



**1. I have a truck with a 2005 or older engine/exhaust unit and I do not have an approved DOC (or DPF) installed yet (or it is not operating properly). Is my truck an "Approved Vehicle"?**

No. The truck is not considered an "Approved Vehicle" under the Truck Licensing System (TLS), because it does not have an operational Diesel Oxidation Catalyst (DOC) or Diesel Particulate Filter (DPF). In late 2015, Port Metro Vancouver sent letters to all Access Agreement holders (companies) with 2004 and 2005 trucks in their fleets (company and owner operator trucks) that still required installation or approval of DOCs and granted a brief cure period to comply with requirements. Starting March 16, 2016, Port Metro Vancouver will be reviewing all TLS records and doing spot checks on trucks **2005 and older** to ensure these requirements are up to date, including the verification that an operational DOC or DPF is installed and has been **formally approved** by Port Metro Vancouver.

During this review and check, if Port Metro Vancouver learns that a truck **does not have a DOC or DPF installed and approved by Port Metro Vancouver**, the driver and the truck will immediately be denied access to port lands. The truck will be **permanently eliminated from TLS** and there will also be other consequences related to the associated Port Pass, Sponsorship Agreement and/or Access Agreement, including the possibility of termination.

If, upon spot check, it is found that the truck has a DOC or DPF installed, but is **not in good operating order**, the driver and the truck will immediately be denied access to port lands. The truck may be permanently eliminated from TLS and there will also likely be other consequences, related to the associated Port Pass, Sponsorship Agreement and/or Access Agreement, including the possibility of termination.

Finally, please note that all Access Agreements expire on May 31, 2016. **Only TLS-compliant trucks will be eligible** to form part of any TLS application for a new access agreement and/or sponsorship.

**2. I have a 2006 truck or a 2007 truck with a 2006 engine/exhaust unit and I do not have an approved DOC (or DPF) installed yet, (or it is not operating properly). Is my truck an "Approved Vehicle"?**

As of January 1, 2016, your truck is no longer considered an "Approved Vehicle", but you can still submit an application to Port Metro Vancouver for approval. However, as noted above, all current local Access Agreements expire on May 31, 2016. 2006 or 2007 diesel trucks without a DOC (or DPF) **will not be eligible** to form part of any TLS application for a new access agreement and/or sponsorship.

Port Metro Vancouver will begin doing spot checks on 2006 and 2007 trucks starting August 1, 2016, to ensure all truck requirements are up to date. If it is discovered that a truck **does not have an approved DOC or DPF installed**, the driver and the truck will immediately be denied access to port lands. The truck will be **permanently eliminated from TLS** and there will also be other consequences related to the associated Port Pass, Sponsorship and/or Access Agreement,

including the possibility of termination.

If during spot checks it is found that the truck has a DOC or DPF installed, but is not in good operating order, the driver and the truck will immediately be denied access to port lands. The truck may be permanently eliminated from TLS and there will also likely be other consequences, related to the associated Port Pass, Sponsorship Approval Agreement and/or Access Agreement, including the possibility of termination.

**3. Do DPFs allowed under Port Metro Vancouver's TLS Program work on all 2006 and older engine/exhaust units?**

No. Not all older trucks are suitable candidates for an after-market DPF. Some older trucks may only be candidates for more expensive "active" DPFs. **There can be serious, negative mechanical and/or safety consequences to improper DPF installation or operation.** You will need to work with your mechanic and the authorized distributor/manufacturer of DPFs to determine which, if any, will work on your truck and with your drayage activities.

**4. My truck has a 2006 engine/exhaust unit or older and therefore does NOT have a factory-installed DPF. If I install a DOC now, and get the installation approved by Port Metro Vancouver, how long can I keep operating on port lands?**

Installation (and even Port Metro Vancouver approval) of a DOC installation does not guarantee continued access to the port. Access depends on many factors. For example, in order to remain eligible to seek access to port terminals, the truck must **continuously** remain part of a specific TLS fleet. (See Question #8 below, regarding the consequences of a truck leaving a particular TLS fleet).

Port Metro Vancouver's existing TLS requirements for container trucks require all TLS container trucks to meet the approximate equivalent of the particulate matter standards required for a 2007 truck by January 1, 2017. Most truck owners would meet this requirement by either installing a fully-approved after-market DPF (where appropriate) or by replacing their truck. Replacement trucks must be no older than a 2010 model with a 2010 engine/exhaust unit (a "2010 truck") to be eligible. **Installation of a DOC alone will not meet the 2007 particulate matter standards.** However, portions of Port Metro Vancouver's Rolling 10-Year Truck Age Policy are currently the subject of an ongoing judicial review. To allow time for the judicial review to be heard and determined by the Court and to align better with the provincial annual issuance date of the B.C. Licence, the **January 1, 2017 implementation date has been postponed.** Port Metro Vancouver cannot currently give a definitive date for the new implementation date, but we will provide sufficient notice to industry in advance of its re-introduction. Until a new date for the requirement to meet the approximate equivalent of the particulate matter standards required for a 2007 truck is established, and subject to the qualification discussed in Question #8 below regarding the consequences of a truck leaving a particular TLS fleet, you will continue to be considered eligible to seek "approved" status from Port Metro Vancouver for the truck despite not satisfying the 2007 engine equivalent requirement.

**5. My truck has a 2006 engine/exhaust unit or older and therefore does NOT have a factory-installed DPF. If I install a compatible after-market DPF now and get the installation approved by Port Metro Vancouver, how long can I keep operating on port lands?**

If your truck's engine/exhaust unit are found to be a suitable candidate for an after-market DPF installation, you would be eligible to seek "approval" status from Port Metro Vancouver for the truck until implementation of the TLS Rolling 10-Year Truck Age Policy, as long as the truck **continuously** remains part of a specific TLS fleet. (See Question #8 below, regarding the consequences of a truck leaving a particular TLS fleet).

If you confirm that your truck's engine/exhaust unit is **not a suitable** candidate for after-market DPF installation and you do not have a DOC installed, the truck will be terminated.

If you get a DOC installed and approved, the truck will be eligible for application until implementation of the new date for the TLS requirement to meet 2007 emission levels (the postponed date).

**6. If I want to get a DPF, what does the process look like and how long will it take?**

There are numerous steps to first determining if your truck's engine/exhaust unit is an eligible candidate for a DPF, and if so, which one. **NOTE: It is not possible for just any company to order and install a DPF.** Steps include:

1. Completion of a pre-assessment form regardless of type of DPF being considered.
2. Consideration of possible suitability of passive DPF or active DPF. If looking at passive style DPF, a data logger will need to be installed which needs to run for a considerable number of engine hours. Installation, removal and analysis of data from the data logger must be done by a certified installer or DPF manufacturer.
3. If the truck's engine/exhaust unit is found to be a candidate for a DPF, the appropriate part is ordered through the product distributor.
4. The DPF is then installed by the distributor or certified installer.
5. The distributor or certified installer signs the Port Metro Vancouver Age Exception Application Form.
6. The Age Exception Application Form is submitted to Port Metro Vancouver for review.
7. Port Metro Vancouver will advise of our final decision.

**7. If I decide to upgrade my truck and engine/exhaust unit to a 2010 or newer, do I have to own the truck?**

No. You may lease a truck. Be prepared to provide Port Metro Vancouver with supporting documentation, including a fully executed lease agreement with the application for approval of the newer truck.

We remind all TLS participants that the newer the truck(s), the better. Effective

2022, the rolling 10-year truck age requirement will come into effect (subject to the outcome of the ongoing judicial review). This means that each year, container trucks requiring access to the terminals must have a model and engine/exhaust unit no older than 10 years old. As outlined in the answer to Question #14 below, while there will be exemptions, exemption guidelines have not been finalized yet. Port Metro Vancouver does not anticipate that exemptions to the rolling 10-year truck age requirement will be issued frequently or commonly.

**8. What are the rules for moving a 2009 or older, approved truck (i.e. meets environmental requirements)? When will my truck be deemed by Port Metro Vancouver to have left TLS?**

**Sponsored Owner Operator Trucks**

**If you choose to stop working with the company that currently sponsors you** – you will be deemed to have terminated the sponsorship and be regarded as “voluntarily” exiting the TLS program. To return to the TLS program, you must sign a new Sponsorship Application with a company that has an available tag. The Sponsorship Application must be submitted to Port Metro Vancouver ([TLS@portmetrovancover.com](mailto:TLS@portmetrovancover.com)) and the BC Container Trucking Commissioner for review. Your truck must meet the minimum entry requirement (must be 2010 or newer) to be eligible for review.

**If your company stops working with you** – your sponsor company will be deemed to have terminated the sponsorship and you will be regarded by Port Metro Vancouver to have “involuntarily” exited the TLS program. To ensure your 2009 or older truck is eligible for re-approval, you must secure a new, eligible sponsor **within 30 days from the date of termination of the old sponsorship**. The sponsorship application must be approved by both Port Metro Vancouver and the British Columbia Container Trucking Commissioner.

**Company Owned Trucks**

Only 2010 trucks or newer are eligible to ‘move’ from one company to another within TLS.

Once a 2009 or older company owned truck is removed from a TLS fleet, it is considered to have exited the TLS program and is not permitted to return. All company truck additions must be 2010 or newer.

We remind all TLS participants that the newer the truck, the better. Effective 2022, the rolling 10-year truck age requirement will be in place (subject to the outcome of the ongoing judicial review). This will mean that each year, subject to receiving an exemption approval (as outlined in the answer to Question #14 below), container trucks requiring access to the terminals must be no older than 10 years old.

**9. I want to buy a 2009 or older, approved truck (i.e. meets environmental requirements) and put it into my fleet/make it my truck. Can I do this?**

No. Currently, all replacement trucks and new additions must be a 2010 model year with a 2010 engine/exhaust unit, or newer. They are the only trucks eligible to be added to TLS presently. As noted above, effective in 2022, the rolling 10-year truck age requirement begins.

**10. I am a sponsored owner operator. If the company I am currently sponsored by has its tag allocation reduced, decides not to re-apply or applies for but does not secure a new provincial licence and/or Port Metro Vancouver access agreement for June 1, 2016, can I and my older truck (2009 and older) continue in TLS with another company?**

If your older truck is a compliant "Approved Vehicle" as of the deemed termination date, (the application cut-off date, if the sponsor decides not to re-apply, the effective date of the fleet reduction, or from the date of notification that the application was unsuccessful), you will have 30 days from that date to move your older truck to a new, **eligible** sponsor.

NOTE: There may also be tag allocation implications related to sponsorship terminations of this nature. You will need to contact the BC Container Trucking Commissioner's office for information regarding tags.

**11. If during the application process, I want to be sponsored by a different company, can I take my older truck (2009 and older) to another company to be sponsored?**

No. This would be regarded as you terminating sponsorship with your current company ('voluntarily exit'). You would need to apply for sponsorship with a different company with a 2010 truck or newer.

**12. I have a truck that is 2009 or older. Can I replace my engine/exhaust unit with one that is 2010 or newer?**

If you have determined that this is a feasible alternative, you may contact Port Metro Vancouver, who will decide, on a case-by-case basis, whether or not to approve the truck with its proposed replacement upgrades. However, please be reminded that because the truck **model** is 2009 or older, that truck will likely not be eligible to remain part of a TLS fleet as of 2022, when the rolling 10-year truck age requirement begins (subject to the outcome of the ongoing judicial review). Also, ensure you are familiar with the rules regarding limitations on the ability to move an older truck from one company to another.

**13. What are the rules of the Rolling 10-Year Truck Age Policy that starts in 2022?**

Starting 2022, the Rolling 10-Year Truck Age Policy will be in effect (subject to the outcome of the ongoing judicial review). This will result in the vast majority of

trucks older than 2012 no longer being granted access to terminals. The following year, as of January 1, 2023, the vast majority of trucks older than 2013 will no longer be permitted, and so forth.

<b>The year truck requires access</b>	<b>Minimum truck age requirement to be eligible</b>
2022	2012
2023	2013
2024	2014
2025	2015
Etc.	Etc.

**14. Will you allow for exemptions for truck age when the Rolling 10-Year Truck Age Policy takes effect?**

Port Metro Vancouver can confirm that there will be an exemption process that, if approved, will allow owners of trucks older than 10 years to continue servicing the port. There will be a need to prove to Port Metro Vancouver's satisfaction that the truck is comparable or better than a well-maintained, 10-year old truck of reasonable quality, having regard to: financial investment, including, but not limited to, the fair market value of the truck, environmental impact, including, without limitation, emission rates, safety, reliability and aesthetics. At this time, details of how and when to apply for an exemption have not been finalized. Upon finalization, further information will be provided. It is anticipated that exemptions will not be issued frequently or commonly.

**15. I want to buy a sponsored owner operator's truck that is 2009 or older currently approved in TLS. Can I add that to my company fleet as a company truck?**

No. Until 2022, all replacement trucks and new additions must be no older than a 2010 model year with a 2010 engine/exhaust unit. They are the only trucks eligible to be added to TLS. Effective in 2022, the rolling 10-year truck age requirement begins (subject to the outcome of the ongoing judicial review).

**16. I currently own a company that holds a valid B.C. Licence and Port Metro Vancouver Access Agreement. I want to purchase the assets of another TLS company, including trucks that are 2009 and older, and add them to my fleet. Can I add those 2009 and older trucks to my fleet?**

No. All replacement trucks and new additions to your fleet must be no older than a 2010 model year with a 2010 engine/exhaust unit. They are the only trucks eligible to be added to your TLS fleet. Effective in 2022, the rolling 10-year truck age requirement begins (subject to the outcome of the ongoing judicial review).

**17.I want to purchase another TLS company, including all of its company owned trucks. I want that company to continue to operate as it has. Can I do this?**

As the trucks would not be deemed to have exited TLS, their status would remain unchanged. However, such a purchase would be considered a Change of Control under both the Port Metro Vancouver Access Agreement and the B.C. Licence, requiring **prior approval** from Port Metro Vancouver and the British Columbia Container Trucking Commissioner. For more information on such a transaction, you are strongly encouraged to contact Port Metro Vancouver and the British Columbia Container Trucking Commissioner's office well in advance. We remind you that your desire regarding company sales and purchases do not guarantee approval of a transfer of the B.C. Licence or assignment of the Access Agreement.

**18.I need to replace my truck. Can I replace it with an older truck that is retrofitted with an after-market DPF?**

No. Until 2022, all replacement trucks and new additions must be no older than a 2010 truck. They are the only trucks eligible to be added to TLS. Also, please be reminded that in 2022, the rolling 10-year truck age requirement begins (subject to the outcome of the ongoing judicial review). As a result, the newer your replacement truck is, the longer it can be eligible to remain part of the TLS fleet.

**19.What is the average price of an after-market DPF?**

Port Metro Vancouver's research indicates that new after-market DPFs can range from \$10,000 to as high as \$45,000 (for a unit including a separate burner that could be used for multiple trucks). The cost depends on the complexity of the type of system needed to address the operating activities of the particular truck.