

Port Transportation Association



Liberal Party of Canada
350 Albert Street, Suite 920
Ottawa, Ontario
K1P 6M8

December 4, 2021

To the Liberal Party of Canada,

We write to you today on behalf of all drayage carriers and independent operators eligible to work on Vancouver Fraser Port Authority Lands in an urgent request for your support to impose a 18–24-month postponement of the Vancouver Fraser Port Authority (VFPA) decision to impose a 10 Year Rolling Truck Age requirement effective February 1, 2022.

The Port Transportation Association realizes that the incoming Truck Age policy has been in the works for some time, and while we fully support the initiative in light of the current climate crisis, we feel that the timing of this will be detrimental to the industry for a multitude of reasons.

At this time, neither companies nor independent operators have been offered any financial assistance by either the VFPA or the Provincial or Federal Governments to make the necessary fleet changes that have been mandated. Companies and independent operators have already complied with an earlier mandate to install a DEF system in all trucks accessing VFPA lands at their own costs.

While other climate change initiatives undertaken by the VFPA allow for some financial compensation such as reduced rents for tenants or discounted harbour dues for ships that take measures to reduce their reduce emissions or other environmental impacts, this financial burden has not been offset by grants or reduced access fees.

With the financial setbacks and strains over the past year and a half due to COVID coupled with a current shortage of trucks has created significant struggles for both companies and independent operators to find suitable equipment that falls within these stricter age guidelines within an affordable price range.

Many units are now priced significantly higher than market value, and should the unit need any repairs, a lack of available parts makes for significant downtime resulting in a lack of income which further increases the financial risk. This combination is the perfect storm, and we foresee significant losses for

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P.O. Box 1791 Parksville, BC V9P 2H6
778-228-0544
administration@ptavancouver.com
<https://ptavancouver.com/>

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companies and a higher potential of bankruptcy for an independent operator, both of which create instability in a key section of Canada's supply chain.

We would also like to note, that the current DEF systems were created for and work best when used in a long-haul where the engine can get up to and maintain proper temperature for the DEF system to properly filter emissions. The units accessing VFPA lands are typically city units operating in short-haul point to point runs which create DEF system errors as they cannot reach and maintain the temperatures required to work properly therefore resulting in the costly and time consuming repairs noted above.

With newer DEF technology as well as electric or alternative fuel trucks rapidly reaching the point of market entry, we believe that the 18–24-month postponement would allow for the industry to have more choice and better fitting options as well as have had more time to recover from the pandemic's impact on the economy.

We thank you for your consideration and would love the opportunity to further this discussion in the near future.

Sincerely,

Port Transportation Association