



Advanced Clean Fleets Regulation

Drayage Truck Requirements

California Code of Regulations, Title 13, Section 2014

Drayage Truck Minimum Useful Life Factsheet

Date: June 30, 2024

Specific details on the useful minimum life can be found in the [ACF Final Regulation Order Drayage Truck Requirements \(ca.gov\)](#). In the case of any discrepancy between this document and the regulation order, the regulation language applies.

Background

On April 28, 2023, the California Air Resources Board (CARB) approved for adoption the Advanced Clean Fleets Regulation (ACF), which establishes requirements for drayage trucks that transport cargo to and from California's seaports and intermodal railyards.

The ACF Regulation requires:

- All drayage trucks to be reported in the Truck Regulations Upload, Compliance, and Reporting System (TRUCRS) to operate at California seaports or intermodal railyards.
- Report non-zero-emission (ZE) drayage trucks by December 31, 2023.
- Beginning in 2024, non-ZE drayage trucks must visit a California seaport or intermodal railyard at least once each calendar year.
- Beginning in 2025:
 - Owners of non-ZE drayage trucks with engine model years that are 12 years old or older must annually report the odometer reading, engine family, and engine model year for those trucks.
 - Odometer readings must reflect the mileage as of January 1st and be reported in TRUCRS by February 15th.

Non-ZE trucks will be removed from drayage by March 31st if they did not meet the annual visit requirement, OR if they have exceeded their minimum useful life threshold.

Definition

"Minimum useful life" is defined as the minimum time that a vehicle may remain in TRUCRS as a drayage truck. It is the later of the dates below:

(1) Thirteen years from the model year that the engine and emissions control system in the drayage truck was first certified for use by CARB or United States Environmental Protection Agency (U.S. EPA); or

(2) The date that the truck exceeds 800,000 vehicle miles traveled or 18 years from the from the model year that the engine and emissions in the drayage truck control system of that vehicle was first certified for use by CARB or U.S. EPA (whichever is earlier). If the truck no longer has its original engine, or the model year of the original engine is not able to be determined, the model year of the truck less one year must be used to determine the dates above.

Please see reverse for a minimum useful life schedule by model year

Drayage Truck Minimum Useful Life

Truck Model Year	Engine Model Year	Odometer reporting starts and is due annually by*	If 800k+ miles, removed from drayage by	Retirement Date (the earlier of the following dates)		
				If less than 800k+ miles, removed from drayage by	OR	If more than 800k+ miles, removed from drayage by
2011	2010	2/15/2025	3/31/2025	1/1/2028	OR	March 31 of the year 800k+ miles are reported OR 1/1/2035 (whichever is earlier)
2012	2011	2/15/2025	3/31/2025	1/1/2029		
2013	2012	2/15/2025	3/31/2025	1/1/2030		
2014	2013	2/15/2025	3/31/2026	1/1/2031		
2015	2014	2/15/2026	3/31/2027	1/1/2032		
2016	2015	2/15/2027	3/31/2028	1/1/2033		
2017	2016	2/15/2028	3/31/2029	1/1/2034		
2018	2017	2/15/2029	3/31/2030	1/1/2035		
2019	2018	2/15/2030	3/31/2031	1/1/2035		
2020	2019	2/15/2031	3/31/2032	1/1/2035		
2021	2020	2/15/2032	3/31/2033	1/1/2035		
2022	2021	2/15/2033	3/31/2034	1/1/2035		
2023	2022	2/15/2034	All drayage trucks must be zero-emission starting 1/1/2035			
2024	2023	Not Applicable				

*Odometer readings must reflect the mileage as of January 1st and be reported in TRUCRS by February 15th.

For questions or additional information about the Drayage Truck Requirements, please contact drayage@arb.ca.gov.