



Q&A Rolling Truck Age Program

Updated June 17, 2021

As it becomes available, updated information will be posted on the port authority website at portvancouver.com/truck-rail/truck/truck-licensing-system/.

1. What is the Rolling Truck Age Program?

- Beginning on February 1, 2022, the Vancouver Fraser Port Authority is launching the [Truck Licensing System](#) (TLS) Rolling Truck Age Program. As of the effective date, this program will age out TLS truck models older than 10 years from the port authority’s Truck Licensing System.
- As of the effective date, any TLS registered trucks older than 10 years will age out of the TLS, while only trucks 10-years old or newer will be considered conforming to the program.
- 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.
- Moving forward, on February 1 of every year thereafter, the Vancouver Fraser Port Authority will disapprove non-conforming trucks from the TLS program that have aged out of the program requirements.
- For the transition into program implementation this year, there will be a temporary truck exception application process available beginning in late August 2021 for trucks that will be non-conforming to the program as of 2022. 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 the port authority-established safety, environmental, and aesthetic standards of a TLS-compliant 2013 truck.

2. What is the timeline for the program?

Timing	Milestone
2015	Rolling Truck Age Program first introduced to TLS drayage community
February 1, 2022	Rolling Truck Age Program will come into effect. During the first transitional year, truck models older than 10 years (the “ non-conforming trucks ”) will be aged out of TLS in monthly aged-based cohorts, starting with the oldest trucks

Timing	Milestone
June 1, 2022	In the absence of an exception, all 2011 model year trucks and older will be phased out of the TLS system and no longer eligible to access the Port of Vancouver
Every February thereafter	The Vancouver Fraser Port Authority will no longer approve non—conforming trucks (i.e. older than 10 years) from the TLS

3. When exactly will my truck age out of the system?

The following table indicates when 2011 model year trucks and older will age out of the TLS:

	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
Vehicle Identification Number (VIN)	ALL	VIN ends with even number	VIN ends with odd number	ALL	ALL

4. I need to replace my truck. Can I replace my truck with a 2012 model year truck or is there a minimum requirement for new truck additions or replacements?

- Since August 1, 2019, all additions, replacements, and returning trucks to any TLS fleet have been required to be a 2014 model year truck with equipment compliant to the original equipment manufacturer (OEM) emissions standards for 2014
- The same minimum new truck entry age requirement of a 2014 model year truck will remain through 2022
- The new entry requirements are reviewed each year.

5. What happens if I am unable to find a program conforming replacement by the age-out date of my truck? Will my sponsorship with the company be terminated?

- That is a matter for the IO and its sponsoring company to address. The Office of the British Columbia Container Trucking Commissioner is aware of the program.
- For more information, contact their Office at 604.660.6051 or email info@obcctc.ca

6. Why is the port authority implementing the program?

- In support of our efforts to reduce the environmental and health impacts of port operations on neighbouring communities, the port authority is working to reduce the share of vehicle emissions in Metro Vancouver produced by trucks in and around the Port of Vancouver.
 - Currently, about 60% of TLS trucks are 2012 model year or newer
 - Truck engines and exhaust systems built in 2007 onwards produce 85% less particulate matter and from 2010 onwards produce 20 times less nitrogen oxides than their older counterparts
 - Every few years, manufacturing standards advance and new technology is introduced that reduces the environmental impacts of new drayage trucks
- In consultation with the drayage community and based on current best practice research, the port authority determined that a 10-year rolling maximum truck age model will improve air quality and support cleaner, healthier communities in Metro Vancouver, while also helping to build a more reliable, stable, and socially responsible truck fleet serving the Port of Vancouver.

7. What are the benefits?

- Reduces the likelihood of diminished productivity through service disruptions and congestion in the gateway created by truck breakdowns and unscheduled repairs
- Improves the environmental performance of the TLS drayage fleet
- Encourages re-investment in equipment which may, in turn, create more industry stability
- Enhances the safety of the driver and public vehicular traffic through improved truck design and technology, including enhanced driver views, sensors, warning signals, etc., and greater operating reliability

Application process and timing

8. What is the Truck Exception application process?

- During the transition into the first year of the Rolling Truck Age Program, the port authority will introduce a temporary process to allow 2011 model year and older trucks to apply for a conditional exception
- The port authority will consider applications for an exception to the maximum truck age requirement on a case-by-case basis
- The exception will only be available to trucks that meet or exceed designated safety, environmental and aesthetic standards
- While it is possible that the same truck may successfully qualify for more than one conditional exception, the truck would be re-evaluated each time to ensure it continues to meet the then-current program criteria at the time of the application
- The port authority is developing the application process and details will be shared when available

9. If my truck is approved for a conditional exception to the program, when will my truck age out then?

- In the first transitional year of the program, approved trucks will receive conditional exceptions until January 31, 2024. This term duration only applies to the first year applications.
- Beginning in 2023 and in any years that follow, if applicable, conditional exceptions will be granted to approved trucks for a 12-month term

10. When can I apply for the exception?

- The port authority intends to release the truck exception application package late in August, 2021
- The port authority will start accepting applications at that time up until December 14, 2021
- Only trucks that will otherwise age out of the program in 2022 are eligible to apply for an exception in 2021
- We encourage applicants to submit their applications promptly to ensure that TLS participants have time to find an eligible replacement truck, if their application is unsuccessful

11. Who can submit an application for an exception?

- Trucking companies that hold an Access Agreement with the port authority must apply on behalf of their company-owned fleet and on behalf of any independent operator (IO) joined to their agreement
- IOs not currently joined to a company fleet but that are still part of the BC Container Trucking Commissioner's IO list, may apply on their own behalf

12. When will we get more information about the truck exception application process?

- The port authority is currently developing the truck exception application. Details will be released as they are finalized.

Fees

13. Will there be a fee for the truck exception application?

- Yes. In accordance with the authority granted in Section 49 of the *Canada Marine Act*, the port authority intends to implement a cost-recovery fee to cover the administrative and inspection costs associated with considering applications for exceptions to the Program.

14. How is the fee apportioned between the administrative and inspection costs?

- Approximately 25% of the fee is apportioned to recover the port authority's administrative costs of processing the application.
- Approximately 75% of the fee is apportioned to recover the third-party standard inspection costs.
- Taking into consideration that different OEM facilities charge within a range for the same services, the average of that range will be recovered as part of the fee.

15. Who pays the fee for the independent operator trucks?

- For independent operators currently sponsored or attached to a fleet, the port authority requires that the TLS company submit the exception application with payment attached. Whether that payment is a company expense or recovered from the independent operator by the applicant company, is for the companies and their drivers to determine, guided by the BC Container Trucking Commissioner.

Inspection criteria

16. Is my truck eligible for an exception?

- Any TLS approved vehicle that will otherwise age out in 2022 is eligible to apply for an exception in 2021. However, exceptions will only be granted to the trucks that are able to meet or exceed the comparable standards of a truck conforming with the program **throughout the potential conditional exception period**, based on verified environmental, safety, and aesthetics standards.
- As a result, most trucks that are older than 2010 and/or have an engine that is older than 2010 will not meet the requirements

17. Can I re-apply for an exception if my truck fails the inspection?

- Yes, provided the application period remains open and the truck remains a current TLS approved vehicle. If the owner feels that the outstanding issues have been addressed, then they may re-apply for an exception.
- A new application and another fee payment will have to be submitted

18. Can my truck stay in the TLS system longer, before aging out, if I have a newer, age-compliant engine installed?

- Under the Rolling Truck Age Program, generally, trucks age out based on model year, not the age of their engine. However, a model-compliant truck with a non-conforming engine or environmental system may not meet port authority requirements to be an Approved Vehicle.
- If an older truck has a newer, age-compliant engine, supporting OEM compatible emission control system, and correct engine configuration, it may be eligible for an exception upon application. However, engine age is only one aspect of the criteria considered. The truck would also need to meet or exceed the safety and aesthetics requirements.
- The port authority is temporarily offering a transitional truck exception application process that allows for an exception to the Rolling Truck Age Program, for trucks that meet or exceed unique and specific requirements.
- For more information on the inspection parameters, please visit portvancouver.com/truck-rail/truck/truck-licensing-system/

19. Can I retrofit my truck to meet the requirements?

- It is recommended that truck owners speak directly with retrofit professionals to determine the feasibility and cost of retrofitting their truck to meet the requirements. A retrofitted vehicle does not guarantee approval.

- A retrofitted truck would remain subject to the temporary exception process

20. I have a 2009 engine in my 2010 truck. Will that meet the truck standards of a 2010 truck for the purpose of seeking an exception?

- No. A 2010 model year truck with a 2009 engine certification would not meet the environmental standards of a 2010 truck.

21. What criteria will be used to assess my truck in the exception process?

- The truck will be assessed based on environmental standards, safety and reliability conditions (e.g., mechanics and maintenance), and aesthetic standards
- The environmental and safety standards will be assessed by a pre-identified list of inspection facilities (i.e. those authorized by manufacturers to undertake warranty work). Photos of the truck will be provided by the facility to the port authority as part of the inspection report.
 - The inspection facilities will undertake an inspection and provide the port authority with a comprehensive report for consideration
- The port authority will offer a free, pre-application aesthetics assessment service to assist truck owners to determine whether the truck is likely to meet the aesthetic requirement
 - The port authority will accept photo(s) of the truck for a preliminary assessment and provide initial guidance on whether the truck may or may not meet the aesthetics standards
 - The preliminary assessment is intended to provide guidance to the truck owners and will not represent a final decision on the application

22. An exterior part of my vehicle has been replaced (e.g. door or fender) and the replacement part is not the same colour as the rest of my truck. Will my vehicle automatically fail the aesthetics component of the exception process?

- A vehicle would not necessarily fail the aesthetics component of the application due a single, replaced exterior part that does not match the colour of the rest of the truck, but it is a factor that the port authority would consider in its deliberations. The port authority will review the overall appearance of the vehicle to determine if it would be likely to cause concern or apprehension regarding the safe and reliable condition of the truck.

23. Why are aesthetics a factor in the exception process?

- The *Canada Marine Act* requires the port authority to be responsive to local needs and priorities and to take community input into account while designing and implementing its programs.
- There are approximately 1850 TLS trucks travelling through neighbouring communities to reach the port, completing roughly 1 million moves per year.
- A vehicle's appearance can affect the perception of its safety and reliability. Therefore, the port authority will review the overall appearance of the vehicle to determine if it is likely to cause concern or apprehension regarding the safe and reliable condition of the truck. It is important for community support that port-related drayage is undertaken in safe, reliable vehicles.

24. Why is a Commercial Vehicle Inspection (CVI) required?

- Any commercial vehicle operating in B.C. is subject to the safety standards included in a CVI. The port authority wants to ensure that if a vehicle is granted an exception to the Rolling Truck Age Program, it not only meets the road-worthy standards at the time of inspection, but will likely continue to do so for the duration of the exception.

Inspection facilities

25. How were the third-party inspection facilities selected?

- The port authority has determined that OEM truck dealerships are best able to assess not only the mechanical and aesthetic condition of a vehicle, but also the environmental factors
- The same inspection parameters have been provided to all participating OEM truck dealerships
- The port authority has retained the services of several maintenance facilities to perform required inspection and to provide the port authority with the results of those inspections
- There are six companies, some with more than one location, that are identified as authorized inspection companies

26. Where are the inspection facilities?

Make	Inspection facility	Locations
Freightliner	First Truck Centre Vancouver	18688 – 96th Ave Surrey, BC V4N 3P9 278 Riverside Rd Abbotsford, BC V2S 8E8
International	Harbour International Trucks Ltd.	19880 – 96 Ave Langley, BC V1M 0B8
Kenworth	Inland Kenworth	26770 Gloucester Way Langley, BC V4W 3V6 5550 Goring St Burnaby, BC V5B 3A4

Make	Inspection facility	Locations
Peterbilt	Peterbilt Pacific Inc.	19470 – 96th Ave Surrey, BC V4N 4C2
Volvo & Mack	Pacific Coast Heavy Truck Group	918 Cliveden Ave Delta, BC V3M 5R5 9758 203 St, Langley City, BC V1M 4B9
Western Star	Cullen Western Star Ltd.	9300 – 192 Street Surrey, BC V4N 3R8

27. Who can I contact if I have questions?

- If you have any questions about the port authority's Rolling Truck Age Program, call 604.665.9333 or email tls@portvancouver.com.