



TLS Reminder

The Vancouver Fraser Port Authority (the “Authority”) would like to remind all TLS Program participants of the following operating requirements and protocols, when providing container drayage services at the Port of Vancouver:

- **Effective, January 1st, 2023, all additions, replacements and returning trucks to a TLS fleet must be 2016 or newer, with equipment compliant with all original factory installed emissions standards.**
- To reduce the impact (to the neighboring community) of truck traffic noise on the South Shore roadway along Commissioner Street, Vancouver Fraser Port Authority **requires all container trucks to exit via Clark Drive between 10:00 p.m. and 7:00 a.m.**
- All drayage trucks accessing the South Shore, Deltaport and Fraser Surrey port lands must be approved in TLS **prior** to arrival at the VACS gates - drivers must hold a valid Port Pass to gain entry.
- Vehicle operators must adhere to all port signage on and off port lands i.e., SFPR Hwy 17, security personnel and traffic control persons. Overhead digital messaging signs display key messages such as staging and detour instructions; drivers must monitor and follow instructions displayed.
- Drivers accessing the South Shore are required to input their **first** destination at Commissioner Street VACS. Drivers falsifying their destination may result in fines or termination of the Access Agreement.
- The use of engine brakes is prohibited on port property, except for emergency purposes.
- Port installed GPS locator is a TLS requirement and fundamental in monitoring fluidity of port roadways and terminal access. Data collected is used to calculate and validate wait-time payments. Do not unplug or tamper with your GPS unit as it would constitute a breach of the Access Agreement and the Access Agreement holder may be charged.
- **Trucks requiring GPS maintenance:** The Access Agreement holder will be directed to dispatch the truck for GPS service on one of the two dates indicated in the email, or advise TLS Program Administration, before the final service deadline, that the truck is unable to attend service. Please note that failing to adhere to the service request may lead to truck suspension until the GPS unit can be serviced. In addition, if the Access Agreement holder fails to advise that the truck is unable to attend for service by the final deadline, it would constitute a breach of the Access Agreement and the Access Agreement holder may be charged for damages for failure to follow directions of the Authority.

We thank all drivers and companies servicing port terminals for their professionalism which contributes to safe and efficient operations. Please forward this notice to all employees, drivers, and owner operators respectively for information and knowledge purposes.

Thank you to all TLS Program participants for your attention to this important reminder.

Sincerely,

TLS Program Administration