



June 17, 2021

To TLS participants,

Re: Rolling Truck Age Program and truck exception application

We are writing to you today to provide you with an update on the Vancouver Fraser Port Authority’s Rolling Truck Age Program (the “**Program**”) and truck exception application process. The port authority’s container truck environmental requirements, originally established in 2008, require container trucks requiring access at the port to meet increasing environmental standards. Since 2012, the port authority has been considering implementing a formal rolling truck age policy that would age out truck models older than 10 years from the port authority’s Truck Licensing System (the “**Non-Conforming Trucks**”). In January 2015, the port authority formally introduced a maximum 10-year old truck age requirement, which, after several deferments, will become effective in early 2022.

Effective date	Feb 1, 2022	Feb 1, 2023	Feb 1, 2024	Feb 1, 2025**
Oldest truck model year conforming to the Program*	2012	2013	2014	2015

*Truck model year is not the only consideration factor for conforming trucks. All TLS requirements for Approved Vehicles continue to apply.

** Moving forward, on February 1 of every year thereafter, the Vancouver Fraser Port Authority will disapprove non-conforming trucks from the TLS program that aged out of the program requirements in that year.

To aid in the transition during the first year of the Program, existing Non-Conforming Trucks in the TLS – 2011 model trucks and older – will be phased out on a monthly schedule, starting with the oldest. By June 1, 2022, subject to exceptions, only drayage trucks aged 2012 or newer will meet the Program requirements and maintain eligibility for consideration as TLS approved vehicles.

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
Truck model year	1994-2006	2007	2007	2008-2009	2010-2011
Age-out date (no access to the port as of this date)	Feb 1, 2022	Mar 1, 2022	Apr 1, 2022	May 1, 2022	Jun 1, 2022
VIN number	ALL	VIN ends with even number	VIN ends with odd number	ALL	ALL

Temporary truck exception application process

In recognizing that some exceptions may be warranted, the port authority is introducing a truck exception application process. This will allow TLS holders in good standing with Non-Conforming Trucks to apply for a conditional exception for those trucks that meet or exceed port authority established safety, environmental and aesthetic standards for conforming trucks. As the implementation of the Program will be phased in over the Spring of 2022, exceptions granted to successful applicants will be conditionally effective until January 31, 2024. For the first application intake, the applicant’s truck must meet the safety, environmental and aesthetics standards of a TLS compliant **2013 truck** to be granted a conditional exception. It is anticipated that, if continued after 2022, the exception process will result in exceptions granted for no longer than one year. Beginning in late-August, 2021, the port authority will review exception applications on a case-by-case basis.

Age-out date	Trucks eligible for conditional exception are:	For approval, must meet comparable truck standards of:	Conditional exception issued expires on:
Feb 1, 2022	2011 or older	2013	Jan 31, 2024
Feb 1, 2023	2012 or older	2013	Jan 31, 2024
Feb 1, 2024	2013 or older	2014	Jan 31, 2025

The truck exception application process will include an application form to collect information on the truck and owner, a vehicle inspection, and a fee to recover the costs associated with the application.

The truck exception application package will be available on the port authority's website late-August 2021 and the last day to submit a complete application will be December 14, 2021. We strongly encourage potential applicants to submit their applications promptly. This will ensure that, if the application is unsuccessful, the TLS participant will have time to find an eligible replacement truck.

We remind TLS participants that as of August 1, 2019, new or replacement truck added to TLS must be 2014 or newer.

During the Authority's engagement with the industry to date, concerns were raised respecting the aesthetic standards component of the exception application process. We recognize those concerns and we wish to clarify that the aesthetic requirements will focus on the overall vehicle appearance. If the appearance of the vehicle is likely to cause a reasonable person apprehension or concern regarding the safe or reliable operating condition of the vehicle, the vehicle will not be granted an exception. If a TLS participant is considering applying for an exception but has concerns respecting the appearance of the vehicle, there will be an opportunity to obtain preliminary observations from the Authority respecting the likelihood that a vehicle's appearance will be an impediment to obtaining an exception. This opportunity will be free of cost and available before any formal application is submitted.

Next steps

The drayage sector is an important group that plays a key role in keeping the port open and the supply chain moving. As part of our vision for the Port of Vancouver, we remain committed to being a leader in environmental stewardship and to advancing initiatives to achieve this vision. Protecting the environment and mitigating the impacts of trade activities in the communities in which the port operates is critical to our mandate as a Canadian Port Authority.

We appreciate your patience and understanding as we finalize the Program and application details. More information is available on the TLS webpage portvancouver.com/truck-rail/truck/truck-licensing-system/. We will notify you when further updates become available.

Please distribute this notice to your employees, drivers, and independent operators.

If you have any questions, we encourage you to submit them to the TLS email tls@portvancouver.com in writing.

Sincerely,



Greg Rogge
Director, Land Operations & Security
Vancouver Fraser Port Authority