

Strategic Trucking Program

Darrell Desjardin

Director, Environmental Programs

Vancouver Port Authority

Faster Freight Cleaner Air May 16, 2007



Introduction

- VPA's Strategic Trucking Program is designed to create stability and predictability in the marketplace over time by identifying and resolving systemic operational issues that result in inefficiencies in trucking and truck operations in the Lower Mainland ports.
- VPA solicits and applies industry feedback to strengthen its understanding and communication of trucking issues and opportunities.



Trucking Program Overview

- Background
- Business Focus and Commitment
- Truck Licensing System
- Extended Gate Hours
- Truck Monitoring Program
- Automatic Vehicle Location Program
- Stakeholder Committees
- Reporting and Communication
- Next Steps for TLS



1 Background

- August 8, 2005 creation of three-person Task Force.
- October 26, 2006 Task Force delivers final report to provincial and federal governments.
- Report contains eleven recommendations and five that directly involve the ports.
- VPA's *Strategic Trucking Program* addresses all five port-related recommendations.

The five Task Force recommendations that directly involve the ports are:

- **Truck Licensing**
- **Extended Gates**
- **Truck Monitoring**
- **Reservation Systems**
- **Reporting and Communication**

2 Business Focus and Commitment

- VPA commits to repairing and enhancing the Vancouver Gateway's reputation for supply chain reliability and efficiency.
- Two essential elements to meet anticipated container growth in the Vancouver Gateway:
 1. container terminal capacity expansion, and
 2. productivity improvements that enhance speed and efficiency of container movements.

The "Strategic Trucking Program" is a critical element in VPA's overall supply chain strategy.



3 Truck Licensing System

- VPA has operated a licensing system since 1999.
- August 4, 2005, the federal government ordered VPA to implement a mandatory licensing system.
- VPA will introduce advanced technology applications, such as RFID and OCR, as a TLS condition.
- The TLS will evolve over time to include enhancements, upgrades and additional requirements.

All trucks wishing to access the Lower Mainland ports must have a valid truck license and PortPASS.



License Requirements

- Abide by all applicable appointment and reservation systems.
- Participate in the *Truck Monitoring Program* and support the *Extended Gates Program*.
- Comply with VPA-defined safety, security and environmental protection (AirCare On-Road) requirements.
- Participate in port-sponsored driver education and safety programs.
- As of January 15, 2007 no new owner-operators accepted into the TLS system
- VPA will determine non-compliance with its license conditions.

Without explicit regulatory authority — VPA:

- **will not regulate rates**
- **will not require compliance with compensation standards**
- **will not impose penalties for violation of compensation standards**



4 Extended Gates Program

- Increase truck gate operations by an average of 20% each year over the next five years.
- Incorporate sufficient flexibility to respond to market fluctuations.



5 Truck Monitoring Program

- VPA currently collects and processes data relating to:
 - turnaround time at port facilities,
 - turnaround time at container terminals,
 - truck transactions at each facility, and
 - reservation compliance.

Since April 2006, port stakeholders may access performance information on VPA's web-based "Supply Chain Dashboard."



5 Truck Monitoring Program

- In 2006, VPA:
 - collected data from all Lower Mainland container terminals,
 - collected dwell times outside the terminals,
 - collected data regarding truck movements between key points on VPA property, and
 - Conducted a pilot project to measure and monitor truck movements within Fraserport

VPA's "Supply Chain Dashboard" summarizes the results of the "Truck Monitoring Program."



6 Automatic Vehicle Location Program

- VPA will incorporate advanced technology applications to develop automated management reporting and communications.
 - Launched *Radio Frequency Identification (RFID)* pilot project for 150 trucks in January 2006.
 - Launched *Optical Character Recognition (OCR)* pilot project at end of 2006.

RFID and OCR technology allows trucks to proceed through gates without stopping to obtain clearance.



8 Stakeholder Committees

- VPA works directly with several stakeholder committees in place since 1999.
- VPA is reviewing the governance framework and terms of reference for all committees.
- For a description of each existing stakeholder committee, visit:
www.portvancouver.com/trucking



Reporting and Communications

- VPA communicates publicly with stakeholders and port users in person and through several print and electronic publications.
- Trucking companies and individuals can register on-line for electronic updates on port issues of interest.

Visit VPA's website to access important strategic initiatives updates.

www.portvancouver.com



TRUCKINGmatters
strategic initiatives update

TLS - (Truck Licensing System) - Microsoft Internet Explorer

Address: http://www.pacificgatewayportal.com/tportal/

Pacific Gateway Portal

TLS - (Truck Licensing System) - Web Portal

NOTICE TO CONTAINER TRUCKING COMPANIES RE: VPA'S NEW TRUCK LICENCE AGREEMENT

The VPA issues the following clarifications of the new Truck Licence Agreement that takes effect on January 15, 2007:

- The restrictions on transfer of ownership described in section 14.7 of the new Licence are not intended to unduly restrict a bona fide share transfer or sale of an existing company. However, all licensees are required to notify the VPA in a timely manner of any share transfer, sale, assignment or other transfer of ownership or change in control.
- The comprehensive general liability and automobile liability insurance requirements described in paragraph 7.1(q) are reduced from \$5 million to \$2 million.

Posted January 11th, 2007.

This is a reminder to all container trucking companies operating within the Port of Vancouver.

As 12PM on January 15th, companies who have not re-registered under the TLS system and supplied a new copy of the signed HOA, will be denied access at all Port Vancouver access gates.

If you have any questions, please contact 604-665-9096

Also, you are reminded that Fraser Surrey Docks will institute a mandatory reservation system, also on the 15th of January. Trucks without reservations after this date will no longer be processed.

First Time User? Click here to Open Registration Wizard.

If you already have a username and Password please enter them below:

User Name:

Password:

LOGIN

1. All applicants for TLS licenses will require to:

- agree to the terms of the new TLS License ([click here for sample copy](#))
- provide to the TLS administrator duly signed copy of the Memorandum of Agreement between Trucking Companies and Vancouver Container Truckers' Association (the MOA) ([please click here if you require a copy of the MOA](#)) ([please click here for an amendment to the MOA](#))

2. Please click here for latest TLS QA

3. List of approved container hauling companies

Company Name	Type	DBA

Done

Port Vancouver logo

Next Steps for TLS Environmental and Safety Requirements

- Environmental and Safety component is evolving:
 - Requirements vs. incentives
 - Mandatory AirCare OnRoad or more stringent opacity testing
 - Age limits for trucks, use of alternative cleaner fuels, retrofits
 - Annual maintenance/safety compliance audits

Questions?