

California Environmental Protection Agency



# Air Resources Board

## Drayage Truck Regulation Port Informational Packet



Stationary Source Division  
June 2008

# Drayage Truck Regulation Website

The Air Resources Board administers a website devoted to the drayage truck regulation. The web address is: <http://www.arb.ca.gov/drayagetruck>.

## Drayage Truck Regulation Website Screenshot

The screenshot shows a Windows Internet Explorer browser window displaying the website for the Air Resources Board's Drayage Truck Regulatory Activities. The browser's address bar shows the URL <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>. The website header features the ARB logo and a navigation menu with links to Home, Programs, Rulemaking, Board Meetings, Laws & Regulations, Data & Statistics, Permits, Etc., and Events. The main content area is titled "DRAYAGE TRUCK REGULATORY ACTIVITY" and includes a date stamp for Friday, June 20, 2008, and a note that the page was last reviewed on June 2, 2008. The central heading is "ARB's Drayage Truck Regulatory Activities". A "Background:" section explains that the regulation aims to reduce PM and NOx emissions from diesel engines and improve air quality. A "Status Update" section, dated June 2, 2008, highlights new "Truck Exemption Guidelines" available on the site. Another update, dated May 28, 2008, mentions a public hearing on proposed regulations for heavy-duty drayage trucks. A photograph of a white drayage truck is shown on the right side of the page. The left sidebar contains "UP LINKS" and "LOCAL LINKS" for navigation. The Windows taskbar at the bottom shows the Start button and several open applications, including Microsoft Word and Internet Explorer.

Subject Top Page: ARB's Drayage Truck Regulatory Activities - Windows Internet Explorer

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

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Subject Top Page: ARB's Drayage Truck Regulatory A...

**U.GOV AIR RESOURCES BOARD**

Home Programs Rulemaking Board Meetings Laws & Regulations Data & Statistics Permits, Etc. Events

**DRAYAGE TRUCK REGULATORY ACTIVITY**

Friday, June 20, 2008

This page last reviewed June 2, 2008

## ARB's Drayage Truck Regulatory Activities

**Background:**

The Drayage Truck Regulation is part of the Air Resources Board's (ARB) ongoing efforts to reduce PM and NOx emissions from diesel-fueled engines and improve air quality associated with goods movement. In addition, this regulation also provides green house gas benefits and is designed to support local emissions reduction goals such as the Clean Air Action Plan by the ports of Los Angeles and Long Beach and the Comprehensive Truck Management Plan by the Port of Oakland.

This webpage will be maintained to provide a single site to obtain information on public meeting schedules, documents, contact information, regulatory status and development, and share information.

*The "Local Links" in the left-hand column provide quick navigation to the different areas of the Drayage Truck Website.*

**Status Update**

Posted: June 2, 2008

**NEW!** Now available [Truck Exemption Guidelines](#). This packets contains examples and explanations of exempt and non-exempt trucks as they apply to the Air Resources Board's drayage truck regulation.

Posted: May 28, 2008

We have posted the 15-Day "Notice of Public Availability of Modified Text for the Public Hearing to Consider the Adoption of a Proposed Regulation to Control Emissions from In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Intermodal Rail Yard Facilities. These documents and the associated "formal" regulatory materials can be accessed from our website at the address:

**NEW!** <http://www.arb.ca.gov/regact/2007/drayage07/drayage07.htm>

The modifications are open for public comment until June 13, 2008.

Done

Internet 100%

start

Inbox for ms... KFBK-AM Pla... W:\Port Truc... Microsoft Word Subject Top ... 1:56 PM

In addition to background information and status updates located in the main body of the page, important drayage truck links are listed in the left-hand column.

## Descriptions of the 'Local Links'

Background – Links to the drayage truck regulation main page

Contacts – Staff contact information

Diesel Risk Reduction Plan – Link to an ARB website describing a plan that drove the development of the Drayage Truck Regulation

Forms and Applications – Link to all forms and applications. Including: DTR Application, Port Exemption and Truck Extension

Documents – Repository of Drayage Truck Regulation development documents, pamphlets, and public outreach materials

Drayage Truck Registry (DTR) - Link to the DTR, including instructional; information, registering trucks, and checking compliance

Fact Sheet – These are brief documents about the regulation

Frequently Asked Questions – Questions and answers concerning all aspects of the regulation

Goods Movement and Ports - Link to an ARB website describing a plan that drove the development of the Drayage Truck Regulation

Join E-mail List – This is an email list that is used to broadcast important information about the regulation. Please visit this site to subscribe to the email list and view previous broadcasts.

Meetings/Workshops – Lists upcoming public drayage truck regulation meetings and workshops

Presentations – An archive of PowerPoint presentations

Regulatory Documents – A related website containing official regulatory efforts such as staff reports, regulatory language, and the status of the regulation

Related Links – Links to other drayage truck programs (other than ARB)

Verified Diesel Emission Control Strategies (VDECS) – Website listing ARB verified emission control strategies

# Contact Info: Quick Reference

## State Drayage Truck Regulation:

Drayage Truck Main Website: <http://www.arb.ca.gov/drayagetruck>

<b>Regulation, Applicability, Exemptions, 1-Year Truck Extensions, Other Questions:</b>		
Mike Sutherland Air Pollution Specialist	California Air Resources Board 1001 I Street Sacramento, California, 95812	916-327-5609 Fax: 916-445-5023 <a href="mailto:msutherl@arb.ca.gov">msutherl@arb.ca.gov</a>
John Gruszecki, P.E. Staff Air Pollution Specialist	California Air Resources Board 1001 I Street Sacramento, California, 95812	916-327-5601 Fax: 916-445-5023 <a href="mailto:jgruszec@arb.ca.gov">jgruszec@arb.ca.gov</a>
<b>Drayage Truck Registry (DTR):</b>		
Jesica Johnston Air Pollution Specialist	California Air Resources Board 1001 I Street Sacramento, California, 95812	916-327-5608 Fax: 916-445-5023 <a href="mailto:jjohnsto@arb.ca.gov">jjohnsto@arb.ca.gov</a>

## Air Resources Board Approved Retrofit Technologies:

ARB Verified Technologies Website: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

For Installation Questions – Please Contact Retrofit Manufacturer

## Funding:

Note: The following are contacts for Proposition 1B funding programs only. There may be other statewide or local funding programs available that are not listed on this page.

Goods Movement Emission Reduction Program Website: <http://www.arb.ca.gov/gmbond>

<b>For questions on ARB administered proposition 1B funding, please contact:</b>		
Goods Movement Emission Reduction Program	Program Staff	916-444-6637 Fax: 916-327-8524 <a href="mailto:gmbond@arb.ca.gov">gmbond@arb.ca.gov</a>
<b>Trade Corridor Staff Liaisons:</b>		
Bay Area	Catherine Cardozo, Air Pollution Specialist	916- 322-1502 Fax: 916-327-8524 <a href="mailto:ccardozo@arb.ca.gov">ccardozo@arb.ca.gov</a>
Central Valley	Ajay Mangat, Air Resources Engineer	916-324-2718 Fax: 916-327-8524 <a href="mailto:amangat@arb.ca.gov">amangat@arb.ca.gov</a>
Los Angeles/ Inland Empire	Michael Ginty, Air Resources Engineer	916-324-7901 Fax: 916-327-8524 <a href="mailto:mginty@arb.ca.gov">mginty@arb.ca.gov</a>
San Diego/Border Region	Luis Woodhouse, Air Pollution Specialist	916-322-7298 Fax: 916-327-8524 <a href="mailto:lwoodhou@arb.ca.gov">lwoodhou@arb.ca.gov</a>

# Basic Stakeholder Responsibilities

**Note:** The following are state minimums. It is possible that local entities (such as air districts or ports) have more restrictive local requirements for drayage trucks. In those cases, the more restrictive requirements take precedence as long as the state standards are met. Please check with your local air districts, ports, and rail yards to see if more stringent requirements apply.

## Truck Drivers:

- ✓ Provide the motor carrier contact information to enforcement officer or port and rail yard authority when requested

## Truck Owners:

- ✓ Ensure truck meets emission standards by deadline dates
- ✓ Register truck in the Drayage Truck Registry (DTR)
- ✓ Ensure the truck driver provides the motor carrier contact information to enforcement personnel when requested
- ✓ Ensure all emission control technologies on the truck are installed correctly and working properly

## Motor Carriers:

- ✓ Provide a copy of the regulation or ARB summarized version to each truck owner
- ✓ Ensure trucks they dispatch are compliant with emission standards and DTR requirements
- ✓ Ensure truck drivers relay motor carrier contact information to enforcement personnel if requested
- ✓ Keep truck dispatch records for 5 years

## Terminals and Rail Yards:

- ✓ Collect information as specified in the regulation from all non-compliant trucks entering their facilities
- ✓ Relay the non-compliant truck information to their respective port or rail authorities according to a set quarterly schedule as specified in the regulation

## Port and Rail Authorities:

- ✓ Collect non-compliant truck information from terminals and rail yards and report it to the ARB according to a set quarterly schedule as specified in the regulation

# Truck Requirements by Engine Model Year All Ports

Truck Engine Model Year	<u>All Intermodal Rail Yards</u>  <u>Ports of:</u> <ul style="list-style-type: none"> <li>• Benicia</li> <li>• Crockett</li> <li>• Hueneme</li> <li>• Humboldt Bay</li> <li>• Oakland</li> <li>• Pittsburg</li> <li>• Redwood City</li> <li>• Richmond</li> <li>• Sacramento</li> <li>• San Francisco</li> <li>• San Diego</li> <li>• Stockton</li> </ul>	<u>Ports of:</u> <ul style="list-style-type: none"> <li>• Long Beach*</li> <li>• Los Angeles*</li> </ul>
<b>1980 and older</b>	<b>Prohibited Starting Jan 1, 2010</b>	<b>Banned Starting Oct 1, 2008</b>
1981		
1982		
1983		
1984		
1985		
1986		
1987		
1988		
1989		
1990	<b>Prohibited Starting Jan 1, 2010</b>	<b>Banned Starting Jan 1, 2010</b>
1991		
1992		
1993		
1994	<b>Starting Jan 1, 2010, Reduce PM emissions by 85% (e.g. install a DPF)</b>  <b>AND</b>  <b>Starting Jan 1, 2014, Meet 2007 emission standards</b>	<b>Starting Jan 1, 2010, Reduce NOx emissions by 25% and Reduce PM emissions by 85%</b>  <b>AND</b>  <b>Starting Jan 1, 2012, Meet 2007 emission standards</b>
1995		
1996		
1997		
1998		
1999		
2000		
2001		
2002		
2003		
2004	<b>Starting Jan 1, 2014, Meet 2007 emission standards</b>	<b>Starting Jan 1, 2012, Meet 2007 emission standards</b>
2005		
2006		
2007	<b>Fully Complaint</b>	<b>Fully Complaint</b>
2008		
2009		
<b>2010 and newer</b>		

**\* Important!** The ports of Los Angeles and Long Beach have stricter requirements than the statewide drayage truck rule. Please contact the ports for further information on meeting their standards and requirements.

# Truck Requirements by Port

## Truck Requirements to Enter California's Ports and Intermodal Rail Yards

Ports / Intermodal Rail Yards	Truck Requirements	Prohibited Trucks	Registry Requirements
<p>Intermodal rail yards <u>off</u> port property</p> <hr/> <p><u>Ports of:</u></p> <ul style="list-style-type: none"> <li>• Benicia</li> <li>• Crockett</li> <li>• Hueneme</li> <li>• Humboldt Bay</li> <li>• Oakland</li> <li>• Pittsburg</li> <li>• Redwood City</li> <li>• Richmond</li> <li>• Sacramento</li> <li>• San Francisco</li> <li>• San Diego</li> <li>• Stockton</li> </ul>	<p><b>All Drayage trucks must comply with both Phase 1 and 2 requirements.</b></p> <p><b><u>Phase 1:</u></b> By December 31, 2009, all drayage trucks must be equipped with either (A) or (B) or (C):</p> <p>(A) 1994 – 2003 model year engine certified to California or federal emission standards and a level 3 VDECS for PM emissions;</p> <p>(B) 2004 or newer model year engine certified to California or federal emission standards.</p> <p>(C) 1994 or newer model year engine that meets or exceeds 2007 model year California or federal emission standards.</p> <p><b><u>Phase 2:</u></b> After December 31, 2013, all drayage trucks must be equipped with a 1994 or newer model year engine that meets or exceeds 2007 model year California or federal emission standards.</p>	<p><b>After Dec. 31, 2009,</b> 1993 and older trucks are no longer legally allowed on port or rail yard property</p>	<p>Must Register with ARB's 'Drayage Truck Registry' prior to September 30, 2009.  <a href="http://www.arb.ca.gov/dragyagetruck">http://www.arb.ca.gov/dragyagetruck</a></p>

Ports	Truck Requirements	Banned Trucks Progressive ban	Registry Requirements
<p><u>Ports of:</u></p> <ul style="list-style-type: none"> <li>• Long Beach*</li> <li>• Los Angeles*</li> </ul>	<p><b>Drayage trucks must meet the following requirements.</b></p> <p>By January 1, 2010, all 1994-2003 model year drayage trucks must be equipped with a retrofit that reduce NOx emissions by 25% and PM emissions by 85%.</p> <p>and</p> <p>By January 1, 2012, all model year drayage trucks must meet 2007 California and federal emission standards at a minimum</p>	<p><b>After Oct. 1, 2008,</b> 1988 and older trucks are no longer allowed</p> <hr/> <p><b>After Jan. 1, 2010,</b> 1993 and older trucks <u>and</u> un-retrofitted 94-03 trucks are no longer allowed</p> <hr/> <p><b>After Jan. 1, 2012,</b> 1993 and older trucks <u>and</u> all trucks not meeting 2007 emission standards are no longer allowed</p>	<p>Enter each truck into the 'Port Drayage Truck Registry'</p> <p>And</p> <p>Register with ARB's 'Drayage Truck Registry' prior to September 30, 2009.  <a href="http://www.arb.ca.gov/drayagetruck">http://www.arb.ca.gov/drayagetruck</a></p>

**\* Important!** The ports of Los Angeles and Long Beach have stricter requirements than the statewide drayage truck rule. Please contact the ports for further information on meeting their standards.



# Background

The regulation sets emission standards for drayage trucks transporting goods used in water-borne commerce operating on port and rail yard properties. (Please see the regulation for greater detail.)

However, not all port or rail yard properties are used in conjunction with water-borne commerce. As the regulation is only directed at drayage trucks and areas where they operate, the ARB included a provision in the regulation to exempt lands where drayage trucks do not operate.

These lands include:

- Areas not typically used for drayage truck traffic
- Areas where the overwhelming majority of truck types are exempt

Note: The exemption is not automatic. To obtain an exemption, a port or rail yard must:

- ✓ Complete the following application,
- ✓ Send it to the ARB by the deadline date (see regulation)
- ✓ Receive an approval from the ARB Executive Officer

## Contact Information

Website: <http://www.arb.ca.gov/drayagetruck>.

Questions on the application, please contact?

Mike Sutherland  
Air Resources Board  
916-327-5609  
[msutherl@arb.ca.gov](mailto:msutherl@arb.ca.gov)

Port and Rail Yard Exemption Application

# Frequently Asked Questions

## Q. Which ports and rail yards are able to apply for this exemption?

- A. In addition to all class I intermodal rail yards in California, the following ports can apply for this exemption.
- Benicia
  - Crockett
  - Hueneme
  - Humboldt Bay
  - Long Beach
  - Los Angeles
  - Oakland
  - Pittsburg
  - Redwood City
  - Richmond
  - Sacramento
  - San Francisco
  - San Diego
  - Stockton

## Q. What is this packet for?

- A. The regulation specifies that ports and rail yards can exempt all or part of their property providing certain conditions are met. This packet supplies all needed material to understand, fill out, and submit an application to exempt all or part of port land.

## Q. Who approves the application?

- A. The ARB Executive officer.

## Q. How long is this exemption good?

- A. The exemption is valid for one calendar year (Jan. 1 – Dec. 31). The exemption must be submitted annually according to the schedule provided in the regulation. A streamlined process will be provided to renew applications which have not changed from the previous year's application.

## Q. Am I required to fill out this application?

- A. No. Only fill out the application if you are applying for an annual exemption for part or all of port controlled lands.

## Q. Can trucks servicing cruise ship terminals be exempted?

- A. Yes. Trucks dedicated to supplying cruise ships are considered exempt. However, the port must show on the application that exempting cruise ship trucks will not jeopardize rule enforcement on non-exempt trucks.

## Q. What if a public street is located on port property?

- A. As it is a public street, the street is considered exempt. However, the port will still have to ensure all trucks servicing the port are compliant.

### Q. What if an airport is located on port property?

A. Airports are considered exempt. Reminder: the airport must be shown and explained on the application.

### Q. Can I exempt my entire port?

A. Yes. You may exempt the entire port if the overwhelming majority of trucks accessing the port are exempted under the regulation. The term 'overwhelming majority' will be determined on a case-by-case basis, but generally it's greater than 95 percent. Examples could include ports where only dedicated auto carrier trucks operate.

### Q. Can I exempt a private business located on port property?

A. Yes. Trucks servicing businesses where incoming and outgoing products or materials do not arrive or leave by ships at the port can be exempt. To be exempted, the port must demonstrate a plan that ensures drayage truck traffic can be segregated and monitored for compliance.

### Q. I have tenants at my port with unique circumstances that I feel should be exempted from this regulation – can I apply for an exemption for these also?

A. Yes. We realize that each port and rail yard is different. After receiving the application, ARB staff will contact each applying port and rail yard to discuss the application. Then, ARB staff will personally visit the facility and meet with port and rail yard staff to discuss the specific exemptions.

If you aren't sure if you should try for a particular exemption, please contact us and we can discuss your circumstances.

### Q. What is ARB staff looking for in order to approve an exemption for a facility?

A. Generally, we ask ourselves the following:

- Are the types of trucks at the facility already exempted under the regulation (e.g. class 7 trucks, dedicated use trucks, emergency vehicle etc.)?
- Is the facility on port or rail road owned or controlled lands?
- Are the goods transported by the trucks either loaded or unloaded from a ship at the port?
- Can non-exempt trucks be segregated and checked for compliance? The ARB will not approve an application to exempt business 'A' located on an active pier if drayage trucks going to the pier cannot be segregated and checked for compliance. For example, just having the truck driver say "I'm going to business 'A'" will not suffice, as in all reality, the word will spread and all drivers will eventually use that phrase regardless of destination.

Port/ Rail Yard Exemption Application

# Submittal Information

## What do I Mail?

- Completed and signed application (see example)
- Arial port/rail yard map including: (see example)
  - ✓ Port/rail yard land boundary in red ink
  - ✓ Port/rail yard exemption boundaries in blue ink
  - ✓ Exemption explanations

## Where Do I Send the Application?

Please send the application to:

California Air Resources Board  
Port/Rail Yard Exemption Application  
Project Assessment Branch, 6<sup>th</sup> Floor  
1001 I Street  
Sacramento, California 95816

## When Do I Have to Apply?

You must send the application at least 12 months prior to the actual application year according to the following timeline. The ARB will email a confirmation within five days of our receipt of the application. Following an initial review of the application, ARB staff will follow up by visiting the port or rail yard for discussion and an in-person tour of exempted areas.

<b>Exemption Year</b>	<b>Date by which the application must be sent to the ARB.</b>	<b>Date by which the ARB will approve or disapprove the application.</b>
2010	January 1, 2009	July 1, 2009
2011	January 1, 2010	July 1, 2010
2012	January 1, 2011	July 1, 2011
2013	January 1, 2012	July 1, 2012
2014	January 1, 2013	July 1, 2013
2015	January 1, 2014	July 1, 2014

**Port/Rail Yard Exemption Application –  
First Time**  
(REV. 6/08)

Please complete and submit Sections A-F of this application. An application will not be approved until all required information is supplied. Please see the attached instructions and the example application for additional guidance.

**A. Application:**

1. Application Type. (Please choose only one)

 Entire port/rail yard       Only portion(s) of port/rail yard

2. Exemption Year (e.g. 2009).

**B. Port/Rail Yard Information:**

3. Name. (choose from list of ports in Instructions)

4. Address.

5. Governing Authority Name (if different than port name).

6. Governing Authority Address (if different than port address).

**C. Contact Information:**

7. Primary Contact Name.

9. Phone Number.

10. Fax.

8. Title.

11. Email.

12. Address.

13. Secondary Contact Name.

15. Phone Number.

16. Fax.

14. Title.

17. Email.

18. Address.

**D. Land use information MAP:** The purpose of this information is to identify port/rail yard boundaries and exempted areas. Please supply an Arial view map of all port/rail yard owned and controlled lands identifying **all** of the following (please see instructions and sample).

- Identify the boundaries of all lands owned and controlled by the port in RED ink.
- Identify the boundaries of all requested exempted lands in BLUE ink.
- Attach an explanation on 'why' each exempted area should be exempted.

**E. Application Submittal:** Please send the application to:

California Air Resources Board  
Port/Rail Yard Exemption, SSD  
P.O. Box 2815  
Sacramento, California 95812

**F. Signature:** Person completing form:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

## Port/Rail Yard Exemption Application – Instructions

Line-by-Line Instructions: Sections A, B, and C.

1. **Application Type:** The regulation allows for a port/rail yard to apply for an annual exemption to exclude all or part of their lands providing the port can demonstrate one or more of the following:
  - port or rail yard land is not typically used for truck traffic and its primary function or location does not include or attract drayage trucks covered under this regulation (e.g. a shoreline animal sanctuary);
  - the overwhelming majority of trucks accessing the port or rail yard are exempted under this regulation (e.g. a port where only dedicated auto transports are in service).

Check **only one** of the following:

- Entire port/rail yard** - Check If you are applying to exempt ALL port owned and controlled lands
- Only portion(s) of port/rail yard** - Check If you are applying to exempt only part of port owned and controlled lands

2. **Exemption Year:** Enter the exemption year. (e.g. 2010)
3. **Name of Port/Rail Yard:** Please choose from one of the following ports or identify the specific rail yard.
  - Benicia
  - Crockett
  - Hueneme
  - Humboldt Bay
  - Long Beach
  - Los Angeles
  - Oakland
  - Pittsburg
  - Redwood City
  - Richmond
  - Sacramento
  - San Francisco
  - San Diego
  - Stockton
4. **Address:** Mailing address of port of #3 above.
5. **Name of Governing Authority:** Name of the entity responsible for operations of the port/rail yard
6. **Governing Authority Address (if different):** Address of #5 above. If same as the port/rail yard address, then leave blank.
7. **Primary Contact Name:** This person will be ARB's primary contact for this application and the identified boundaries.
8. **Title:** The title #7 above.
9. **Phone Number, Email, Fax, Mail Address:** Contact information for #7 above.
10. **Secondary contact name (if applicable):** The back-up for the primary contact. A secondary contact is not required, but recommended.
11. **Title:** The title of #10 above.
12. **Phone Number, Email, Fax, Mail Address:** Contact information for #10 above.

Instructions: Section D, land information MAP:

The purpose of this section is to provide a document which can be used to readily identify and explain port/rail yard boundaries and exempted areas.

Map must:

- ✓ Be an arial view.
- ✓ Be at least 8" by 11" in size. Can be larger if needed for clarity.
- ✓ Be on one side of a single sheet of paper and show all of port/rail yard controlled property. However, exploded views of sub areas can be submitted on additional paper if needed for clarity.
- ✓ Show enough resolution to be able to easily identify roadways, terminals, and other important landmarks.
- ✓ Identify the boundaries of all lands owned and controlled by the port/rail yard in **RED** ink.
- ✓ Identify the boundaries of all requested exempted lands in **Blue** ink. Please label each distinct exempted area with a unique identifier (number, letter, etc.). Attach an explanation on 'why' each exempted area should be exempted (see example).
- ✓ Provide a summary of business activity (or lack thereof) for each exempted area.
- ✓ Show enough detail (such as terminal gates, roadways etc.) to explain and demonstrate compliance. In other words, show or explain how the port is going to ensure all affected drayage trucks operating on port grounds are continually monitored for compliance.

For each exempted area – you must demonstrate the following:

- ✓ The outlined (in Blue) port or rail yard land is not typically used for truck traffic and its primary function or location does not include or attract drayage trucks covered under this regulation (e.g. a shoreline animal sanctuary);
- ✓ Roadways within the exempted area are not used by drayage trucks covered in this regulation. Unless, it can be demonstrated that drayage trucks utilizing the roadway will be universally checked for compliance (such as at a manned terminal entrance).

\*Note: An exempted area will NOT be approved if the exempted area negatively affects the monitoring or compliance of drayage trucks. It is the ports responsibility to prove in this document that all exempted areas will have no effect on the monitoring and compliance of drayage trucks.

**Port/Rail Yard Exemption Application –****First Time - SAMPLE**

(REV. 6/08)

Please complete and submit Sections A-F of this application. An application will not be approved until all required information is supplied. Please see the attached instructions and the example application for additional guidance.

**A. Application:**

1. Application Type. (Please choose only one) <input type="checkbox"/> Entire port/rail yard <input checked="" type="checkbox"/> Only portion(s) of port/rail yard	2. Exemption Year (e.g. 2009). 2010
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**B. Port Information:**

3. Name.

Port of Anywhere

4. Address.

1234 Main Street, Any Town, California, 95682

5. Governing Authority Name (if different).

Anywhere port commission

6. Governing Authority Address (if different).

Same

**C. Contact Information:**

7. Primary Contact Name.

John Doe

9. Phone Number. (916) 234-2345

10. Fax. (916) 234-2347

8. Title.

Environmental Manager

11. Email. Doe.john@quicklink.net

12. Address. Same as port

13. Secondary Contact Name.

Jane Doe

15. Phone Number. (916) 234-6548

16. Fax. (916) 234-3214

14. Title.

Asst. Environmental Manager

17. Email. Doe.jane@quicklink.net

18. Address. 4569 Any Port Dr., Any Town, CA, 95682

**D. Land information MAP:** The purpose of this information is to identify port/rail yard boundaries and exempted areas. Please supply an Arial view map of all port owned and controlled lands identifying **all** of the following (please see instructions and sample).

- Identify the boundaries of all lands owned and controlled by the port in RED ink.
- Identify the boundaries of all requested exempted lands in BLUE ink.
- Attach an explanation on 'why' each exempted area should be exempted.

**E. Application Submittal:** Please send the application to:

California Air Resources Board  
Port/Rail Yard Exemption, SSD  
P.O. Box 2815  
Sacramento, California 95812

**F. Signature:** Person completing form:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_



## Port/Rail Yard Exemption Application – Instructions

Line-by-Line Instructions: Sections A, B, and C.

13. **Application Type:** The regulation allows for a port/rail yard to apply for an annual exemption to exclude all or part of their lands providing the port can demonstrate one or more of the following:
- port or rail yard land is not typically used for truck traffic and its primary function or location does not include or attract drayage trucks covered under this regulation (e.g. a shoreline animal sanctuary);
  - the overwhelming majority of trucks accessing the port or rail yard are exempted under this regulation (e.g. a port where only dedicated auto transports are in service).

Check **only one** of the following:

- Entire port/rail yard** - Check If you are applying to exempt ALL port owned and controlled lands
- Only portion(s) of port/rail yard** - Check If you are applying to exempt only part of port owned and controlled lands

14. **Exemption Year:** Enter the exemption year. (e.g. 2010)

15. **Name of Port/Rail Yard:** Please choose from one of the following ports or identify the specific rail yard.

- Benicia
- Crockett
- Hueneme
- Humboldt Bay
- Long Beach
- Los Angeles
- Oakland
- Pittsburg
- Redwood City
- Richmond
- Sacramento
- San Francisco
- San Diego
- Stockton

16. **Address:** Mailing address of port of #3 above.

17. **Name of Governing Authority:** Name of the entity responsible for operations of the port/rail yard

18. **Governing Authority Address (if different):** Address of #5 above. If same as the port/rail yard address, then leave blank.

19. **Primary Contact Name:** This person will be ARB's primary contact for this application and the identified boundaries.

20. **Title:** The title #7 above.

21. **Phone Number, Email, Fax, Mail Address:** Contact information for #7 above.

22. **Secondary contact name (if applicable):** The back-up for the primary contact. A secondary contact is not required, but recommended.

23. **Title:** The title of #10 above.

24. **Phone Number, Email, Fax, Mail Address:** Contact information for #10 above.



Explanations of exempted areas for attached port map

Port of Anywhere

July 1, 2008

Page 1 of 1

Exempted Area A: This is a dedicated cruise ship terminal. The only trucks utilizing this pier / terminal are those servicing the cruise ships. These trucks only use the entrance at the south end of the terminal which is accessible via a public roadway (Autoroute Bonaventure).

Exempted Area B: This is a marine estuary. Pierre Durpry Ave runs through the estuary and is not typically used by drayage trucks.

Exempted Area C: A&B fabricating building. This is a leased building located on an active port terminal. The business fabricates screen doors. Neither the material for the screen doors or the finish products are transported by ship at this port. The active port terminal is located to the north of the A&B fabricating building and has its own gated entrance where trucks will be screened for compliance.

Exempted Area D: This is a residential area, but the land is owned by the port authority. All streets within this exempted area are open to the public. The port will install gates at all entrances of the terminals to the east of exempted Area D to monitor trucks and ensure compliance.

# Drayage Truck Registry (DTR)

The DTR is a California Air Resources Board (ARB) administered database registration system. The objective of the DTR is to provide a recordkeeping system to track compliance and provide access for motor carriers to verify each trucks regulatory compliance status. The database will collect the owner or lessee contact information and specific truck information to determine compliance status. After compliance is verified, the owner will be issued a DTR identification number that can be used for verification purposes.

The regulation requires all trucks conducting business at the California ports and rail yards to register with the DTR by September 30, 2009.

Registration is scheduled to begin as early as December 2008. The DTR will provide several registration options:

- Online registration
- U.S. mail paper registration
- Third party registration

Online registration will allow users to create an account to access and update information electronically. Registration can also be completed by printing and completing an online form from ARB's website and submitting it through the U.S. mail. For users without internet access, all forms can be obtained by calling or writing the ARB contact at the bottom of this page. All DTR forms and instructions will be accessible from the drayage truck website at <http://www.arb.ca.gov/drayagetruck>.

## Contact Information

Website: <http://www.arb.ca.gov/drayagetruck>

Questions on the DTR, please contact:

Jesica Gregg  
Air Resources Board  
916-327-5608  
[jgregg@arb.ca.gov](mailto:jgregg@arb.ca.gov)

**DRAFT**  
**DTR Screen Shots**

**1. User Account** | [2. Company Profile](#) | [3. Register Equipment](#)

ENTER USER INFORMATION

Complete the following information (\* indicates required field) to establish your user account profile. If you previously registered equipment in this system, **do not create a new account profile**. If you do not recall your user account information, please call the TRU at 888-TRU-ATCM (888-878-2826) or Drayage Truck Registration Program at 888- (888-).

<Error messages go here>

\* indicates required field

User Id: *	<input type="text"/>
Password: *	<input type="password"/>
Password Confirm: *	<input type="password"/>
Full Name: *	<input type="text"/>
Email Address: *	<input type="text"/>
Hint Question: *	What was your first pet's name? <input type="button" value="v"/>
Hint Answer *	<input type="text"/>

[TRU Homepage](#) | [TRU Contact Us](#) | [DTR Homepage](#) | [DTR Contact Us](#)

[Back to Top](#) | [Contact Us](#) | [A-Z Index](#)

[Decisions Pending and Opportunities for Public Participation](#)  
[Conditions of Use](#) | [Privacy Policy](#)  
[How to Request Public Records](#)

The Board is one of six boards, departments, and offices under the umbrella of the California Environmental Protection Agency.  
[CalVEPA](#) | [ARB](#) | [CWMB](#) | [DPR](#) | [DTSC](#) | [OEHHA](#) | [SWRCB](#)

ENTER COMPANY INFORMATION

Create your company profile here. Your business tax identification number (Employer Identification Number or Individual Taxpayer Identification Number) will be used to uniquely identify your business. Canadian companies must enter their Business Number (BN); Mexican companies must enter their Registro Federal de Contribuyentes (RFC). If you do not have a tax identification number, or cannot acquire one, please call the TRU Program (888-) or the Drayage Truck Program (888-).

If you previously registered equipment for your business and do not see your business information here, **do not create a new company profile**. Please call the TRU Program or the Drayage Truck Program (888-).

<Error messages go here>

\* indicates required field

Business Name: \*

Mailing Address: \*

City: \*

State/Province

Select a State

Zip Code: \*

Country: \*

United States of America

Tax Identification Number

- OR -

(Do NOT use a Social Security Number.)

ARB Company Number: \*

Telephone: \*

Name of Primary Contact: \*


Primary Contact Title:

Primary Contact Email Address: \*

This information will be handled confidentially, in accordance with the disclosure of public records provisions of Title 17 CCR, sections 91000 to 91022 and the California Public Records Act (Government Code section 6250, et seq.).

**1. Compliance Information** | 2. Certification | 3. Registration Confirmation

EDIT DRAYAGE TRUCK

Enter the identification information for the truck, engine, and compliance status. You can click on the  for assistance with locating identification information.

<Error messages go here>

\* indicates required field

TRUCK STATUS INFORMATION

Truck Status: \*  Active  Inactive  Sold

TRUCK IDENTIFICATION INFORMATION

Truck Manufacturer: \*

Truck Model Year: \*

Vehicle Identification Number(VIN): \*

Truck License Plate Number: \*

State/Province Of Issuance: \*

TRUCK ENGINE INFORMATION

Engine Manufacturer: \*

Engine Family Name:

Engine Model:

Engine Model Year: \*

COMPLIANCE STATUS

Choose One of the following options:

No compliance data. Registration Only.

1994 - 2003 model year engine certified to California or federal emission standards and a Level 3 Verified Diesel Emission Control Strategy (VDECS) for PM emissions. (VDECS and Installer Information Required)

VDECS Manufacturer Name: \*

VDECS Serial Number: \*

VDECS Family Name: \*

Installer Name: \*

Installer Address: \*

City: \*

State/Province: \*

Zip Code: \*

Country: \*

Telephone Number: \*

2004 - 2006 model year engine certified to California or federal emissions standards.

Meets or exceeds 2007 model year engine certified to California or federal standards. Compliance required by December 31, 2013 (PHASE 2).



**DRAYAGE TRUCK REGISTRY OWNER/LESSEE HOME**

**OWNER/LESSEE INFORMATION**

OON: TN-100018  
 John Doe Trucking Service  
 1234 J Street  
 Sacramento, CA, 95467  
 Managed By: ARB

Welcome to the company home page. This page shows a list of all the registered trucks and their compliance status for this company. To update the company profile, click on the edit button provided in the owner/lessee information box. Use the Add New Truck tab to register additional trucks in the system. To update or remove a truck, click on the IDN listed next to the corresponding truck.

**Trucks I Own**

Please select "Add New Truck" to register your trucks, or click on the IDN links to view, edit, remove, or sell your equipment.

IDN	License Plate	Truck Model Year	Engine Model Year	VIN	Status	Valid Thru
12345	C111111	1995	1995	111111111111111111	Compliant	2010
23456	G222222	2007	2007	222222222222222222	Compliant	2020
34567	H333333	2004	2004	333333333333333333	Compliant	2013
45678	B444444	2005	2005	444444444444444444	Compliant	2013
56789	H555555	2003	2003	555555555555555555	Exempt	2020
67890	C666666	1994	1994	666666666666666666	<b>Not Compliant</b>	



STATE OF CALIFORNIA  
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
AIR RESOURCES BOARD  
SSD/PAB-FORM # DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT  
PAGE 1 of 2

1001 "I" Street  
Sacramento, CA  
95812-2815

### DRAYAGE TRUCK (DTR) REGISTRATION APPLICATION FORM

Official Use Only:  
DTR# \_\_\_\_\_

**Owners of on-road diesel-fueled heavy-duty drayage trucks that transport cargo to and from California ports and intermodal rail yard facilities are required to register in the Drayage Truck Registry (DTR) by September 30, 2009.**

Drayage truck owners or lessees listed on the drayage trucks registration and considered for the purpose of the Drayage Truck Regulation to be a drayage truck owner can apply for an identification number and compliance label with this form or apply online via the Internet by going to the website at <http://www.arb.ca.gov/drayagetruck> and completing the online registration application.

This information, some of which may be confidential, will be handled in accordance with the disclosure of public records provisions of title 17 California Code of Regulations, sections 91000 to 91022 and the California Public Records Act (Government Code section 6250, et seq.).

#### A. CONTACT INFORMATION

1. Drayage Truck Owners Name	<input type="text"/>		
2. Tax Identification Number or ARB Company Number	<input type="text"/>		
3. Mailing Address	<input type="text"/>		
4.. City	<input type="text"/>	8. Telephone	<input type="text"/>
5. State/Province	Alabama	9. Contact Name	<input type="text"/>
6. Zip Code	<input type="text"/>	10. Contact Title	<input type="text"/>
7. Country	<input type="text"/>	11. Contact Email	<input type="text"/>

#### B. TRUCK IDENTIFICATION INFORMATION

12. Truck Manufacturer	<input type="text"/>	15. Truck License Plate Number	<input type="text"/>
13. Truck Model Year	<input type="text"/>	16. State/Province Of Issuance	Alabama
14. Vehicle Identification Number (VIN)	<input type="text"/>		

#### C. TRUCK ENGINE INFORMATION

17. Engine Manufacturer	<input type="text"/>
18. Engine Model	<input type="text"/>
19. Engine Family	<input type="text"/>
20. Engine Model Year	<input type="text"/>



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 Sacramento, CA  
 95812-2815

**D. COMPLIANCE STATUS** (Select One)

21.  Registration only. Valid thru December 31, 2009. Updated compliance information is required by January 1, 2010.

Compliance required by December 31, 2009 (PHASE 1) select one

22.  1994 - 2003 model year engine certified to California or federal emission standards and a Level 3 Verified Diesel Emission Control Strategy (VDECS) for PM emissions. Please complete the VDECS and installer information below.

23. VDECS Manufacturer Name	<input type="text"/>		
24. VDECS Family Name	<input type="text"/>		
25. VDECS Serial Number	<input type="text"/>		
26. Installer Name	<input type="text"/>		
27. Installer Address	<input type="text"/>		
28. City	<input type="text"/>	31. Zip Code	<input type="text"/>
29. State/Province	<input type="text" value="Alabama"/>	32. Country	<input type="text"/>
30. Telephone Number	<input type="text"/>		

33.  2004 - 2006 model year engine certified to California or federal emissions standards.
34.  Meets or exceeds 2007 model year engine certified to California or federal emissions standards. Compliance required by December 31, 2013 (PHASE 2). Valid thru 2020.

**E. CERTIFICATION**

35.  Please check here for a drayage truck compliance label.

I certify under penalty of perjury under the laws of the State of California that:

1. I am the owner or registered lessee.
2. The information entered on this document is true and correct.

\_\_\_\_\_  
 Date Printed Name Signature

Please mail the completed and signed forms to the address shown below by September 30, 2009 or register online via the Internet by going to the website at <http://www.arb.ca.gov/drayagetruck> and use the online registration application.

**Mail forms to this address:**

**California Air Resources Board  
 Drayage Truck Registry SSD  
 P.O. Box 2815  
 Sacramento, CA 95812-2815**

If you have a disability-related accommodation need, please go to <http://www.arb.ca.gov/html/ada/ada.htm> for assistance or contact the ADA Coordinator at (916) 323-4916. If you are a person who needs assistance in a language other than English, please contact the bilingual coordinator at (916) 323-7053.

## Drayage Truck Registration Application – Instructions

### Line-by-Line Instructions: Sections A, B, C, D and E.

#### A. Contact Information

1. **Registered Owner Name:** Enter the name of the registered owner or lessee of the truck.
2. **Tax Identification Number or ARB Company Number:** Enter the business tax identification number or Employer Identification Number EIN. You can obtain an EIN online at <https://sa1.www4.irs.gov/modiein/individual/index.jsp> or by calling 1-800-829-4933. Or, you may contact the Air Resources Board for a ARB number to use for ARB identification purposes only. You can obtain this number by calling 1-916-327-5608. This number will be used to identify your business for ARB registration purposes only.
3. **Mailing Address:** Enter the mailing address for the registered owner or lessee in #1.
4. **City:** Enter the city for the mailing address above #3
5. **State or Province:** Enter the State or Province for the mailing address in #3.
6. **Zip Code:** Enter the zip code for the address in #3.
7. **Country:** Enter the country of the mailing address in #3.
8. **Telephone:** Enter the telephone number for the registered owner or lessee in #3.
9. **Contact Name:** Enter the primary contact person for the registered owner or lessee in #1.
10. **Contact Title:** Enter the title of the contact person in #9.
11. **Contact Email:** Enter the email address for the contact person in #9.

#### B. Truck Identification Information

12. **Truck Manufacturer:** Enter the truck manufacturer (e.g. Kenworth, Peterbilt etc.).
13. **Truck Model Year:** Enter the model year for the truck in #12.
14. **Vehicle Identification Number VIN:** Enter the VIN for the truck in #12. VIN numbers can be located in several locations depending on the manufacturer. Some common locations include the door frame, on the dash near the windshield, on the engine, or found on the vehicles registration, title, or insurance documents.
15. **Truck License Plate Number:** Enter the license plate number for the truck in #12.
16. **State or Province of Issuance:** Enter the state or province that issued the license plate number for the truck in #12.

#### C. Truck Engine Information

17. **Engine Manufacturer:** Enter the engine manufacturer for the truck identified in section B above (e.g. Caterpillar, Cummins).
18. **Engine Model:** Enter the model for the engine in #17 (e.g. M11).

19. **Engine Family:** Enter the engine family name for the engine in #17 (e.g. TCE 661 FJDABA).
20. **Engine Model Year:** Enter the model year for the engine in #17.

**D. Compliance Status: Select One**

21. **Registration only:** Select this option if you are registering the truck in the database only, and have not achieved compliance under any other option. The registration only option will require updated compliance information by January 1, 2010.
22. **1994-2003 model year engine certified to California or federal emission standards and a Level 3 Verified Diesel Emission Control Strategy (VDECS) for PM emissions:** Select this option if the truck engine identified in section C was retrofitted with a VDECS device. This option requires the VDECS identification and installer contact information. This information should be available from the installer or the VDECS installation invoice. Contact the installer if you have any questions regarding the VDECS identification information.
23. **VDECS Manufacturer Name:** Enter the name of the VDECS manufacturer (e.g. Cleaire Horizon or Donaldson DPM).
24. **VDECS Family Name:** Enter the name of the VDECS family name (e.g. CA/--/----/PM-/N--/OF/-----).
25. **VDECS Serial Number:** Enter the VDECS serial number.
26. **Installer Name:** Enter the name of the installer of the VDECS equipment.
27. **Installer Address:** Enter the address for the installer in #26.
28. **City:** Enter the city of the address in #27.
29. **State/Province:** Enter the state or province for the address in #27.
30. **Telephone Number:** Enter the telephone number for the installer in #26.
31. **Zip Code:** Enter the zip code for the address in #27.
32. **Country:** Enter the country for the address in #27.
33. **2004-2006 model year engine certified to California or federal emission standards.** Select this option if the truck identified in section B above is installed with a 2004-2006 truck engine.
34. **Meets or exceeds 2007 model year engine certified to California or federal emission standards.** Select this option if the truck identified in section B above is installed with a 2007 or greater truck engine.
35. **Please check here for a drayage truck identification label.** Select this option to request a drayage truck identification label to be mailed to the address in section A. The use of this label is voluntary.
36. **Mail the completed application to:**

**California Air Resources Board  
Drayage Truck Registry SSD  
P.O. Box 2815  
Sacramento, CA 95812-2815**

**Keep a copy for your records**





STATE OF CALIFORNIA  
 CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
 AIR RESOURCES BOARD  
 SSD/PAB-FORM # DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT

1001 "I" Street  
 Sacramento, CA  
 95812-2815

**D. COMPLIANCE STATUS** (Select One)

- 21.  Registration only. Valid thru December 31, 2009. Updated compliance information is required by January 1, 2010.

Compliance required by December 31, 2009 (PHASE 1) select one

- 22.  1994 - 2003 model year engine certified to California or federal emission standards and a Level 3 Verified Diesel Emission Control Strategy (VDECS) for PM emissions. Please complete the VDECS and installer information below.

23. VDECS Manufacturer Name	Claire Horizon		
24. VDECS Family Name	CA/---/----/PM-/N--/OF/-----		
25. VDECS Serial Number	12345678		
26. Installer Name	John Installer		
27. Installer Address	2008 Diesel Way		
28. City	Los Angeles	31. Zip Code	99999
29. State/Province	California	32. Country	United States
30. Telephone Number	(999) 999-9999		

- 33.  2004 - 2006 model year engine certified to California or federal emissions standards.
- 34.  Meets or exceeds 2007 model year engine certified to California or federal emissions standards. Compliance required by December 31, 2013 (PHASE 2). Valid thru 2020.

**E. CERTIFICATION**

- 35.  Please check here for a drayage truck compliance label.

I certify under penalty of perjury under the laws of the State of California that:

1. I am the owner or registered lessee.
2. The information entered on this document is true and correct.

\_\_\_\_\_  
 Date Printed Name Signature

Please mail the completed and signed forms to the address shown below by September 30, 2009 or register online via the Internet by going to the website at <http://www.arb.ca.gov/drayagetruck> and use the online registration application.

**Mail forms to this address:**

**California Air Resources Board  
 Drayage Truck Registry SSD  
 P.O. Box 2815  
 Sacramento, CA 95812-2815**

If you have a disability-related accommodation need, please go to <http://www.arb.ca.gov/html/ada/ada.htm> for assistance or contact the ADA Coordinator at (916) 323-4916. If you are a person who needs assistance in a language other than English, please contact the bilingual coordinator at (916) 323-7053.

Drayage Truck Regulation

# Truck Exemption Guidelines

This packet contains examples and explanations of exempt and non-exempt trucks as they apply to the Air Resources Board's drayage truck regulation. These are representative trucks and do not constitute all known examples. Please contact John Gruszecki at 916-327-5601 or via email at [jgruszec@arb.ca.gov](mailto:jgruszec@arb.ca.gov) with questions regarding a particular truck's status.

General descriptions of drayage trucks and exempted trucks are provided below. For greater detail or context, please review the entire regulation available through ARB's website <http://www.arb.ca.gov/drayagetruck>.

- *“Drayage Truck” means any in-use on-road vehicle with a gross vehicle weight rating (GVWR) of 33,000 pounds or greater operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods.*
  
- *The drayage truck regulation does not apply to trucks that are:*
  - *Class 7 or smaller (GVWR less than 33,000 lbs.)*
  - *Non-diesel fueled (e.g. LNG fueled)*
  - *Dedicated use\**
  - *Emergency vehicles*
  - *Military tactical support vehicles*
  - *Off-road (e.g. yard trucks, mobile cranes)*

*Trucks that do not meet the definition of a “Drayage Truck” (see first bullet) are not subject to the requirements of a regulation.*

*\* Dedicated use vehicles are uni-body vehicles that do not have separate tractor and trailers and include but are not limited to dedicated auto transports, dedicated fuel delivery vehicles, concrete mixers, and on-road mobile cranes.*



## Examples of Non-Exempt Trucks

As a general rule, if a tractor can detach from the trailer, is diesel-fueled, on-road, and class 8, the truck is not exempt. The following examples are trucks that have been determined to be non-exempt and are subject to the requirements of the regulation.

**Category:** Tractor (Bob-Tail)  
**Status:** Non-Exempt



Photo Courtesy of Kenworth, A Division of Paccar, Inc.

**Category:** Dedicated Use Trucks (Fuel Delivery / Tanker Truck)  
**Status:** Non-Exempt (Since Tanker Chassis is Detachable)



Photo Courtesy of Freightliner Corporation – A Division of

**Category:**  
**Status:**

**Dedicated Use Truck (Non-Port Container Transport)  
Non-Exempt (Since Container Chassis is Detachable)**



Photo Courtesy of Freightliner Corporation – A Division of Daimler Trucks North America LLC, A Daimler Company

**Category:**  
**Status:**

**Four-Axle Tractor with Tri-Axle  
Port / Intermodal Container Trailer Chassis  
Non-Exempt**



Photo Courtesy of Port of Los Angeles

**Category:** Tractor with Flatbed Trailer Chassis (Detachable)  
**Status:** Non-Exempt



Photo Courtesy of B.Szabo Inc, Playa Vista, California

**Category:** Tractor with Bulk Trailers (Detachable)  
**Status:** Non-Exempt



## Examples of Exempt Trucks

The following examples are trucks that have been determined to be exempt and are not subject to the requirements of the regulation.

**Category:** Class 7 or smaller  
**Status:** Exempt



**Category:** Non-Diesel Fueled (LNG)  
**Status:** Exempt



**Category:**  
**Status:**

**Tanker / Truck of Unibody Construction**  
**Exempt – Dedicated use**



Photo Courtesy of Freightliner Corporation – A Division of Daimler Trucks North America LLC, A Daimler Company

**Category:**  
**Status:**

**Trucks of Unibody Construction (Cement Mixer)**  
**Exempt - Dedicated use**



Photo Courtesy of Kenworth, A Division of Paccar, Inc.

**Category:** Trucks of Unibody Construction (Garbage Truck)  
**Status:** Exempt - Dedicated use



Photo Courtesy of Oshkosh Truck McNeilus Division

**Category:** Trucks of Unibody Construction (Car Carrier)  
**Status:** Exempt - Dedicated use



Photo Courtesy of Truckpaper.com.

**Category:**  
**Status:**

**Trucks of Unibody Construction (Dump Truck)**  
**Exempt - Dedicated use**



Photo Courtesy of Freightliner Corporation – A Division of Daimler Trucks North America LLC, A Daimler Company

**Category:**  
**Status:**

**Trucks of Unibody Construction (On-Road Mobile Crane)**  
**Exempt - Dedicated use**



Photo Courtesy of Link-Belt Construction Equipment Company

**Category:** Authorized Emergency Vehicles (Fire Truck)  
**Status:** Exempt



Photo Courtesy of Federal Signal Corporation / Emergency-One Division

**Category:** Authorized Emergency Vehicles (Fire Truck)  
**Status:** Exempt



Photo Courtesy of Oshkosh Corporation / Pierce Truck Division



**Category:**  
**Status:**

**End Dump Truck (Trucks of Unibody Construction)**  
**Exempt**



Photo Courtesy of B.Szabo Inc., Playa Vista, California

**Category:**  
**Status:**

**Military Tactical Support Vehicle**  
**Exempt**



Photograph Courtesy of Oshkosh Corporation - Heavy Duty Military Tactical Support Vehicle

**Category:**  
**Status:**

**Military Tactical Support Vehicle**  
**Exempt**



Photograph Courtesy of Oshkosh Corporation - Heavy Equipment Transporter

**Category:**  
**Status:**

**Off-Road**  
**Exempt – (Yard Truck)**



Photo Courtesy of ARB GMERP (Apr-08)

Drayage Truck Regulation

# Phase 1 Truck Extension

The drayage truck regulation provides for a one-time extension under certain circumstances. This extension is only available for Phase-1 requirements. A truck owner can apply for an extension if there is no ARB approved emission retrofit technology available for their truck and engine combination. The extension delays the Phase-1 deadline from December 31, 2009 to December 31, 2010. After December 31, 2010, the truck owner must comply with Phase 1 requirements and no further extensions will be granted.

To be eligible for an extension, all the following must apply.

- ✓ The truck engine is a 1994 – 2003 model year.
- ✓ The truck is registered with the DTR prior to June 1, 2009.
- ✓ There are no Level 3 diesel emission control technologies verified by ARB for the combination of truck and engine at the time the extension was filed.

A list of verified technologies is provided by the Air Resources Board at the following address: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>. If no verified technology exists, the truck owner may complete a drayage truck extension application. The application must include a signature of an authorized retrofit installer certifying that there is no control technology available.

Applications can be obtained and submitted through the U.S. mail or the internet.

Internet: <http://www.arb.ca.gov/drayagetruck>

U.S. Mail: California Air Resources Board  
Drayage Truck Extension Application, SSD  
P.O. Box 2815  
Sacramento, CA. 95812

## Questions?

Questions on the application, please contact?

Jesica Gregg  
Air Resources Board  
916-327-5608  
[jgregg@arb.ca.gov](mailto:jgregg@arb.ca.gov)



Print Form

STATE OF CALIFORNIA  
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
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1001 "I" Street  
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### DRAYAGE TRUCK (DTR) EXTENSION APPLICATION FORM

Official Use Only:  
DTR#: \_\_\_\_\_

**Owners of on-road diesel-fueled heavy-duty drayage trucks that transport cargo to and from California ports and intermodal rail yards are required to register in the Drayage Truck Registry (DTR) by September 30, 2009.**

Drayage truck owners or lessees may apply for a one time, one year, per-truck Phase 1 compliance deadline extension with this form. The extension application must be postmarked by September 30, 2009 and demonstrate the following: the truck was registered in the DTR prior to September 30, 2009 and the engine installed in the truck is a California or federally certified 1994-2003 model year engine and that there was not any level 3 verified diesel emission control technology (VDECS) available at the time the extension was filed.

For more information please visit the drayage truck website at <http://www.arb.ca.gov/drayagetruck>

This information, some of which may be confidential, will be handled in accordance with the disclosure of public records provisions of title 17 California Code of Regulations, sections 91000 to 91022 and the California Public Records Act (Government Code section 6250, et seq.).

#### A. CONTACT INFORMATION

1. Drayage Truck Owners Name	<input type="text"/>		
2. Tax Identification Number or ARB Company Number	<input type="text"/>		
3. Mailing Address	<input type="text"/>		
4. City	<input type="text"/>	8. Telephone Number	<input type="text"/>
5. State/Province	<input type="text"/>	9. Contact Name	<input type="text"/>
6. Zip Code	<input type="text"/>	10. Contact Title	<input type="text"/>
7. Country	<input type="text"/>	11. Contact Email	<input type="text"/>

#### B. TRUCK IDENTIFICATION INFORMATION

12. Truck Manufacturer	<input type="text"/>
13. Truck Model Year	<input type="text"/>
14. Vehicle Identification Number (VIN)	<input type="text"/>
15. Truck License Plate Number	<input type="text"/>
16. State/Province Of Issuance	<input type="text"/>



Print Form

STATE OF CALIFORNIA  
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
AIR RESOURCES BOARD  
SSD/PAB-FORM # DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT DRAFT  
PAGE 2 of 2

1001 "I" Street  
Sacramento, CA  
95812-2815

**C. TRUCK ENGINE INFORMATION**

17. Engine Manufacturer

18. Engine Model  20. Engine Family

19. Engine Model Year

**D. EXTENSION VERIFICATION:** All extension applications must be certified by an installer.

21. Installer Name

22. Installer Street Address

23. Installer City  25. Installer Country

24. Installer Zip Code  26. Installer Phone Number

**E. CERTIFICATION**

**27. INSTALLER CERTIFICATION**

*I certify under penalty of perjury under the laws of the state of California that:*  
1. *There is currently no available verified level 3 diesel emission control strategy for the truck engine identified in section C.*

\_\_\_\_\_  
Date Printed Name Signature

**28. OWNER CERTIFICATION** 29.  Please check here for a drayage truck extension identification label.

*I certify under penalty of perjury under the laws of the state of California that:*  
1. *I am the owner or registered lessee.*  
2. *The information entered on this document is true and correct.*

\_\_\_\_\_  
Date Printed Name Signature

**Mail the signed and completed forms to this address by September 30, 2009:** California Air Resources Board  
Drayage Truck Registry SSD  
P.O. Box 2815  
Sacramento, CA 95812-2815

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## Drayage Truck Extension Application – Instructions

**Line-by-Line Instructions: Sections A, B, C, D and E.**

### **A. Contact Information**

1. **Registered Owner Name:** Enter the name of the registered owner or lessee of the truck.
2. **Tax Identification Number or ARB Company Number:** Enter the business tax identification number or Employer Identification Number EIN. You can obtain an EIN online at <https://sa1.www4.irs.gov/modiein/individual/index.jsp> or by calling 1-800-829-4933. Or, you may contact the Air Resources Board for a ARB number to use for ARB identification purposes only. You can obtain this number by calling 1-916-327-5608. This number will be used to identify your business for ARB registration purposes only.
3. **Mailing Address:** Enter the mailing address for the registered owner/business in #1.
4. **City:** Enter the city for the mailing address #3.
5. **State or Province:** Enter the State or Province for the mailing address in #3.
6. **Zip Code:** Enter the zip code for the address in #3.
7. **Country:** Enter the country of the mailing address in #3.
8. **Telephone:** Enter the telephone number for the registered owner or lessee in #3.
9. **Contact Name:** Enter the primary contact person for the registered owner or lessee in #1.
10. **Contact Title:** Enter the title of the contact person in #9.
11. **Contact Email:** Enter the email address for the contact person in #9.

### **B. Truck Identification Information**

12. **Truck Manufacturer:** Enter the truck manufacturer (e.g. Kenworth, Peterbilt etc.).
13. **Truck Model Year:** Enter the model year for the truck in #12.
14. **Vehicle Identification Number VIN:** Enter the VIN for the truck in #12. VIN numbers can be located in several locations depending on the manufacturer. Some common locations include the door frame, on the dash near the windshield, on the engine, or found on the vehicles registration, title, or insurance documents.
15. **Truck License Plate Number:** Enter the license plate number for the truck in #12.
16. **State or Province of Issuance:** Enter the state or province that issued the license plate number for the truck in #12.

### **C. Truck Engine Information**

17. **Engine Manufacturer:** Enter the engine manufacturer for the truck identified in section B above (e.g. Caterpillar, Cummins).
18. **Engine Model:** Enter the model for the engine in #17.
19. **Engine Model Year:** Enter the model year for the engine in #17.

20. **Engine Family:** Enter the engine family name for the engine in #17.

#### **D. Extension Verification**

21. **Installer Name:** Enter the name of the installer that verified that there was no level 3 Verified Diesel Emission Control Strategy VDECS available at the time the extension was filed.

22. **Installer Street Address:** Enter the street address for the installer identified in #21.

23. **Installer City:** Enter the city for the installer in #21.

24. **Installer Zip Code:** Enter the zip code for the installer in #21.

25. **Installer Country:** Enter the country for the installer in #21.

26. **Installer Phone Number:** Enter the phone number for the installer in #21.

#### **E. Certification**

27. **Installer Certification:** All drayage truck extension requests must be signed and dated by a VDECS installer.

28. **Owner Certification:** All extension requests must be signed and dated by the registered owner or lessee.

29. **Please check here for a drayage truck identification label:** Select this option to request a drayage truck identification label to be mailed to the address in section A. The use of this label is voluntary.

**Mail the completed application to:  
California Air Resources Board  
Drayage Truck Registry SSD  
P.O. Box 2815  
Sacramento, CA 95812-2815**

**Keep a copy for your records**



Print Form

STATE OF CALIFORNIA  
CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
AIR RESOURCES BOARD  
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PAGE 1 of 2

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Sacramento, CA  
95812-2815

### DRAYAGE TRUCK (DTR) EXTENSION APPLICATION FORM

Official Use Only:  
DTR#: \_\_\_\_\_

**Owners of on-road diesel-fueled heavy-duty drayage trucks that transport cargo to and from California ports and intermodal rail yards are required to register in the Drayage Truck Registry (DTR) by September 30, 2009.**

Drayage truck owners may apply for a one time, one year, per-truck Phase 1 compliance deadline extension with this form. The extension application must be postmarked by September 30, 2009 and demonstrate the following: the truck was registered in the DTR prior to September 30, 2009 and the engine installed in the truck is a California or federally certified 1994-2003 model year engine and that there was not any level 3 verified diesel emission control technology (VDECS) available at the time the extension was filed.

For more information please visit the drayage truck website at <http://www.arb.ca.gov/drayagetruck>

This information will be handled confidentially, in accordance with the disclosure of public records provisions of Title 17 CCR, sections 91000 to 91022 and the California Public Records Act (Government Code section 6250, et seq.).

#### A. CONTACT INFORMATION

1. Registered Owner Name	John Sample Application		
2. Tax Identification Number or ARB Company Number	12-3456789		
3. Mailing Address	2008 Port Way		
4. City	Los Angeles	8. Telephone Number	(999) 999-9999
5. State/Province	California	9. Contact Name	Joe Sample
6. Zip Code	99999	10. Contact Title	Owner
7. Country	United States	11. Contact Email	sample@trucker.com

#### B. TRUCK IDENTIFICATION INFORMATION

12. Truck Manufacturer	Freightliner
13. Truck Model Year	1994
14. Vehicle Identification Number (VIN)	12345678912345678
15. Truck License Plate Number	A123456
16. State/Province Of Issuance	California





Print Form

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CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY  
AIR RESOURCES BOARD  
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**C. TRUCK ENGINE INFORMATION**

17. Engine Manufacturer

18. Engine Model  20. Engine Family

19. Engine Model Year

**D. EXTENSION VERIFICATION:** All extension applications must be certified by an installer.

21. Installer Name

22. Installer Street Address

23. Installer City  25. Installer Country

24. Installer Zip Code  26. Installer Phone Number

**E. CERTIFICATION**

**27. INSTALLER CERTIFICATION**

*I certify under penalty of perjury under the laws of the state of California that:*  
1. *There is currently no available verified level 3 diesel emission control strategy for the truck engine identified in section C.*

\_\_\_\_\_  
Date Printed Name Signature

**28. OWNER CERTIFICATION** 29.  Please check here for a drayage truck extension identification label.

*I certify under penalty of perjury under the laws of the state of California that:*  
1. *I am the owner or registered lessee.*  
2. *The information entered on this document is true and correct.*

\_\_\_\_\_  
Date Printed Name Signature

**Mail the signed and completed forms to this address by September 30, 2009:** **California Air Resources Board  
Drayage Truck Registry SSD  
P.O. Box 2815  
Sacramento, CA 95812-2815**

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Drayage Truck Regulation

# Reporting Non-Compliant Trucks

Starting September 30, 2009, all terminals and rail yards are required to collect the following information on each non-compliant truck entering their facility.

## Dispatching Motor Carrier Information:

- ✓ Business name of dispatching motor carrier
- ✓ Contact person's name
- ✓ Street address, state, zip code of the dispatching motor carrier
- ✓ Phone number of the dispatching motor carrier
- ✓ Bill of lading or tracking number

## Drayage Truck Information:

- ✓ Entry date and time
- ✓ Registered owner's name
- ✓ Driver's name
- ✓ Driver's license number
- ✓ Drayage truck's license plate number and state of issuance
- ✓ Drayage truck's vehicle identification number (VIN)

Terminals and rail yards are to report non-compliant truck information to their respective authority according to the following schedule.

Date Truck Enters Terminal or Rail Yard	Date by which Information is to be Reported to Port or Rail Authority
January 1 – March 31	April 15
April 1 – June 30	July 15
July 1 – September 30	October 15
October 1 – December 31	January 15

The authority is required to report the information collected from the terminals and rail yards to the Air Resource Board according to the following schedule.

Date by which Information is to be Reported to the California Air Resources Board
May 15
August 15
November 15
February 15

**Port Authorities:** Please use the form (Excel spreadsheet) provided on ARB's drayage truck website to submit non-compliant truck information to the ARB.

## How can a truck be determined to be non-compliant?

The regulation does not specify the exact method by which the terminal or rail yard identifies non-compliant trucks. The regulation is designed to provide flexibility for a terminal or rail yard to implement a plan best suited to its needs. The following are possible examples of solutions a terminal or rail yard can use to identify non-compliant trucks.

### Example 1: Check each truck upon entry via internet (<http://www.arb.ca.gov/drayagetruck>).

The regulation specifies that the Drayage Truck Registry (DTR) can be used to determine a drayage truck's compliance status. The DTR can be accessed through the website: <http://www.arb.ca.gov/drayagetruck>. After entering a truck's VIN or license plate number or DTR number, the DTR will respond with a truck's compliance status as shown.

Drayage Truck Status: **Compliant through [Date]**

or

Drayage Truck Status: **NOT Compliant**

Drawbacks: Internet infrastructure may not be at gate entrance. This option may not be practical for busier terminals and rail yards.

### Example 2: Label each compliant truck.

A terminal or rail yard could require all compliant trucks to be labeled. A terminal or rail yard would then collect information from those trucks not bearing labels.

Compliance labels are available, through the ARB, to each DTR compliant truck owner upon request.

Advantages: Ability to quickly identify non-compliant trucks.

### Example 3: Attach a radio frequency identification (RFID) device on each compliant truck.

Similar to example 2, the RFID tag would serve as a method to easily identify DTR compliant trucks.

## Contact Information

Website: <http://www.arb.ca.gov/drayagetruck>.

Questions on how to report non-compliant trucks, please contact?

Jesica Gregg  
Air Resources Board  
916-327-5609  
[jgregg@arb.ca.gov](mailto:jgregg@arb.ca.gov)

## Proposed Regulation Order

### Regulation to Control Emissions from In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks

#### Section 2027. In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks.

- (a) **Purpose.** The purpose of this regulation is to reduce emissions and public exposure to diesel particulate matter (diesel PM), oxides of nitrogen (NO<sub>x</sub>), and other air contaminants by setting emission standards for in-use, heavy-duty diesel-fueled vehicles that transport cargo to and from California's ports and intermodal rail facilities.
- (b) **Applicability**
- (1) This regulation applies to owners and operators of on-road diesel-fueled heavy-duty drayage trucks operated at California ports and intermodal rail yard facilities. This regulation also applies to "motor carriers," "marine or port terminals," "intermodal rail yards," and "rail yard and port authorities."
  - (2) This regulation does not apply to:
    - (A) dedicated use vehicles;
    - (B) vehicles operating under an ARB authorized emergency decree;
    - (C) authorized emergency vehicles;
    - (D) military tactical support vehicles;
    - (E) vehicles that operate at port or rail yard properties in which the ARB Executive Officer has granted an annual exemption under the provisions of subsection (f) to local port or rail yard authorities; and
    - (F) yard trucks.
- (c) **Definitions.** For purposes of this section, the definitions of Health and Safety Code section 39010 through 39060 apply except to extent that such definitions may be modified by the following definitions that apply specifically to this regulation.
- (1) "ARB" means the California Air Resources Board.
  - (2) "ARB Designees" are defined as those entities that ARB designates or contracts with to perform certain functions or provide specific services on its behalf under this regulation.

- (3) “Authorized Emergency Vehicle” is as defined in Vehicle Code section 165.
- (4) “Average Daily Drayage Truck Visits” is determined by dividing the total number of truck visits within a calendar month by the total number of rail yard open days for that same calendar month as represented by the following equation:

$$\left( \frac{\text{Total number of truck visits}}{\text{Total number of rail yard open days}} = \text{Average daily truck count} \right)$$

Where:

- (A) a ‘truck visit’ is defined as each occurrence of a drayage truck transgressing from outside rail yard property onto rail yard property; and,
  - (B) an ‘open day’ is defined as a calendar day in which a rail yard has drayage truck traffic.
- (5) “Beneficial Cargo Owner” is a cargo owner, the person for whose account the ocean or rail transportation is provided, the person to whom delivery is to be made, a shippers' association, or an ocean or rail transportation intermediary that accepts responsibility for payment of all applicable charges.
  - (6) “Bill of Lading” is a document that states the terms of the contract between a shipper and a transportation company. It serves as a document of title of the goods shipped, a contract of carriage, and a receipt for goods.
  - (7) “CARB Diesel Fuel” is diesel fuel certified by ARB as meeting the fuel specification standards set forth at title 13, California Code of Regulations (CCR) section 2280 et seq.
  - (8) “Class I Railroad” is a freight railway based on large revenues (\$250 million or more) in comparison to the revenues of Class II (which ranges from greater than \$20 million but less than \$250 million) and Class III (less than \$20 million) railways, as defined by the Surface Transportation Board (STB).
  - (9) “Dedicated Use Vehicles” are uni-body vehicles that do not have separate tractor and trailers and include but are not limited to:
    - (A) Dedicated auto transports;
    - (B) Dedicated fuel delivery vehicles;
    - (C) Concrete mixers;
    - (D) On-road mobile cranes

- (10) “Diesel Fuel” means any fuel that is commonly or commercially known, sold, or represented by the supplier as diesel fuel, including any mixture or primarily liquid hydrocarbons (HC) – organic compounds consisting exclusively of the elements carbon and hydrogen – that is sold or represented by the supplier as suitable for use in an internal combustion, compression – ignition (CI) engine.
- (11) “Diesel-Fueled” means a CI engine fueled by diesel fuel, CARB diesel fuel, or jet fuel, in whole or part, including liquid natural gas (LNG) engines using diesel-fuel for pilot injection are subject to the requirements of this regulation.
- (12) “Diesel particulate matter (diesel PM)” means the particles found in the exhaust of diesel-fueled compression ignition engines. Diesel PM may agglomerate and adsorb other species to form structures of complex physical and chemical properties. ARB has identified diesel PM as a toxic air contaminant.
- (13) “Drayage Truck” means any in-use on-road vehicle with a gross vehicle weight rating (GVWR) of 33,000 pounds or greater operating on or transgressing through port or intermodal rail yard property for the purpose of loading, unloading or transporting cargo, such as containerized, bulk or break-bulk goods.
- (14) “Drayage Truck Owner” means:
- (A) the person registered as the owner of a drayage truck as shown by the Department of Motor Vehicles, or its equivalent in another state, province, or country; or the International Registration Plan.
- or
- (B) the lessee of the truck, as indicated on the drayage truck’s registration pursuant to Vehicle Code section 4453.5.
- (15) “Drayage Truck Operator” means the driver of the vehicle or any person, party or entity that controls operation of a drayage truck at a port or intermodal rail yard facility.
- (16) “Drayage Truck Registry (DTR)” is an ARB database that contains information on all trucks that conduct business at California ports and intermodal rail yards.
- (17) “Drayage Truck Registry Number” is a unique identifier issued to the owner of a drayage truck upon registering in the DTR and corresponds to the truck registered.

- (18) “DTR Compliant” means that a drayage truck is currently compliant with the requirements of the regulation, including the requirements for the DTR and emission standards.
- (19) “Emergency Event” means any situation arising from sudden and reasonably unforeseen natural disaster such as earthquake, flood, fire, or other acts of God, or other unforeseen events beyond the control drayage truck owners and operators that threatens public health and safety or the reasonable flow of goods movement.
- (20) “Emergency Decree” means a determination by the Executive Officer that an emergency event has occurred that requires the immediate temporary operation of drayage trucks at ports and rail yard facilities.
- (21) “Executive Officer” is the Executive Officer of ARB or his/her authorized representative.
- (22) “Gross Vehicle Weight Rating (GVWR)” is as defined in Vehicle Code Section 350.
- (23) “Heavy-Duty” is a manufacturer’s gross vehicle weight rating of greater than 33,000 or more pounds.
- (24) “Intermodal Rail Yard” is any rail facility owned or operated by a Class 1 railroad where cargo is transferred from truck to train or vice-versa that:
- (A) is within 80 miles of a port;
  - or,
  - (B) is located more than 80 miles from the nearest port and having, on or after January 2008, 100 or more average daily drayage truck visits in any one calendar month.

Once a rail yard, identified in (B) above, has 100 or more average daily drayage truck visits in any one month, the rail yard will be considered an intermodal rail yard and will be subject to all provisions of this regulation regardless of the size of future average daily drayage truck visits.

Intermodal rail yards include, but are not limited to, the following facilities: Union Pacific (UP) Oakland, Burlington Northern Santa Fe (BNSF) Hobart, LATC Union Pacific, Commerce UP, Richmond BNSF, Commerce Eastern BNSF, ICTF UP, San Bernardino, Stockton Intermodal BNSF, Lathrop Intermodal UP, and BNSF Oakland.

- (25) “International Registration Plan” is a registration reciprocity agreement among states of the United States and provinces of Canada providing for payment of license fees on the basis of total distance operated in all jurisdictions.
- (26) “Lessee” has the same meaning as in Vehicle Code section 371.
- (27) “Liquid Natural Gas (LNG) Fueled Trucks” are drayage trucks that utilize a heavy-duty pilot ignition engine that is designed to operate using an alternative fuel, except that diesel fuel is used for pilot ignition at an average ratio of no more than one part diesel fuel to ten parts total fuel on any energy equivalent basis. An engine that can operate or idle solely on diesel fuel at any time does not meet this definition.
- (28) “Marine or Port Terminals” means wharves, bulkheads, quays, piers, docks and other berthing locations and adjacent storage or adjacent areas and structures associated with the primary movement of cargo or materials from vessel to shore or shore to vessel including structures which are devoted to receiving, handling, holding, consolidating and loading or delivery of waterborne shipments or passengers, including areas devoted to the maintenance of the terminal or equipment. For the purposes of this regulation, the term includes but is not limited to production or manufacturing areas, warehouses, storage facilities, and private or public businesses or entities located on or surrounded by port property.
- (29) “Military Tactical Support Vehicles” is as defined in title 13, CCR, section 1905.
- (30) “Motor Carrier” is a business intermediary that contracts with beneficial cargo owners, ship companies, port terminals or Class I railroads for pick-up and delivery of goods and with drayage truck owners, who it dispatches to ports and/or intermodal rail yards to pick up and deliver such goods.
- (31) “On-road” means a vehicle that is designed to be driven on public highways and roadways and that is registered or is capable of being registered by the California Department of Motor Vehicles (DMV) under Vehicle Code sections 4000 et seq. – or DMV’s equivalent in another state, province, or country; or the International Registration Plan. A vehicle covered under ARB’s In-Use Off-Road Regulation, title 13, CCR, section 2449 is not an on-road vehicle.
- (32) “Oxides of nitrogen (NOx)” means compounds of nitric oxide, nitrogen dioxide, and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition.



- (33) “Port” is the port property where marine and port terminals are typically located for the loading and unloading of water-borne commerce onto and from ocean-going vessels. For purposes of this regulation, port does not include port property that is not related to or primarily used to engage in water-borne commerce. Ports covered by this regulation include, but are not limited to, the Port of Long Beach, Port of Los Angeles, Port of Humboldt Bay, Port of San Diego, Port of Hueneme, Port of Oakland, Port of San Francisco, Port of Sacramento, Port of Stockton, Port of Redwood City, Port of Crockett, Port of Richmond, Port of Pittsburg, and the Port of Benicia.
- (34) “Port Authority” means those entities, either public or private, that are responsible for the operation of the ports.
- (35) “Port Property” means publicly or privately owned property where a port is located. It is the property that includes the physical boundaries, either contiguous or non-contiguous, of the port and may include other properties owned by the port. For the purposes of this regulation, port property includes privately owned property located within a publicly or privately owned port property’s boundaries.
- (36) “Rail Yard Authority” means those entities, either public or private, that are responsible for the operation of Class I rail yards.
- (37) “Rail Yard Property” means the property constituting the physical boundaries of intermodal rail yards. For the purposes of this regulation, rail yard property also includes privately owned property located within rail yard boundaries.
- (38) “Uni-Body Vehicles” are vehicles that do not have separate tractor and trailer and include but are not limited to:
- (A) concrete mixers;
  - (B) on-road mobile cranes;
  - (C) on-road construction equipment.
- (39) “Vehicle” is as defined in Vehicle Code Section 670.
- (40) “Verified Diesel Emission Control Strategy (VDECS)” is an emission control strategy that has been verified pursuant to the “Verification Procedure, Warranty and In-Use Compliance Requirements for In-Use Strategies to Control Emissions from Diesel Engines” in Title 13, California Code of Regulations, commencing with section 2700, and incorporated by reference.

(41) "Yard Truck" means an off-road mobile utility vehicle used to carry cargo containers with or without chassis; also known as utility tractor rig (UTR), yard tractor, yard goat, yard hustler, or prime mover.

(d) ***Requirements and Compliance Deadlines.*** Drayage trucks subject to this regulation must meet the following requirements by the compliance deadlines detailed in both Phase 1 AND Phase 2.

(1) ***Phase 1:*** By December 31, 2009, all drayage trucks must be equipped with:

(A) 1994 – 2003 model year engine certified to California or federal emission standards and a level 3 VDECS for PM emissions;

or,

(B) 2004 or newer model year engine certified to California or federal emission standards;

or,

(C) a 1994 or newer model year engine that meets or exceeds 2007 model year California or federal emission standards.

(2) ***Phase 2:*** After December 31, 2013, all drayage trucks must be equipped with a 1994 or newer model year engine that meets or exceeds 2007 model year California or federal emission standards.

(3) ***Drayage Truck Owner Requirements***

(A) Drayage truck owners shall:

1. meet all applicable requirements and deadlines set forth in Phases 1 and 2 above;

2. if an aftermarket level 3 VDECS is installed, be able to demonstrate that:

a. the VDECS has been verified by ARB for use with the engine and vehicle, as described in the Executive Order for the VDECS;

b. use of the vehicle must be consistent with the conditions of the Executive Order for the VDECS;

c. the VDECS is installed in a verified configuration;

- d. the engine met the engine manufacturer's operational specifications prior to the VDECS installation;
- e. the VDECS label is visible;
- f. the level 3 VDECS is mounted in a safe and secure manner on the vehicle consistent with provisions in (3)(A)(2)(iii) above, and the fixed position of the level 3 VDECS does not obscure vehicle rear view or side mirror visibility in any way.
- g. all emission control devices are functioning properly and maintained per manufacturer's specifications;
- h. in the event of a failure or damage of an aftermarket level 3 VDECS or an OEM equivalent diesel emissions control system while the device is still under warranty, it has taken prompt action to repair or replace the device by the manufacturer or authorized dealer with the same level of VDECS or OEM equivalent diesel emissions control system within 45 days of first noticing or being notified of the failure or damage to the device.
- i. it has adhered to the terms and conditions in the aftermarket manufacturer or OEM warranty governing the use of the device.
- j. if the failure or damage to the level 3 VDECS or OEM equivalent diesel emissions control system occurs after expiration of the warranty period, it has taken prompt action to personally repair or replace the failed or damaged device with the same level VDECS or OEM equivalent diesel emissions control system available for the engine within 90 days of first noticing or being notified of the failure or damage to the device.
- k. it has not misused, dismantled, or tampered with any components of the level 3 VDECS or OEM equivalent diesel emissions control system, except for purposes of recommended periodical maintenance by an authorized agent, or when it is

necessary to detach the device to service the vehicle.

3. register with the DTR, according to subsection (e);
4. be able to demonstrate that the drayage truck operator has been informed about the information required under subsection (d)(5)(A)(4) for the dispatching motor carrier and instructed to provide such information to any enforcement personnel listed in subsection (i), upon request.

(B) Phase 1 compliance deadline extension:

1. Drayage truck owners may apply for a one-time, one-year, per-truck Phase 1 compliance deadline extension. The compliance deadline application must be either electronically filed or postmarked by June 1, 2009. To receive the Phase 1 compliance deadline extension, a drayage truck owner must demonstrate all of the following:
  - a. the engine installed on his/her current truck is a California or federally certified 1994 – 2003 model year engine;
  - b. the truck was registered with the DTR prior to June 1, 2009;
  - c. no Level 3 diesel emission control technology verified by ARB for use on that combination of truck and engine was available at the time the extension was filed.
2. Compliance extension applications shall be submitted to ARB at:

California Air Resources Board  
Drayage Truck Phase1 Extension, SSD  
P.O. Box 2815  
Sacramento, CA, 95812

or electronically through ARB's drayage truck website;

<http://www.arb.ca.gov/drayagetruck>

3. If after the one-year extension ARB verified technology is still unavailable, the truck owner must comply with the regulation within 90 days of the expiration of the extension by replacing the existing heavy duty truck and / or engine with a truck or engine that meets or exceeds the Phase 1 requirements.

(4) *Drayage Truck Operator Requirements*

Drayage truck operators shall, upon request, provide the dispatching motor carrier's contact information as detailed in subsection (d)(5)(A)(4) to authorized enforcement personnel as set forth in subsection (i):

(5) *Motor Carrier Requirements*

(A) Each motor carrier shall:

1. provide a copy of this regulation or an ARB approved summarized version to each drayage truck owner that it contracts with for deliveries to ports and intermodal rail yards;
2. only dispatch drayage trucks to a port or intermodal rail yard that meet emission standards and compliance deadlines set forth in Phases 1 and 2 in subsection (d);
3. only dispatch drayage trucks to ports and intermodal rail yards that are registered and in good standing with the Drayage Truck Registry (DTR) and are DTR compliant;
4. demonstrate that it has only dispatched drayage trucks whose operators have been informed to provide the motor carrier information listed below, upon request, to enforcement personnel, as listed in subsection (i).
  - a. the motor carrier's business name;
  - b. contact person's name;
  - c. motor carrier's street address, state, and zip code;
  - d. contact person's business phone number.

5. keep a record of all dispatched drayage trucks containing the information set forth in i through iv below for a minimum of five years from the dispatch date. Dispatch records are to be made available to enforcement personnel within 72 hours of an official written or oral request.
  - a. truck dispatch date and time;
  - b. bill of lading or tracking number;
  - c. truck license plate number and issuing state;
  - d. Drayage Truck Registry number.

(6) *Marine or Port Terminals and Rail Yard Requirements*

(A) Starting September 30, 2009, marine or port terminals and intermodal rail yards shall collect the following information for each drayage truck subject to this regulation that enters the facility that is not DTR compliant as determined by information contained within the Drayage Truck Registry.

1. Dispatching motor carrier:
  - a. business name of dispatching motor carrier;
  - b. contact person's name;
  - c. street address, state, zip code of the dispatching motor carrier;
  - d. phone number of the dispatching motor carrier;
  - e. bill of lading or tracking number.
2. Drayage truck:
  - a. entry date and time;
  - b. registered owner's name;
  - c. operator's name;
  - d. operator's license number;
  - e. drayage truck's license plate number and state of issuance;
  - f. drayage truck's vehicle identification number (VIN).

All information collected in subsection (d)(6) shall be kept for a period of not less than five years from the truck entry date and is to be made available to enforcement personnel within 72 hours of an official written or oral request.

- (B) Marine or port terminals and rail yards shall report the information collected in subsection (A) above to their respective authorities according to schedule (A) below and in a format acceptable to their respective authority.

Schedule A: Terminal Reporting Schedule

<b>Date Truck Enters Terminal or Rail Yard</b>	<b>Date by which Information is to be Reported to Port or Rail Authority</b>
January 1 – March 31	April 15
April 1 – June 30	July 15
July 1 – September 30	October 15
October 1 – December 31	January 15

(7) *Port Authorities and Rail Yard Authorities Requirements*

- (A) Port and rail yard authorities shall respectively report the information collected by the port terminals and rail yards, as detailed in subsection (d)(6), to, and in a manor and format prescribed by, ARB according to Schedule B below. ARB reporting parameters are detailed on ARBs website

<http://www.arb.ca.gov/drayagetruck>.

Schedule B: Port and Rail Yard Authority Reporting Schedule

<b>Date by which Information is to be Reported to the California Air Resources Board</b>
May 15
August 15
November 15
February 15

- (B) Port and rail yard authorities shall ensure their respective terminals and/or rail yards abide by all Schedule A reporting deadlines.
- (C) Rail yard authorities operating rail yards located greater than 80 miles from the nearest port with less than 100 average daily drayage truck visits for each calendar month starting January 2008, must complete and submit quarterly verification reports according to Schedule B and in a format approved by ARB.

The first quarterly verification report shall include average daily drayage truck visits for each calendar month starting January 2008 through July 2008 and shall be due to ARB on or before August 15, 2008. Subsequent quarterly verification reports shall include average daily drayage truck visits for the three calendar months

prior to each reporting date. Quarterly verification reports shall include, but are not limited to, the following information;

- a. reporting rail yard authority contact information;
  - b. rail yard name and address;
  - c. average daily drayage truck visits by calendar month.
- Quarterly verification applications and additional guidelines can be obtained by contacting ARB at:

California Air Resources Board  
Rail Yard Daily Truck Verification, SSD  
P.O. Box 2815  
Sacramento, CA, 95812

or electronically through ARB's drayage truck website;

<http://www.arb.ca.gov/drayagetruck>

**(e) *Drayage Truck Registry Requirements***

**(1) *Truck Owner Requirements***

- (A) Owners of all drayage trucks doing business at a port or intermodal rail yard prior to September 30, 2009 and intending to continue operations after that date must register with the DTR database by September 30, 2009.
- (B) Drayage trucks intending to begin operations at a port or intermodal rail yard after September 30, 2009 must be registered with the DTR database prior to commencing operations.
- (C) Owners of all drayage trucks covered by the regulation must provide the following information to ARB or its designee by mail to the address in subsection (e)(2) or electronically through ARB's DTR website <http://www.arb.ca.gov/drayagetruck>. The information shall include but may not be limited to:
  1. truck owner name, address, and contact information (e.g. phone number, email address, fax number);
  2. engine make, model, and model year;
  3. vehicle identification number (VIN);
  4. vehicle license number and state of issuance;



5. compliance status, which shall include:
  - a. identifying whether the drayage truck has complied with the requirements of Phases 1 and 2, set forth in subsection (d) above;
  - b. if so, how was compliance achieved (e.g. new compliant truck or description of the level 3 VDECS that was used), who did the installation work, and when was it completed;
  - c. if not, identifying when the drayage truck is scheduled to come into compliance under Phases 1 or 2.

(D) After filing the initial application, the drayage truck owner shall within 30 days of bringing a truck into compliance with Phase 1 or 2, update the DTR with the vehicle's compliance status information and any other changes to the vehicle's ownership, DMV registration status, or participation status in IRP.

- (2) *Mailing Address for Filing Initial Applications and Updates.* Drayage truck owners shall submit DTR applications and any updated information to ARB at:

California Air Resources Board  
c/o Drayage Truck Registry, SSD  
P.O. Box 2815  
Sacramento, CA, 95812

- (3) Failure to register with the DTR or submittal of false information is a violation of state law and subject to civil or criminal penalty.

**(f) *Annual Port or Rail Yard Exemption***

- (1) *Annual Exemption.* An annual exemption may be granted, under limited circumstances, by the ARB Executive Officer to ports or rail yards. An exemption may cover a clearly defined portion or the entirety of a port or rail yard. The Executive Officer will exempt a port or rail yard that is able to demonstrate one or more of the following:

(A) port or rail yard land is not typically used for truck traffic and its primary function or location does not include or attract drayage trucks covered under this regulation (e.g. a shoreline animal sanctuary);

- (B) the overwhelming majority of trucks accessing the port or rail yard are exempted under this regulation (e.g. a port where only dedicated auto transports are in service).

(2) *The Exemption Request*

- (A) a port or rail yard requesting an exemption shall mail the request to

California Air Resources Board  
Port / Rail Yard Exemption, SSD  
P.O. Box 2815  
Sacramento, CA, 95812

or may send it electronically to ARBs' website  
<http://www.arb.ca.gov/drayagetruck> using the request form available on the site.

- (B) the request must be completed and submitted annually (via the same website or address listed above) no later than January 1 of the year prior to the exemption year (e.g. a 2009 year exemption application must be completed and submitted by January 1, 2008);
- (C) the request will be approved or disapproved by the Executive Officer no later than July 1, of the year prior to the exemption year. The Executive Officer will then issue an exemption to be valid for the specified port or rail yard for the specified exemption year.

(g) **Penalties.** Any person who fails to comply with the performance requirements of this regulation, who fails to submit any information, report, or statement required by this regulation, or who knowingly submits any false statement or representation in any application, report, statement, or other document filed, maintained, or used for the purposes of compliance with this regulation may be subject to civil or criminal penalties under sections 39674, 39675, 42400, 42400.1, 42400.2, 42402,.2, and 43016 of the Health and Safety Code. In assessing penalties, the Executive Officer will consider factors, including but not limited to the willfulness of the violation, the length of time of noncompliance, whether compliance was attempted, and the magnitude of noncompliance.

(h) **Right of Entry.** For the purpose of inspecting on-road vehicles covered in this regulation, and their records to determine compliance with these regulations, an agent or employee of ARB, upon presentation of proper credentials, has the right to enter any facility (with any necessary safety clearances) where on-road vehicles are located or on-road vehicle records are kept.

- (i) **Enforcement.** Enforcement of this section may be carried out by authorized representatives of ARB, port and rail yard authorities; peace officers as defined in California Penal Code, Title 3, chapter 4.5, sections 830 et seq. and their respective law enforcement agencies; and authorized representatives of air pollution control or air quality management districts.
- (j) **Relationship to Other Law.** Nothing in this section allows drayage trucks to operate in violation of other applicable law, including, but not limited to:
- (1) California Vehicle Code;
  - (2) California Health and Safety Code;
  - (3) division 3, title 13, California Code of Regulations;
  - (4) any applicable ordinance, rule, or requirement as stringent as, or more stringent than, than the requirements of subsection (d) of this regulation.
- (k) **Severability.** If any subsection, paragraph, subparagraph, sentence, clause, phrase, or portion of this regulation is, for any reason, held invalid, unconstitutional, or unenforceable by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of the regulation.

Note: Authority Cited: Sections 39600, 39601, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 42400, 42400.1, 42400.2, 42402.2., 42410, 43013, 43016, 43018, 43023, 43600, California Health and Safety Code. Reference: Sections 39650, 39658, 39659, 39666, 39667, 39674, 39675, 42400, 42400.1, 42400.2, 42402.2, 42410, 40717.9, 43013, 43016, and 43018, 43023, 43600, California Health and Safety Code.

# Proposition 1B Funding Program Funding Year 2007-2008

## Overview

Proposition 1B authorizes the Legislature to appropriate \$1 billion in bond funding to the Air Resources Board (ARB or Board) to quickly reduce air pollution emissions and health risk from freight movement along California's priority trade corridors.

ARB will award grants to fund projects proposed by local agencies that are involved in freight movement or air quality improvements associated with goods movement activities. Examples of local agencies include air pollution control and air quality management districts (air districts), ports, and regional transportation agencies in the trade corridors. The local agencies will then be responsible for providing financial incentives to owners of equipment to upgrade to cleaner technologies, consistent with Program Guidelines adopted by ARB. **Bond funds will flow via grants from ARB to local agencies, then to equipment owners** via contracts or other binding agreements with those local agencies.

Air Resources Board 1B staff contact information by trade corridor:

<b>For questions on ARB administered proposition 1B funding, please contact:</b>		
Goods Movement Emission Reduction Program	Program Staff	916-444-6637 Fax: 916-327-8524 gmbond@arb.ca.gov
<b>Trade Corridor Staff Liaisons:</b>		
Bay Area	Catherine Cardozo, Air Pollution Specialist	916- 322-1502 Fax: 916-327-8524 ccardozo@arb.ca.gov
Central Valley	Ajay Mangat, Air Resources Engineer	916-324-2718 Fax: 916-327-8524 amangat@arb.ca.gov
Los Angeles/ Inland Empire	Michael Ginty, Air Resources Engineer	916-324-7901 Fax: 916-327-8524 mginty@arb.ca.gov
San Diego/Border Region	Luis Woodhouse, Air Pollution Specialist	916-322-7298 Fax: 916-327-8524 lwoodhou@arb.ca.gov

# Trucks Serving Ports and Intermodal Rail Yards

## A. Equipment Project Specifications

### Trucks Serving Ports and Intermodal Rail Yards

<p><b>Eligible Equipment</b></p>	<p>Class 8 (&gt;33,000 lbs gross vehicle weight rating) heavy-duty diesel trucks used to move goods.</p> <p>Equipment owner must demonstrate:</p> <ul style="list-style-type: none"> <li>• Continuous registration (California base-plated or International Registration Plan) in California for the past 2 years.</li> <li>• At least 50 percent operation within trade corridor(s) for the past 2 years.</li> </ul>
<p><b>Ineligible Equipment</b></p>	<ul style="list-style-type: none"> <li>• Trucks subject to ARB's public and utility fleet rule.</li> <li>• Trucks subject to ARB's solid waste collection vehicle rule.</li> <li>• Trucks subject to ARB's diesel cargo handling equipment rule.</li> </ul>
<p><b>Option (1) Retrofit</b></p> <p><b>Requirements</b></p>	<p>Partial funding of up to \$5,000/truck to retrofit an eligible MY2006 or older heavy duty diesel truck with an ARB verified Level 3 diesel particulate filter that reduces diesel PM by 85 percent or more.</p> <ul style="list-style-type: none"> <li>• Program-funded diesel particulate filter shall be installed and operational at least 6 months prior to a regulatory requirement for that technology or level of emissions control.</li> </ul> <p>Equipment owner shall:</p> <ul style="list-style-type: none"> <li>• Commit to at least 4 years of 100% California-only operation and California base-plated registration. Dual plates, IRP, and any other out-of-state registrations are prohibited.</li> <li>• Commit to at least 4 years of frequent port or inter-modal rail yard service (150+ visits/year).</li> <li>• Commit to at least 50% of travel in trade corridors for duration of contract term.</li> <li>• Agree to accept an on-board electronic monitoring unit at any time during the contract term.</li> <li>• Agree to equipment inspections.</li> <li>• Comply with record-keeping, reporting, and audit requirements.</li> <li>• Sign a legally binding contract with the local agency including project milestone and completion deadlines.</li> <li>• Properly maintain filter in good operating condition and according to manufacturer's recommendations.</li> <li>• Demonstrate proof of equipment warranty on filter.</li> <li>• Demonstrate that any mid-1990s engine subject to the software upgrades for diesel trucks (i.e. chip reflash) has completed the upgrade.</li> <li>• Certify that there are no outstanding ARB equipment violations associated with the equipment project application.</li> </ul>

## Trucks Serving Ports and Intermodal Rail Yards (continued)

<p><b>Option (2) Repower</b></p>	<p>The lower of 50% or \$20,000 to repower an eligible MY2003 or older heavy duty diesel truck with a new engine that meets MY2007 emission levels or lower and ARB's requirements for engine manufacturer diagnostics.</p>
<p><b>Requirements</b></p>	<ul style="list-style-type: none"> <li>• Program-funded truck repower project shall be completed and operational at least 3 years prior to a regulatory requirement for that technology or level of emissions control. For independent owner operators, the equipment project shall be completed and operational at least 2 years prior to a regulatory requirement for that technology or level of emissions control.</li> </ul> <p>Equipment owner shall:</p> <ul style="list-style-type: none"> <li>• Commit to at least 8 years or 350,000 miles of 100% California-only operation and California base-plated registration. Dual plates, IRP, and any other out-of-state registrations are prohibited.</li> <li>• Commit to at least 4 years of frequent port or inter-modal rail yard service (150+ visits/year).</li> <li>• Commit to at least 50% of travel in trade corridors for duration of contract term.</li> <li>• Agree to accept an on-board electronic monitoring unit at any time during the contract term.</li> <li>• Agree to equipment inspections.</li> <li>• Scrap the old engine.</li> <li>• Comply with record-keeping, reporting, and audit requirements.</li> <li>• Sign a legally binding contract with the local agency including project milestone and completion deadlines.</li> <li>• Properly maintain new engine, emission controls, and diagnostics in good operating condition and according to manufacturer's recommendations.</li> <li>• Demonstrate proof of equipment warranty and comprehensive insurance on upgraded equipment.</li> <li>• Provide a copy of ARB Executive Order documenting that the new truck engine meets 2007 emission levels.</li> <li>• Certify that there are no outstanding ARB equipment violations associated with the equipment project application.</li> </ul>
<p><b>Pro-rated Alternative</b></p>	<p>Equipment owners may opt for a pro-rated alternative consisting of duplicate requirements, except that the Program will pay the lower of 25% or \$10,000 for a 4 year commitment of 100% California-only operation and California base-plated registration.</p>

### Trucks Serving Ports and Intermodal Rail Yards (continued)

<p><b>Option (3) Replacement</b></p>	<p>Partial funding of up to \$50,000/truck to replace an eligible MY2003 or older heavy duty diesel truck with a diesel or alternative fuel truck meeting MY2007 emission levels or lower.</p>
<p><b>Requirements</b></p>	<ul style="list-style-type: none"> <li>• Program-funded truck replacement project shall be completed and operational at least 3 years prior to a regulatory requirement a truck meeting MY2007 emission standards. For independent owner operators, the new truck must be operational at least 2 years prior to a regulatory requirement for a truck meeting MY2007 emission standards.</li> </ul> <p>Equipment owner shall:</p> <ul style="list-style-type: none"> <li>• Commit to at least 8 years or 350,000 miles of 100% California-only operation and California base-plated registration. Dual plates, IRP, and any other out-of-state registrations are prohibited.</li> <li>• Commit to at least 4 years of frequent port or intermodal rail yard service (150+ visits/year).</li> <li>• Commit to at least 50% of travel in trade corridors for duration of contract term.</li> <li>• Agree to accept an on-board electronic monitoring unit at any time during the contract term.</li> <li>• Agree to equipment inspections.</li> <li>• Scrap the old truck.</li> <li>• Comply with record-keeping, reporting, and audit requirements.</li> <li>• Sign a legally binding contract with the local agency including project milestone and completion deadlines. Under a lease program, the owner and lessee must sign the contract.</li> <li>• Properly maintain new truck in good operating condition and according to manufacturer's recommendations.</li> <li>• Demonstrate proof of equipment warranty and comprehensive insurance on new truck.</li> <li>• Provide copy of ARB Executive Order documenting that the new truck engine meets 2007 emission levels.</li> <li>• Certify that there are no outstanding ARB equipment violations associated with the equipment project application.</li> </ul>
<p><b>Pro-rated Alternative</b></p>	<p>Equipment owners may opt for a pro-rated alternative consisting of duplicate requirements, except that the Program will pay up to \$25,000 for a 4 year commitment of 100% California-only operation and California base-plated registration.</p>
<p><b>Project Cost Assumptions</b></p>	<p>Option (1): Total cost of a diesel particulate filter is ~\$10,000          Option (2): Total average cost of a repower is ~\$40,000          Options (3) &amp; (4): Total cost of a new MY2007 truck is ~\$100,000 (diesel) to ~\$180,000 (natural gas)</p>

## **B. Major Milestones for Equipment Project Completion**

- Equipment order.
- Equipment acquisition/installation.
- Submittal of invoice to local agency for reimbursement.
- 1<sup>st</sup> reporting milestone 6 months after equipment project completion.

## **C. Recordkeeping Requirements**

Equipment owners shall retain, at minimum, all documents, invoices, and correspondence associated with the application, award, contract, monitoring, enforcement, and reporting requirements at least two years after equipment project contact term or three years after final payment, whichever is later. Records shall be readily available and accessible to the local agency, ARB, or designee upon request for the purposes of ongoing evaluations or auditing.

## **D. Annual Reporting Requirements**

Equipment owners shall be responsible for annual reporting to the local agency that includes, but is not limited to:

- Contact information (owner name, address, phone, etc.).
- Proof of California registration.
- Annual vehicle miles of travel (including mileage/activity logs for documentation).
- Certification of California-only operation (including certification that permits were not utilized to make out-of-state trips).
- Certification and documentation of at least 50% of travel in trade corridors.
- Documentation of the number of port/rail yard visits within 12 month period.
- Summary of maintenance performed and inspections conducted.
- Certification that the bond-funded project was operated in accordance with signed contract and that all information submitted is true and accurate.
- Other information as requested by the local agency.

## **E. Ongoing Evaluations and Audits**

Equipment owners shall agree to ongoing equipment project evaluations and equipment project audits by the local agency, ARB, or authorized designees. ARB and local agency audit requirements and provisions are found in Chapter II.E.5.

**Further information can be obtained by contacting the appropriate trade corridor staff liaison listed on the first page of this section.**