

# Drayage Truck Regulation Update



October 7, 2010

# Status of Implementation



# Drayage Truck Registry Stats

- 74,000 compliant trucks registered
- 18,000 in-state registered
  - 6,000 northern CA
  - 12,000 southern CA
- 56,000 out-of-state registered
- 1,500 class 7
- 1,500 exempt for other reasons



# Current Age of Drayage Trucks

- Population - newer than predicted
- Data collection (DTR)

<b>Model Year</b>	<b>Truck Population</b>	<b>Percent of Fleet</b>
1994-2003	2,187	12%
2004-2006	6,500	36%
2007-2009	8,500	47%
2010	823	5%
Total	18,010	100%

# Upcoming Deadlines

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- January 1, 2011 - extension expires (20 trucks)
- By January 1, 2012 all MY 2004 engines must install a level 3 diesel particulate filter
- By January 1, 2013 all MY 2005-2006 engines must install a level 3 diesel particulate filter



# Ports

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- Noncompliant truck bans
- Day passes
- Reporting accuracy



# Enforcement

- Active enforcement commencing
  - Primarily at big ports and rail yards
  - Rotation and complaint driven
- Fines
  - \$1,000 for emission noncompliant trucks
  - \$500 for not registering
- Concentrating on truck owners
- Building cases against dispatching motor carriers
- Looking at validity of noncompliant truck reports



# Proposed Changes



December 16-17, 2010  
Board Hearing in Sacramento



# Proposed Changes

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- No Phase 2 requirements to modernize to 2007 engines
- Same near-term Level 3 PM filter requirements
  - 1994-2003 MY engines with PM filter by 2010
  - 2004 MY engines with PM filter by 2012
  - 2005-2006 MY engines with PM filter by 2013

# Proposed Changes Cont.

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- Sunset regulation January 1, 2017
  - Reporting, recordkeeping, and labeling requirements sunset
  - Subject to Truck and Bus regulation



# Summary Timeline

## Proposed Compliance Schedule

Timeline															
Engine Model Year	Drayage						Truck & Bus								
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1994-2000	Level 3 DPF						2010 Engine Standard								
2001-2003			Level 3 DPF				2010 Engine Standard								
2004	OEM Compliant		Level 3 DPF				2010 Engine Standard								
2005-2006	OEM Compliant		Level 3 DPF				2010 Engine Standard								
2007-2009	OEM Compliant													2010 Engine Standard	
2010	OEM Compliant														

OEM Compliant means as initially manufactured

\*\* Level 3 DPF means a verified level 3 VDECS for PM emissions

\*\*\* 2010 Engine Standard corresponds to the Truck and Bus Regulation's requirement of BACT

# Proposed Changes Cont.

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## ■ Dray-Off

- Change definition to include drayage trucks operating outside port or rail yard properties
  - Stops circumvention of regulation (dray-off)
  - Enables enforcement against noncompliant drayage trucks and their dispatching motor carriers
  - Port/Rail bound and originated cargos
  - Includes all trucks that haul cargos until cargo is off-loaded
  - Includes trucks hauling empties and chassis

# Proposed Changes Cont.

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- Add class 7 trucks
  - Stop dirty class 7s entering ports and rail yards
  - > 26,000 lbs GVWR
  - Expand definition of 'Drayage Truck'
  - Will apply to class 7s 'draying-off'
  - Required to register in DTR
- Add Phase 2 requirement for class 7 trucks
  - Level 3 filter by January 1, 2014

# Other

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- Lessons learned
- Reporting
- Retrofits meeting 2007 standards
- Funding
- Statewide Truck Rule
  - Going to Board in December with changes
  - <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>
  - Hotline: 866-634-3735

# Questions/Comments

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# Contact Info

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