



Rolling Truck Age Program

Industry and community comment period:
issues, interests and solutions

February 7-25, 2022

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About the Vancouver Fraser Port Authority and the Port of Vancouver

The Vancouver Fraser Port Authority is the federal agency responsible for the stewardship of the lands and waters that make up the Port of Vancouver, Canada’s largest port. Trade through the Port of Vancouver connects Canadian businesses and consumers with the variety of products that we use every day from markets across the globe, and generates tax revenues and secure employment for local communities.

Located on the southwest coast of British Columbia, the Port of Vancouver extends from Roberts Bank and the Fraser River up to and including Burrard Inlet. Geographically, the Port of Vancouver includes more than 16,000 hectares of water, more than 1,500 hectares of land and hundreds of kilometres of shoreline, bordering 16 municipalities and intersecting the traditional territories and treaty lands of several Coast Salish First Nations.

The Port of Vancouver is about the same size as the next five largest Canadian ports combined. [Home to 29 major terminals](#), the port is able to handle the most diversified range of cargo in North America: bulk, containers, breakbulk, liquid bulk, automobiles and cruise. As the [country’s gateway](#) to over 170 trading economies around the world, the port handles \$1 of every \$3 of Canada’s trade in goods outside of North America. Enabling the trade of approximately \$240 billion in goods, port activities sustain 115,300 jobs, \$7 billion in wages, and \$11.9 billion in GDP across Canada.

Operations and activity at the Port of Vancouver are complex and include many organizations beyond the port authority. The federal government sets trade policy and decides what goods and commodities Canada trades. Private terminal operators manage loading and unloading cargo through the port terminals. Shipping lines operate the large commercial vessels that call at the port, and railways and trucking companies deliver goods by land to and from the port. Shippers such as retailers, resource companies and freight forwarders contract and pay for the movement of goods.

Our role as a port authority is to ensure goods are moved safely, efficiently and sustainably, and we do this by maintaining and building the land on which terminals are located and the roadways throughout the port, ensuring navigation channels and anchorages are safe and available, and setting traffic control measures, all of which are monitored by our 24/7 operations centre and on-water harbour patrol fleet.

About this engagement process

As we communicated in a letter to TLS participants, associations, and other industry stakeholders on January 14, 2022, the Vancouver Fraser Port Authority has deferred the implementation of the Rolling Truck Age Program, originally planned for February 1, 2022, for a period of no less than 90 days. During this time, we will be engaging with industry and community stakeholders to seek input to help inform a revised implementation plan for the program.

We are undertaking this engagement in response to concerns that some truck owners have expressed regarding the implementation timeline for the program. We also acknowledge a letter from Transport Minister Omar Alghabra asking the port authority to consider a short delay to the implementation date, and to provide a further opportunity for feedback regarding the implementation of the program.

We are seeking feedback to help us understand specific concerns and to solicit ideas about potential solutions that would help alleviate those concerns. The port authority is prepared to make adjustments to the implementation plan that respond to the input that we receive.

In parallel with industry engagement, we are seeking comments from First Nations, local governments, and community organizations who have an interest in the development of the Rolling Truck Age Program.

We will be undertaking this engagement process in two phases:

Phase	Details
Comment period regarding issues, interests and solutions February 7-25, 2022	During this comment period, we are seeking your written input regarding: <ul style="list-style-type: none">• Issues and interests you may have with the current implementation plan• Proposed solutions you may want us to consider as we develop a revised implementation plan• Any other aspect of the Rolling Truck Age Program that you may wish to comment about
Engagement regarding proposed revised implementation plan Anticipated in April 2022	During the second phase of engagement, we will share a draft revised implementation plan for feedback. In developing the revised implementation plan, we will consider input provided during the February comment period. It is anticipated that this engagement period will include virtual meetings as well as opportunities to provide written feedback.

How to provide input

This discussion guide provides background regarding the development of the Rolling Truck Age Program and the topics we're seeking your feedback about.

After you have reviewed this document, there are two ways that you can provide your input:

- Complete the online feedback form at portvancouver.com/rtapengagement
- Send an email to rtap@portvancouver.com with your comments in response to the engagement topics found on pages 4 and 5.

How your input will be used

We will consider input received as we develop a revised implementation plan for the Rolling Truck Age Program. You will also have an opportunity to review and comment on a draft of the revised implementation plan during the second phase of engagement.

Following the engagement process, we will provide a consideration report, outlining how input received was considered in the development of the revised implementation plan. This document will be shared with Transport Canada, TLS participants, and industry and community stakeholders, along with the final implementation plan.

Background

Climate action at the Port of Vancouver

As part of our vision for the Port of Vancouver to be the world's most sustainable port, 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 federal mandate as a Canada Port Authority.

We see our role as a shared steward of the Port of Vancouver as an opportunity to empower the trade industry to put environmentally responsible practices into action. We do this through a suite of climate action programs, including:

- [EcoAction Program](#): Incentivizing shipping companies to reduce their environmental footprint by offering discounted harbour dues for ships that take measures to reduce their emissions or other environmental impacts.
- [Shore power](#): Offering shore power facilities at our cruise and container terminals, a technology that allows ships to shut off their diesel-powered auxiliary engines when docked and connect to British Columbia's low-emission hydroelectricity.
- [Clean Technology Initiative](#): Accelerating the trial and adoption of low and zero-carbon emission fuels and technologies through demonstrations and pilot projects.
- [Non-Road Diesel Emissions Program](#): Encouraging the retirement of older, higher-emission diesel equipment through a combination of fees and rebates.
- [Energy Action](#): Helping port tenants conserve energy and access BC Hydro's financial incentives for doing so. Tenants who have taken these steps are eligible for our [Blue Circle Awards](#).
- [Climate Smart](#): Providing practical training to Port of Vancouver tenants on how to conserve energy and reduce greenhouse gas emissions.
- [Truck Licensing System](#): Enforcing environmental requirements for container trucks that access the port that help to limit air emissions and reduce idling.

In addition to encouraging environmental best practices by our tenants and port users, we have also committed to reduce our greenhouse gas emissions from the port authority's administrative operations—including port authority vehicles—by 40% by 2030, from a 2010 baseline, and achieve net-zero emissions by 2050.

Rolling Truck Age Program

The drayage sector—made up of independent operators, their representatives, trucking companies, and salaried drivers—is a vital stakeholder in the success of the Western Canadian supply chain. We acknowledge and thank all in the sector for partnering with us to reduce emissions and to achieve our vision.

All container trucking companies and their trucks desiring to serve the port's marine container terminals must meet certain criteria to be eligible for an Access Agreement under the Truck Licensing System (TLS) to gain access to the federally-owned port property. Criteria includes minimum truck age for new entrants, safety and environmental requirements.

We began engaging the drayage sector in 2012 toward the development of a defined rolling truck age program. In 2013, the port authority sought feedback from industry regarding the specific features of the program. We considered several approaches in consultation with industry.

In response to industry input, what was originally contemplated as a seven-year rolling truck age program to be implemented in 2019 was modified on several occasions to a 10-year rolling truck age program to be implemented in 2022. The program was announced in 2015 with a scheduled implementation date of February 1, 2022. Reminders of the implementation date were provided to industry at key milestones between 2015 and 2021.

The Rolling Truck Age Program 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.

Key features of the program include:

- Aging out truck models older than 10 years from the TLS on a phased basis, starting with the oldest trucks first.
- An exception program for trucks that meet or exceed the port authority-established safety, environmental, and operational standards of a Rolling Truck Age Program-compliant truck.

The Rolling Truck Age Program would have several 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 (truck engines and exhaust systems built in 2007 onwards produce 85 percent less particulate matter and from 2010 onwards produce 20 times less nitrogen oxides than their older counterparts).
- Encourages re-investment in equipment which may, in turn, create more industry stability.
- Enhances the safety of the driver and public through improved truck design and technology, including enhanced driver views, sensors, warning signals, etc., and greater operating reliability.

Engagement topics

We want your feedback on the following topics, particularly in response to the questions that we have outlined below.

To provide feedback, please complete the feedback form at portvancouver.com/rtapengagement or send an email to rtap@portvancouver.com.

Topic 1: registration process for replacement trucks

Between 2019-2021, 1,100 TLS trucks were replaced with Rolling Truck Age Program-compliant trucks—a rate of approximately 25-35 trucks each month. In November and December 2021, over 100 trucks were replaced. We commend the many companies and truck owners who have taken steps to meet the requirements of the Rolling Truck Age Program.

We want to hear from those who have recently replaced trucks about their experience in registering their vehicles with the TLS program.

Questions:

- If you have purchased a new or used replacement truck, did you experience any challenges in the process of registering the vehicle with the TLS program?
- Were there delays that made the process more complicated?
- Are there improvements that the port authority could consider to this process?

Topic 2: truck exception application process

As part of the Rolling Truck Age Program, the port authority introduced a truck exception application process. This would allow TLS holders in good standing and with non-conforming trucks to apply for a conditional exception for trucks that meet port authority-established safety, environmental, and operational standards of a Rolling Truck Age Program-compliant truck.

Approximately 80% of the 1,800 vehicles serving the port are already compliant with the proposed Rolling Truck Age Program. Of the remaining vehicles, it is anticipated that up to 30% could qualify for an exception based on meeting or exceeding safety, reliability, and environmental performance of a compliant 2012 model year truck.

The current process for applying for a truck exception includes:

- Submitting an application form and, upon confirmation of a complete and compliant application, paying a \$1,100 fee, which covers the application processing and inspection
- A truck inspection at a pre-determined inspection facility assigned by the port authority
- Following the inspection, the port authority reviews the application and inspection report and issues a decision to the applicant

More information about the exception process can be found in the application guide and form at portvancouver.com/truck-rail/truck/truck-licensing-system.

We are interested in hearing from those who have gone through the truck exception process or who have considered it and decided not to pursue it.

Questions:

- Have you used the truck exception application process?
 - If yes, how did the process work for you?
 - If no, were there specific reasons that made you choose not to proceed? For example, was your decision related to cost, time without a truck, complexity of the process, or the likelihood of your vehicle qualifying for an exception?
- Are there things that the port authority can do to make the exception process more efficient or affordable?

Topic 3: availability of compliant trucks

We recognize that recent extreme weather events and the COVID-19 pandemic have had an impact on the supply chain.

We understand and have heard from industry that these issues may have resulted in short-term challenges in procuring compliant used or new vehicles to replace aging trucks.

We would like to understand specific challenges that you may have experienced, and if there are any measures that the port authority could take to support you in finding a new or used compliant truck.

Questions:

- Are you experiencing supply chain challenges in finding used compliant replacement trucks? If so, what has your experience been?
- Are you experiencing supply chain challenges in finding new replacement trucks? If so, what has your experience been?
- Have you recently placed an order for a new truck(s)? If so, what are the timelines for delivery?
- Are recent supply chain constraints having an impact on truck supply? And if so, what specific examples have you seen?
- Are there things that the port authority can do to assist in sourcing or acquiring replacement trucks?

Topic 4: recent events that have led to stresses in the supply chain

We appreciate and commend the trucking sector's continued efforts in keeping goods moving through the Port of Vancouver, particularly in the face of a global pandemic and disruptions across the supply chain.

There have been a number of recent and ongoing events that have led to stresses in the supply chain, namely:

- COVID-19 pandemic and vaccine requirements
- Summer 2021 wildfires in B.C.
- Fall 2021 extreme weather events, landslides, and flooding

We want to hear from you

- What has been your experience with these short-term supply chain stresses and how have they impacted your participation in the Rolling Truck Age Program?
- What actions can the port authority take to accommodate these supply chain stresses and their impact on the implementation of the Rolling Truck Age Program?

Topic 5: community and environmental considerations

In parallel with industry engagement, we are seeking comments from First Nations, local governments, and community organizations who have an interest in the development of the Rolling Truck Age Program.

We want to hear from you

- Do you have any comments regarding the community and environmental considerations related to the Rolling Truck Age Program?