

Frequently asked questions

Program general

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

The Vancouver Fraser Port Authority is committed to continuously reducing port-related 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 older diesel non-road equipment, which is a significant source of DPM from operations at the Port of Vancouver.

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 authority 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 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. To help you determine the emission tier of your engine, refer to the tier classifications and emissions standards fact sheet on our website at portvancouver.com/NRDE.

Who does the program apply to?

The program applies to all “responsible Parties.” As defined in the port authority Fee Schedule, 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:

- reporting:
 - for general operations, complete and submit a list of equipment and hours of use for each piece of equipment annually using the NRDE Annual Report Tool, or, complete and submit an annual [Declaration of No Non-Road Diesel Equipment](#)
 - for projects, complete and submit a [Contractor Construction Equipment Declaration](#)
- label applicable non-road diesel equipment with stickers provided by the port authority
- pay NRDE Fees, as assessed by the port authority annually
- comply with Fuel Efficiency Plan, Idle Reduction Policy and Opacity Limit requirements

What if I am operating both on and off port authority lands?

Tenants are responsible for all applicable non-road diesel equipment operated on port authority lands. This fee does not apply to equipment operated off port authority lands. Please contact the Environmental Programs department for more information if your equipment operates on and off port lands.

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

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

What about sub-tenants and subcontractors operating on port authority lands?

Tenants are responsible for including all non-road diesel equipment operated on their leased lands, including sub-tenant and subcontractor equipment. Be sure to note if your sub-tenant or 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 for general operations 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 authority 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 authority 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”*

Contractor construction-related equipment must fall into one of the categories noted on the [Contractor Construction Equipment Declaration](#), which the port tenant is required to complete and submit.

Reporting

How do I report my equipment?

For regular operations, download and complete the NRDE Annual Report Tool or the [Annual Declaration of No Non-Road Diesel Equipment](#) and submit to NRDE@portvancouver.com by January 31 each year. For construction, download and complete the Declaration for Project-Related Contractor Construction Equipment and submit to NRDE@portvancouver.com at the start of construction, or immediately if construction is already underway.

What information is required for January 31 of each year?

For regular operations, the port authority requires all tenants to provide a complete inventory of all applicable 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 does 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 port land, a declaration form must be submitted in lieu of completing the Annual Report Tool.

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 31st of the year following equipment purchase.

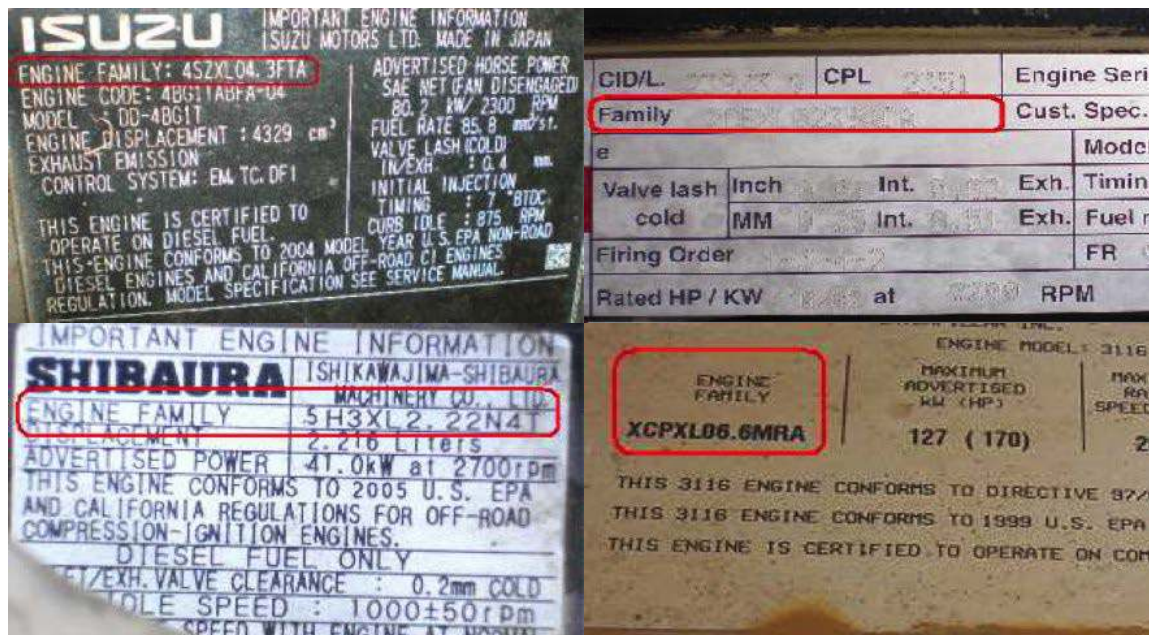
What if I can't find my engine serial number?

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.

Fees, payments and 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 authority 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 Vancouver Fraser Port Authority 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 the port authority 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.

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 the port authority.