

California Air Resources Board



Reducing Emissions from In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards

September 2007





ARB Outreach Efforts

- Initial staff report – April 2006
- Public consultation meetings
- Meetings with trade associations, interest groups, & stakeholders
- Local community groups
- Drayage trucker meetings
- Air Districts
- Port and rail yard site visits
- Surveys and flyers
- Regulatory development workshops



Air Pollution Reduction Regulations

- Diesel Risk Reduction Plan:
 - 75% reduction in PM by 2010
 - 85% reduction in PM by 2020
- Goods Movement Action Plan
- State Implementation Plan
- Federal Clean Air Act:
 - Must attain ozone and PM standards

Statewide NO_x and PM - Heavy Heavy Duty Trucks (Class 8)

- HHDT Represent:
 - ~30% of Statewide PM
 - ~25% of Statewide NO_x
- Without additional regulations, in 2014, pre-2004 trucks will represent 40% of NO_x and 50% of PM emissions of HHDT operating in California.

Population of Heavy-Duty Drayage Trucks

	Number of trucks
Ports of LA* and LB**	10,500
Port of Oakland	2,800
Rest of ports	1,000
Intermodal rail yards	3,600
Total number of trucks in drayage service	17,900

* LA: Los Angeles

**LB: Long Beach

2007 Baseline Emissions – Drayage Trucks

	PM Emissions (tons/year)	NOx Emissions (tons/year)
Ports and Intermodal Rail yards*	605	12,600

*Drayage Fleet Total of ~75,000 trucks

Which Ports and Intermodal Rail yards

<p>CA Ports: 14-total</p>	<p>Benicia, Crockett, Hueneme, Humboldt Bay, Long Beach, Los Angeles, Oakland, Pittsburgh, Redwood City, Richmond, Sacramento, San Diego, San Francisco, and Stockton</p>
<p>Intermodal Rail yards: 11-total</p>	<p>Burlington, BNSF Oakland, Commerce Eastern BNSF, Commerce UP, ICTF UP, LATC Union Pacific, Lathrop Intermodal UP, Northern Santa Fe (BNSF) Hobart, Richmond BNSF, San Bernardino, Stockton Intermodal BNSF, and Union Pacific (UP) Oakland</p>

Applicability / Exemptions

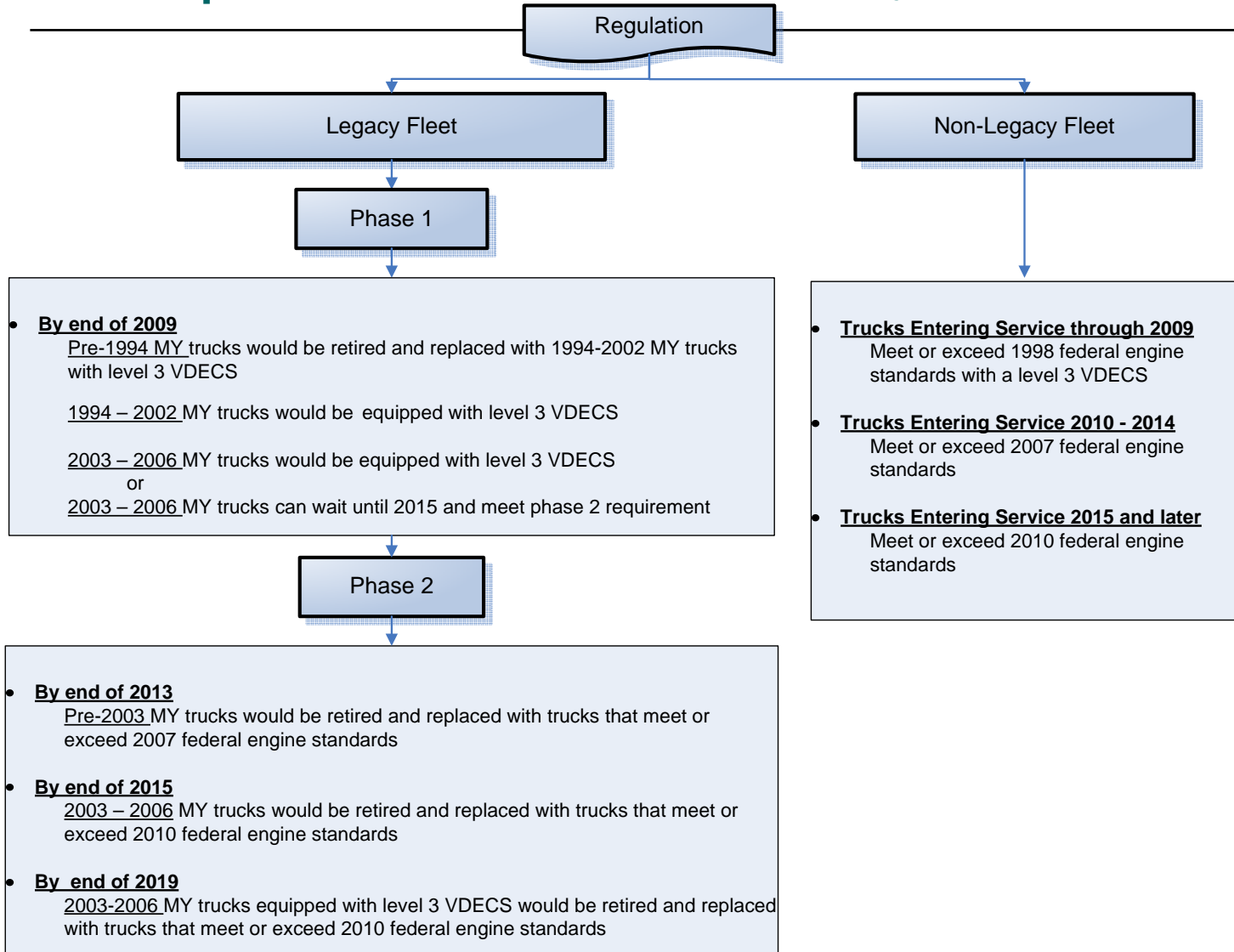
○ Applies to:

- Trucks
 - Diesel-fueled
 - Class 8
 - On-road
- Motor carriers
- Ports
- Class I rail yards

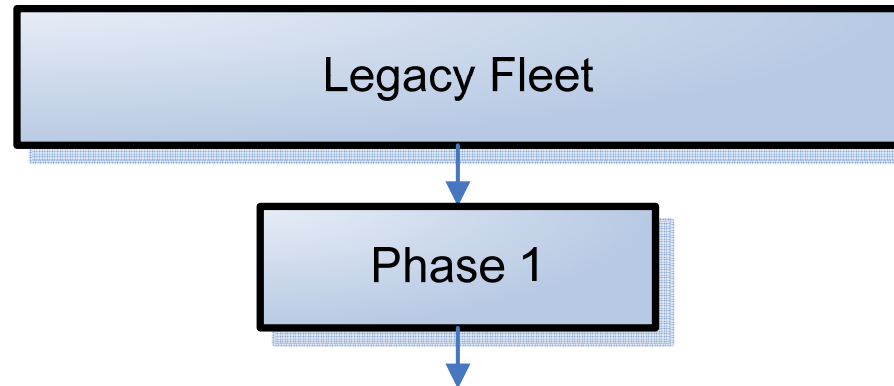
○ Exemptions:

- Specialized use vehicles
- Emergency vehicles
- Military
- 'Small' ports

Compliance Schedule – Major Milestones



Compliance Schedule - Phase 1



- **By end of 2009**

Pre-1994 MY trucks would be retired and replaced with 1994-2002 MY trucks with level 3 VDECS

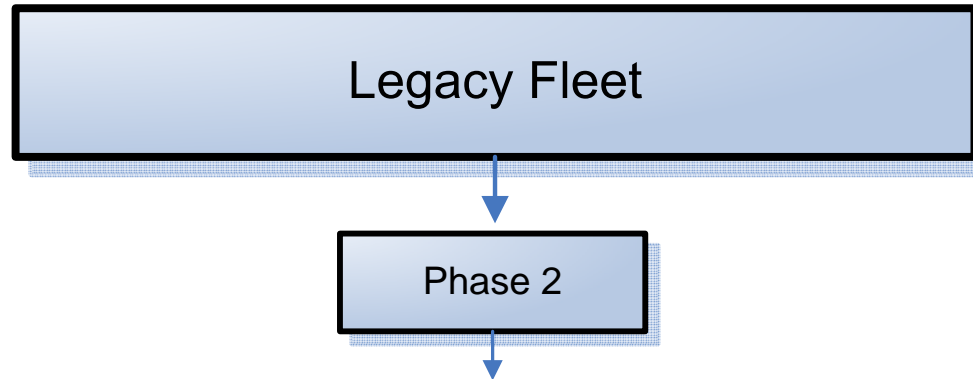
1994 – 2002 MY trucks would be equipped with level 3 VDECS

2003 – 2006 MY trucks would be equipped with level 3 VDECS

or

2003 – 2006 MY trucks can wait until 2015 and meet phase 2 requirement

Compliance Schedule - Phase 2



- **By end of 2013**
Pre-2003 MY trucks would be retired and replaced with trucks that meet or exceed 2007 federal engine standards
- **By end of 2015**
2003 – 2006 MY trucks would be retired and replaced with trucks that meet or exceed 2010 federal engine standards
- **By end of 2019**
2003-2006 MY trucks equipped with level 3 VDECS would be retired and replaced with trucks that meet or exceed 2010 federal engine standards

Compliance Schedule - Non-Legacy Trucks

Non-Legacy Fleet

- **Trucks Entering Service through 2009**
Meet or exceed 1998 federal engine standards with a level 3 VDECS
- **Trucks Entering Service 2010 - 2014**
Meet or exceed 2007 federal engine standards
- **Trucks Entering Service 2015 and later**
Meet or exceed 2010 federal engine standards

Truck Registry

- Drayage Truck Registry (DTR):
 - Help ensures compliance
- Register:
 - Prior to Dec 31, 2009 - Legacy
 - After Dec 31, 2009 - Non-Legacy
- Types of information collected:
 - Truck owner name, address, and contact info
 - Engine make, model, and year
 - VIN
 - Vehicle license number and state of issuance
 - Compliance information (e.g. Diesel Particulate Filter)
- Fines for non-compliance

Implementation: Truck Owner

- Truck owner responsibilities:
 - Register with the Drayage Truck Registry
 - Affix compliance sticker on truck
 - Ensure truck meets requirements of regulation
 - Maintain emission control device
 - Keep maintenance log
 - Fines issued for non-compliance
- Possible one-time extension

Implementation: Motor Carrier

- Motor carrier responsibilities:
 - Informing truck owners:
 - Regulatory provisions
 - Compliance deadlines
 - Truck owner requirements and penalties
 - Ensure trucks are in compliance with regulation before dispatching to the port or rail yard (DTR, Emission Standards etc.)
 - Bill of lading info requirement
 - Fines for dispatching non-compliant trucks

Implementation: Marine Terminals & Rail yards

- Marine terminals & rail yards responsibilities:
 - Through 2013, trucks without stickers may be let in after check-in
 - Deny entry for trucks not in compliance with regulation (DTR sticker) starting 2010

ARB Enforcement

- Field inspections:
 - Compliance with regulation
 - Proper installation and operation of emission control devices
 - Emission control device maintenance records
- Terminal operators – only allow properly DTR stickered trucks
- Primary motor carrier audits

Emissions Benefits

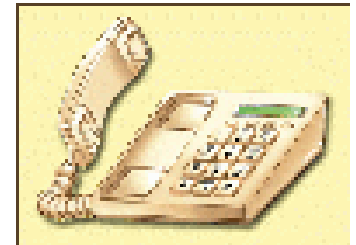
- Expected Emissions Reductions

Year	PM	NOx
2010	85%	3% (increase)
2014	87%	64%

Action Items

Future Meetings/Contact Info

- Staff report including draft regulation – Sept. 2007
- Board consideration – November 2007
- Future public workshops:
 - To be determined
- Regulation contact information:
Michael Miguel, Manager
Phone: (916) 445-4236
email: mmiguel@arb.ca.gov



Website:

<http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>

Questions/Comments

