

Rolling Truck Age Program - frequently asked questions

Updated June 2022

For detailed information about the Rolling Truck Age Program (the “Program”), including notices to industry and documents related to engagement in 2022, please visit portvancouver.com/truck-rail/truck/truck-licensing-system

1. What is the Rolling Truck Age Program?

- The Vancouver Fraser 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](#) (TLS) according to the dates in the table below.
- As of February 1, 2024, a 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

2. I need to replace my truck. 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 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 truck will remain through 2022.
- As of January 1, 2023, new or replacement trucks added to TLS must be 2016 or newer, with equipment compliant to the original equipment manufacturer (OEM) emissions standards for 2016.

3. 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

4. Why is the port authority implementing the program?

- 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 do this through a suite of climate action programs as outlined here.
- The drayage sector is an important part of the supply chain and has a close relationship with the communities in which we live and work.
- Today the drayage fleet numbers approximately 1,800 local and long-haul trucks and generates an average of 30,000-35,000 truck trips per week within Metro Vancouver.
- The size of the drayage fleet and number of trips made by this sector means that it is an area of focus for us to mitigate the trade and environmental impacts within Metro Vancouver communities.

5. What are the benefits of the program?

- 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.

6. What are the environmental benefits?

- 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 nitrous 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

Truck Exception Application

7. What is the Truck Exception application process?

- The Rolling Truck Age Program includes a truck exception process, which will allow TLS holders in good standing with trucks that are non-conforming with the Program to apply for a conditional exception for those trucks that meet or exceed comparable standards of a 12-year-old truck based on verified environmental, technical, safety, and aesthetic standards.
- The exception process would be available for any TLS-approved vehicle that will otherwise age out from TLS 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.
- Please refer to the [Truck Exception Application](#) for additional details and to apply.

8. When can I apply for the exception?

- Applications can be submitted no earlier than six months prior to the date a truck would age out of TLS (see table on page 1 for age out dates).
- Although applications for Exception can be submitted right up until a truck's age out date, (but not after), we encourage applicants to submit their application as early as permissible to ensure that TLS participants have time to find an eligible replacement truck, if their application is unsuccessful.

9. 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

10. What is the fee for the truck exception application?

- There is a non-refundable truck exception application fee of \$1,100, plus applicable taxes.
- In accordance with the authority granted in Section 49 of the *Canada Marine Act*, the port authority has implemented this cost-recovery fee to cover the administrative and inspection costs associated with considering applications for exceptions to the Program.

11. 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.

12. 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

13. Is my truck eligible for an exception?

- TLS holders in good standing with trucks that are non-conforming with the Program are eligible to apply for a conditional exception for those trucks that meet or exceed comparable standards of a 12-year-old truck based on verified environmental, technical, safety, and aesthetic standards.
- The exception process would be available for trucks older than 12 years and will grant extensions of up to two years.

14. 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

15. 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. 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. As of 2014, regulatory standards focused on the overall efficiency of vehicles, rather than on particular components. The truck would also need to meet or exceed the safety and aesthetics requirements.
- For more information on the inspection parameters, please visit portvancouver.com/truck-rail/truck/truck-licensing-system/

16. 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. As of 2014, regulatory standards focused on the overall efficiency of vehicles through many smaller improvements, rather than on particular components.
- A retrofitted truck would remain subject to the temporary exception process

17. 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.

18. 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

19. 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.

20. 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 1,850 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.

21. 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

22. 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

23. 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
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

Temporary grace period for delayed delivery of brand-new trucks

24. Who can apply for temporary grace period?

- An applicant who has ordered a brand-new truck for which delivery has been delayed.

25. How will the applications for temporary grace period be assessed?

- The port authority will assess applications based on 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.

26. If a truck owner changes their mind while waiting for a brand-new truck, after having been approved for a temporary grace period, can they replace their current aging out truck with a truck that is not brand-new?

- No, applicants granted a grace period extension while awaiting a brand-new truck will lose the opportunity to replace their truck with a used truck instead.

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.