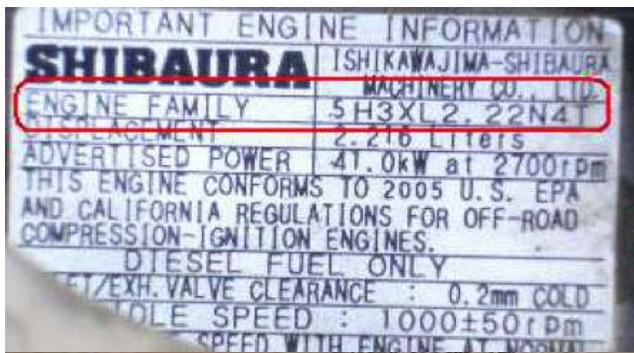
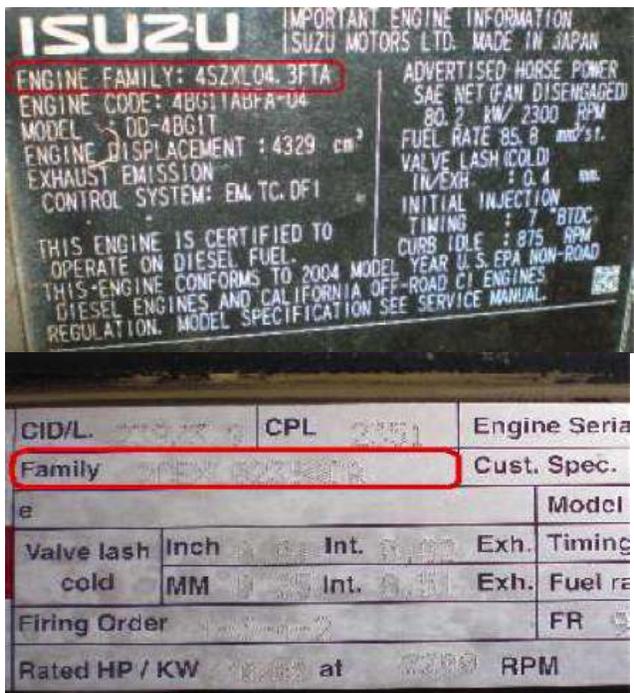
### **What if I can't find my engine serial number?**

If the engine serial number cannot be located, you can:

- check the engine tag or label,
- check the owner's manual,
- check the equipment documentation,
- contact the manufacturer for assistance,
- provide the machine VIN and engine model.

### **How do I find my "Engine Family Name"?**

The engine family name is listed on the engine label, as shown in the examples below. Please note that engine family names are only found on engines that are Tier 1 and above. Equipment without a family name is considered non-certified (Tier 0).



**What if my equipment does not have an hour-meter?**

For equipment that does not have an hour-meter, accurate fuel or activity logs for individual pieces of equipment must be maintained.

**I've completed my initial reporting. What are the reporting requirements after this?**

By January 31, 2016, and each January until 2021, all tenants need to update and submit their Annual Report Tool to reflect:

- End of year hour-meter readings (or appropriate fuel/activity logs),
- New diesel equipment and engine purchased and leased,
- Equipment operated by contractors during that year,
- Emissions Reduction Measures applied, and/or
- Equipment retirements.

Port Metro Vancouver will calculate fees based on these submissions according to the Fee schedule. Fees will be reconciled in the first quarter of each year.

**What do I need to do when I add diesel equipment to my fleet after I submit my initial registration?**

Begin tracking hours of use for the new equipment immediately. Be sure to add new equipment to the Annual Report Tool during the annual reporting phase. This must be submitted by January 31<sup>st</sup> of the year following equipment purchase.

## **Fees, Payments & Rebates**

**Can I reduce or eliminate fees?**

Fees can be eliminated for specific engines when:

- A non-certified (Tier 0) or Tier 1 non-road diesel engine is upgraded with an approved technology and, as a result, the particulate matter emission rate of that engine meets the emission standard of at least a Tier 2 non-road diesel engine; or
- A non-certified (Tier 0) or Tier 1 non-road diesel engine is permanently retired from operation on Port Metro Vancouver lands.

Fees can be reduced for specific engines when:

- A non-certified (Tier 0) non-road diesel engine is upgraded with an approved ERM, getting the particulate matter emission rate to the equivalent of at least a Tier 1 engine.

**What does Port Metro Vancouver do with the fees collected for this program?**

The NRDE Program recovers costs associated with reducing diesel particulate matter emissions, while also providing an incentive in the form of a rebate when an applicable engine is retired or improved.

**When do I need to report to Port Metro Vancouver if I sell or retire a piece of equipment, or if I install an emission reduction measure?**

All changes to equipment are reported using the Annual Report Tool in January of the following year. Rebates will be prorated based on the calendar month that the changes were made.

## **Port Metro Vancouver Non-Road Diesel Emissions Program Other FAQs**

### **What if a Port Metro Vancouver tenant would like to sell a non-certified (Tier 0) engine within Metro Vancouver after the prohibition date of January 1, 2015?**

The Metro Vancouver NRDE Bylaw states that any piece of non-road diesel equipment that has not been registered for a 90-day period before December 31<sup>st</sup>, 2014 in that program will not be permitted to operate in their jurisdiction.

### **Can I add an old diesel engine to my fleet after the initial NRDE Program reporting is complete?**

Effective January 1, 2015, tenants are not allowed to add more Tier 0 or Tier 1 equipment to their fleets without prior written approval from Port Metro Vancouver.