

TRU Regulation Concept Workshop

Concept Timeline

Year	Requirement	Truck TRU	Trailer TRU	DSC TRU	Railcar TRU	TRU Genset	Applicable Facility
2022	TRU and TRU genset registration	✓	✓	✓	✓	✓	
	All new TRUs must use refrigerant with GWP ≤2,200	✓	✓	✓	✓		
2023	Applicable facility registration (with geofence information)						✓
2024	Complete applicable facility electric charging/fueling infrastructure installation (report type and capacity to CARB)						✓
2025	Full zero-emission (15% per year)	✓			tbd		
	Zero-emission operation when stationary >15 minutes at an applicable facility		✓	✓	tbd	✓	✓
	Electronic telematics system		✓	✓	tbd	✓	
	Diesel emission standards	(N/A – Full ZE)	✓	✓	✓	✓	
	Applicable facility report or turn away non-compliant TRUs onsite						✓

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Responsibility Scenarios

This table includes possible scenarios and outlines who would have primary compliance responsibility under the draft concept for the new TRU Regulation. It is not a comprehensive list. Applicable facility has “Required” zero-emission infrastructure means the facility has enough infrastructure (available and operable) to allow current and future TRU operations to be fully compliant with the regulation at all times. Each applicable facility will need to determine their infrastructure needs based on the operations of TRUs at their location.

Applicable Facility	Trailer TRU	Primary Compliance Responsibility
Has Required Zero-Emission Infrastructure	Does not have Zero-Emission Capability	Trailer TRU Owner/Operator (Applicable Facility must report or turn away)
Does not have Required Zero-Emission Infrastructure	Has Zero-Emission Capability	Applicable Facility (Trailer TRU Owner/Operator must report facility to CARB)
Does not have Required Zero-Emission Infrastructure	Does not have Zero-Emission Capability	Applicable Facility Trailer TRU Owner/Operator
Has Required Zero-Emission Infrastructure	Does not have Electronic Tracking System	Trailer TRU Owner/Operator (Applicable Facility must report or turn away)
Has Required Zero-Emission Infrastructure	Diesel Operation Exceeds 15 Minutes	Trailer TRU Owner/Operator Applicable Facility - tbd
Has Required Zero-Emission Infrastructure	Has Zero-Emission Capability but not Compatible with Facility Infrastructure	Applicable Facility Trailer TRU Owner/Operator Freight Contractor

TRU Funding Assistance

Transport Refrigeration Unit

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Funding programs supporting the accelerated deployment of cleaner transport refrigeration units (TRU) are a crucial component of California's efforts to promote sustainability in the freight sector. The list below includes funding programs, both active and under development, which may provide funding for cleaner TRUs, as well as supporting electric charging or fueling infrastructure. Each of these programs have different funding requirements, application timelines, and limited funding availability. CARB encourages interested stakeholders to act early and utilize funding while it is available.

Active:

Proposition 1B: Goods Movement Emissions Reduction Program

[Proposition 1B funding](#) may be available for projects that achieve early or extra emissions reductions not otherwise required by law.

Carl Moyer Memorial Air Quality Standards Attainment Program

The [Carl Moyer Program](#) provides grant funding for cleaner-than-required engines and equipment. Please contact [your local air district](#) for more information.

Low Carbon Fuel Standard (LCFS)

The [LCFS](#) is designed to encourage the use of cleaner low-carbon fuels in California, encourage the production of those fuels, and therefore, reduce greenhouse gas emissions. Electricity utilized for electric TRUs may generate LCFS credits that can offset costs for facility upgrades.

Electric Utility Transportation Electrification Programs

Many of California's electric utilities, supported by the California Public Utilities Commission, provide incentives that support the deployment of zero-emission technologies, including TRUs and supporting infrastructure. Opportunities will vary by region. Please contact your local electric utility for more information.

Clean Diesel and Diesel Emission Reduction Act (DERA) Programs

The [Clean Diesel Program](#) and [DERA programs](#) provide support for projects that protect human health and improve air quality by reducing harmful emissions from diesel engines. This program includes grants and rebates funded under the Diesel Emissions Reduction Act. Please contact the [U.S. Environmental Protection Agency](#) for more information.

Coming Soon:

Clean Off-Road Equipment Voucher Incentive Project (CORE)

CORE will feature a streamlined voucher process for buyers to receive funding that will offset the higher costs of clean, commercial ready zero-emission equipment including terminal tractors, transport refrigeration units, cargo-handling equipment, and more.

AB 617 Community Air Protection Incentives

[AB 617 Community Air Protection Incentives](#) are available for projects that result in immediate air quality benefits to the most impacted communities across the State. The [Community Air Protection Incentives 2019 Guidelines](#), approved by the Board in May 2019, represent CARB's next steps in taking advantage of new opportunities for incentives to help clean up sources of air pollution.

Food Production Investment Program

The [Food Production Investment Program](#) will help producers replace high-energy-consuming equipment and systems with market-ready and advanced technologies and equipment. The program will also accelerate the adoption of technologies that can substantially reduce energy use and costs and associated GHG emissions. Please contact the [California Energy Commission](#) for more information.



Freight Regulations Reporting System

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Freight Regulations Reporting System

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The Air Resources Board Equipment Registration (ARBER) system is being replaced with the Freight Regulations Reporting System (FRRS) in the fall of 2019. FRRS was developed to provide convenience, efficiency, security, and reliability to stakeholders when complying with registration and reporting requirements for drayage trucks and transport refrigeration units. The California Air Resources Board implements multiple freight registration and reporting programs that monitor ongoing efforts to reduce harmful diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from diesel-fueled engines and improve air quality associated with freight.

[MORE ABOUT THIS PROGRAM >](#)

PRIMARY CONTACT

ARBER Help Line

Email arber@arb.ca.gov

Phone (888) 878-2826

CATEGORIES

Topics [Freight & Goods Movement](#)

Division [Transportation and Toxics Division](#)

Please Ensure ARBER Contact Information is Current

FRRS will replace ARBER in the fall of 2019. Please update your contact information to receive news on FRRS development and facilitate a seamless transition.

[UPDATE](#)



FRRS Contacts

List of contacts for FRRS



FRRS FAQs

Frequently asked questions



FRRS Help

Help with registering in FRRS