



Rolling Truck Age Program

Media fact sheet

Container trucking at the Port of Vancouver

- The port authority operates a Truck Licensing System (TLS), which sets environmental standards and other criteria for container trucks that serve terminals at the Port of Vancouver
- Today, the commercial fleet of approximately 1,800 local and long-haul trucks, generates an average of 30,000-35,000 truck trips per week within Metro Vancouver
- Container trucks are essential to keep Canada's trade moving but, like other heavy-duty diesel equipment, emissions from older trucks are carcinogenic and can negatively affect air quality and pose a risk to human health

Rolling Truck Age Program

- Effective September 15, 2022, the Rolling Truck Program will phase out 2006-year container trucks serving the port. Trucks will be required to be replaced with newer, lower-emission trucks that meet the program's environmental requirements.
- The program aims to improve air quality and support cleaner, healthier communities in Metro Vancouver, while also helping to build a more reliable, stable and safe truck fleet serving the port

Program history

- In 2012, the port authority engaged the commercial trucking sector to begin the process of developing a formal Rolling Truck Age Program to advance the phase out and replacement of older container trucks with newer, lower-emission trucks
- Since then, the port authority has conducted extensive engagement with industry and relevant stakeholders
- In 2015, we advised industry that the program would go into effect on February 1, 2022, and we provided regular reminders to industry to provide notice and time to source compliant trucks
- In January 2022, we announced the deferral of the program in response to a request from the 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.
- Following a two-part engagement process between February and April, the port authority has updated the implementation plan with these key changes:
 - Moving to a 12-year rolling truck age, adding two years of service for trucks, while still achieving benefits of the program. This means that container trucks in the fleet can be a maximum of 12-years old.
 - Program implementation date has been deferred to allow more time for operators to obtain compliant trucks
 - Independent operators with trucks aging out in 2022 now have an additional 60 days to switch to compliant trucks
 - TLS holders in good standing with trucks that are non-conforming with the program can apply for a conditional exception for those trucks that meet or exceed comparable standards of a 12-year-old truck. This could result in one to two additional years of service based on environmental performance.

- Grace period has been formalized to account for delayed delivery of brand-new truck orders

Key statistics

- Approximately 4 of every 5 trucks—80% of the 1,800 vehicles serving the port—are already compliant with the program
- Since 2019, over 1,200 TLS trucks have been replaced with compliant trucks, including 150 trucks added to the fleet since the deferral of the program in January 2022
- The environmental benefits of the Rolling Truck Age Program are significant. As of July 1, 2023, when 2009 and older trucks have been removed from the TLS fleets, the Program will result in the following annual reductions:
 - Reduction of 15,000 tonnes of greenhouse gases (CO₂e) – the equivalent of removing 3,000 passenger vehicles from the road each year
 - Reduction of 575 tonnes of nitrogen oxides (NO_x) – the equivalent of removing 80,000 passenger vehicles
 - Reduction of 37 tonnes of particulate matter 2.5 (PM_{2.5}), a known carcinogen – the equivalent of removing 200,000 passenger vehicles