



June 15, 2022

To TLS participants,

Re: Notice of Rolling Truck Age Program implementation 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.

As you may know, the port authority has revised the implementation plan for the Program following engagement in 2022 with industry, Indigenous groups, local governments, and community organizations with an interested in the development of the Program. We thank those who provided input into the process.

Additional information about the development of the Program, and how the port authority considered input in finalizing the implementation plan, can be found in this [consideration memo](#).

Implementation dates

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.

Effective September 15, 2022, trucks will begin to age out of the port authority’s Truck Licensing System (the “**Non-Conforming Trucks**”) according to the dates in the table below. With this implementation plan, the port authority has shifted from a 10-year rolling truck age to a 12-year rolling truck age, which balances the benefits of the program with commercial interests of industry. As of February 1, 2024, the 12-year rolling truck age will apply.

Truck model year ¹	Effective date
2006 and older	Companies: September 15, 2022
	Independent operators: November 15, 2022 ²
2007 ³	February 15, 2023
2008 and 2009	July 1, 2023
2010	February 1, 2024
2011+	February 1, 2024 (As of this date, 12-year rolling truck age applies and trucks age out annually on each subsequent February 1)

¹ Truck model year is not the only consideration factor for conforming trucks. All TLS requirements for Approved Vehicles continue to apply.

² The port authority is providing an additional 60-day grace period for independent operators with trucks that are aging out in 2022 to acquire a compliant truck, in recognition of the complexity of acquiring a replacement vehicle while maintaining daily driving activities

³ If an owner of a 2007 truck provides satisfactory evidence that the truck has a fully operational 2007 engine and exhaust system, it will age out as a 2008 truck

Temporary truck exception application process

In the final implementation plan, the port authority has maintained a truck exception process, which 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. With the move from a 10-year rolling truck age to a 12-year rolling truck age, the exception process would be available for trucks older than 12 years and will grant extensions of up to two years.

As an example, based on the implementation plan, a 2010 truck will age out on February 1, 2024, when it would be 13 years old. Should a 2010 truck apply and obtain an exception for two years, it could then age out at 15 years old on February 1, 2026. As advances in technology and environmental and regulatory standards do not occur in every manufacturer year, it is expected that approval of exception applications and the term of that approval will vary, depending on the age of the truck. This will allow some trucks as old as 15 years to continue to operate in TLS.

For details of the truck exception process, please see the [Truck Exception Application](#).

We remind TLS participants that as of January 1, 2023, new or replacement trucks added to TLS must be 2016 or newer.

Temporary grace period for delayed delivery of brand-new trucks

The port authority is introducing a temporary grace period for applicants that have ordered a brand-new truck for which delivery has been delayed.

The grace period will be considered on a case-by-case basis, and will factor in considerations such as the irrevocability of the contract to purchase the new truck, the age and condition of the aging-out truck, and the duration of the grace period sought.

Applicants granted a grace period extension for a brand-new truck will lose the opportunity to replace their truck with a used truck instead.

To apply for a temporary grace period, please email tls@portvancouver.com.

Conclusion

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 commend the many companies and truck owners who have taken steps to meet the requirements of the Rolling Truck Age Program. Approximately 4 of every 5 trucks—80% of the 1,800 vehicles serving the port—are already compliant with the Rolling Truck Age Program. Since 2019, over 1,200 TLS trucks have been replaced with Rolling Truck Age Program-compliant trucks, as industry has been preparing for program implementation. At the current rate of approximately 25-35 truck replacements each month, almost the entire TLS fleet may be compliant before their technical age-out date.

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

Vancouver Fraser Port Authority
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If you require more information, please visit the TLS webpage at portvancouver.com/truck-rail/truck/truck-licensing-system.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Rogge".

Greg Rogge
Director, Land Operations
Vancouver Fraser Port Authority