



**TLS NOTICE
GENERAL NOTICE**

February 16, 2016

An open letter to all TLS participants,

Under Port Metro Vancouver’s current container truck environmental requirements, in place since 2008, all existing TLS trucks with engine/exhaust units older than 2007 must, by January 1, 2017, either be retrofitted to meet a 2007 engine with approximate equivalent particulate matter emission limits, or be upgraded to a 2010 or newer truck that meets 2010 emission limits.

Please be advised that Port Metro Vancouver is postponing the January 1, 2017 deadline of its environmental requirements for container trucks that have an engine that is older than 2007.

Port Metro Vancouver has decided to postpone the implementation deadline until the Federal Court determines a judicial review commenced in 2015 by Unifor, the union representing some truck drivers approved to serve Port Metro Vancouver terminals. Unifor has sought judicial review of Port Metro Vancouver’s Rolling 10-Year Truck Age Policy, including its environmental requirements.

The postponement will also allow Port Metro Vancouver to set a new implementation date that will better align with the start of the June 1 annual renewal date of the provincial licenses necessary to operate in the local container trucking sector.

Please note that the postponement will not affect other existing environmental requirements or deadlines. All other environmental requirements and deadlines will remain in place.

Accordingly, please note the following revised environmental requirement deadlines:

Truck And Engine Year	Retrofit Deadline	Port Metro Vancouver Checks Begin
2005 & Older	January 1, 2015 (DOC or DPF installation)	March 15, 2016

Truck & Engine Year	Retrofit Deadline	Important Information	Port Metro Vancouver Checks Begin
2006 (Truck & Engine) and 2007 truck with 2006 or older engine	January 1, 2016 (DOC or DPF installation)	You must have an Approved Age Exception at the time of the re-application for a Port Metro Vancouver Access Agreement to be considered for approval, for the term starting June 1, 2016.	August 1, 2016

Truck & Engine Year	Requirement	Important Information
ALL TLS APPROVED TRUCKS	Must meet the emission standards of at least a 2007 truck and engine (typically, must have a DPF* or equivalent, (factory-installed or after-market))	Postponed until further notice

*Truck owners are cautioned against assuming there will be a compatible, moderately priced, after-market DPF option easily available for their trucks. Many local drayage trucks are not operated in a manner suitable for proper function of some DPF systems. Truck owners must do their own research to determine which type, if any, after-market DPF installation may be an available alternative to replacing their trucks.

Please be advised that in the event your truck that required a retrofit by one of the deadlines outlined in the middle column and is subsequently found to be non-compliant, (i.e. without a fully-functional DOC (or DPF, depending on the age of the truck)), you and your truck will immediately be denied access to port lands. Depending on the circumstances, the truck may be permanently eliminated from TLS. In addition, there may be serious, negative and permanent consequences related to the breach of the associated Access Agreement and Sponsorship Agreement.

This deferment of the implementation date does not affect new fleet additions. All new additions to any TLS fleet must be 2010 or newer (model and engine/exhaust unit).

Subject to the outcome of the judicial review, Port Metro Vancouver plans to implement its rolling 10-Year truck age requirement in 2022. As of that date, the vast majority of trucks allowed to serve the port will need to be 10 years old or newer. Truck owners are urged to take this into consideration, when acquiring replacement trucks.

Once implemented, the requirement to (approximately) meet or exceed a 2007 engine equivalent particulate matter emission limit will align with the Northwest Ports Clean Air Strategy, a partnership of Port Metro Vancouver and the ports of Seattle and Tacoma, with support from Environment Canada and Metro Vancouver, among other government representatives. The strategy reduces port-related air emissions in the Georgia Basin-Puget Sound air shed.

Sincerely,



Greg Rogge
Director, Land Operations

VANCOUVER FRASER PORT AUTHORITY dba PORT METRO VANCOUVER