

For Public Review and Comment

Draft Regulation Order

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

Adopt Article X, within Chapter X, Division X, Title 13, California Code of Regulations, and Section XXXX, to read as follows:

Section XXXX. Purpose and Definitions of Control Measure

- (a) **Purpose.** The purpose of this regulation is to reduce emissions and public exposure to diesel particulate matter (diesel PM), oxides of nitrogen (NO_x), 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", "rail yard and port authorities", and "intermodal rail yards".
 - (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;
 - (F) yard trucks.
- (c) **Definitions.** For purposes of this section, the definitions of Health and Safety Code section 39010 through 39060 shall 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) "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.
- (5) "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.
- (6) "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.
- (7) "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).
- (8) "Compliance Label" is a tag issued by the Air Resources Board for heavy-duty drayage trucks operated at the ports and intermodal rail yards that meet the requirements and compliance schedules of subsection (d) of this regulation.
- (9) "Dedicated Use Vehicles" are auto transports and fuel delivery vehicles in which the tractor can only be used with specific types of trailers and are not interchangeable with other uses.
- (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 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. The Air Resources Board (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) “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.

- (19) “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.
- (20) “Executive Officer” is the Executive Officer of ARB or his/her authorized representative.
- (21) “Grandfathered Trucks” means those drayage trucks that have been modernized through either the ‘Gateway Cities Clean Air Pilot Program: Truck Fleet Modernization Program’ or ‘The Port of Oakland Truck Replacement Project’ and have met all requirements in subsection (g).
- (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 within 50 miles of a port where cargo is transferred from truck to train or vice versa. 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) “Legacy Truck” is a drayage truck that has been registered with the Drayage Truck Registry by September 30, 2009. Should a legacy truck owner replace his / her truck, the replacement truck is classified as a **non-legacy truck**, unless the replacement truck was registered with the Drayage Truck Registry by September 30, 2009.
- (27) “Lessee” has the same meaning as in Vehicle Code section 371.
- (28) “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.

- (29) “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.
- (30) “Military Tactical Support Vehicles” is as defined in Title 13, CCR, section 1905.
- (31) “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.
- (32) “Non-Legacy Truck” is a drayage truck that is not registered in the Drayage Truck Registry by September 30, 2009.
- (33) “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.
- (34) “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.
- (35) “Port” is any facility used for water-borne commerce which typically consists of different terminals, where cargo is loaded onto and unloaded from ocean-going vessels. For the purposes of this regulation, ports 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 Pittsburgh, and the Port of Benicia.
- (36) “Port Authority” means those entities, either public or private, that are responsible for the operation of the ports.

- (37) "Port Property" means the property constituting the physical boundaries, either contiguous or non-contiguous, of a port. For the purposes of this regulation, port property also includes privately owned property located within port boundaries.
- (38) "Rail Yard Authority" means those entities, either public or private, that are responsible for the operation of Class I rail yards.
- (39) "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.
- (40) "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.
- (41) "Vehicle" is as defined in Vehicle Code Section 670.
- (42) "Verified Diesel Emission Control Strategy (VDECS)" is an emission control strategy, designed primarily for the reduction of diesel PM emissions, which has been verified by levels pursuant to the "Verification Procedure for In-Use Strategies to Control Emissions from Diesel Engines" in Title 13, California Code of Regulations, commencing with section 2700. Level 1 means the strategy reduces engine diesel particulate matter emissions by between 25 and 49 percent, Level 2 means the strategy reduces engine diesel particulate matter emissions by between 50 and 84 percent, and Level 3 means the strategy reduces engine diesel particulate matter emissions by 85 percent or greater.
- (43) "Yard Truck" means an off-road mobile utility vehicle used to carry cargo containers with or without chassis; also know as utility tractor rig (UTR), yard tractor, yard goat, yard hustler, or prime mover.

(d) **Requirements and Compliance Schedules.** Drayage trucks subject to this regulation must meet the following requirements and compliance schedules:

(1) *Schedule A: Legacy Trucks with Pre-2003 Model Year Engines*

	Compliance Deadline	Compliance Method
Phase 1	Dec. 31, 2009	Install a level 3 VDECS
Phase 2	Dec. 31, 2013	Meet or exceed 2007 federal heavy-duty diesel-fueled engine standards

(2) *Schedule B: Legacy Trucks with 2003 – 2006 Model Year Engines*

Path 1		
Compliance Deadline	Compliance Method	
Dec. 31, 2015	Meet or exceed 2010 federal heavy-duty diesel-fueled engine standards	

or

Path 2		
	Compliance Deadline	Compliance Method
Phase 1	Dec. 31, 2009	Install a level 3 VDECS
Phase 2	Dec. 31, 2019	Meet or exceed 2010 federal heavy-duty diesel-fueled engine standards

(3) *Schedule C: Non-Legacy Trucks Entering Service through 2009*

Engine Model Year	Compliance Deadline	Compliance Method
Phase 1	Through 2009	Model Year 1998 or later engine and install a level 3 VDECS
Phase 2	Dec. 31, 2013	Meet or exceed 2007 federal heavy-duty diesel-fueled engine standards

(4) *Schedule D: Non-Legacy Trucks Entering Service 2010 and Later*

Year Entering Service	Compliance Method
2010 - 2014	Meet or exceed 2007 federal heavy-duty diesel-fueled engine standards
2015 and later	Meet or exceed 2010 federal heavy-duty diesel-fueled engine standards

(5) *Schedule E: Grandfathered Trucks*

Compliance Deadline	Compliance Method
Dec. 31, 2013	Meet or exceed 2007 federal heavy-duty diesel-fueled engine standards

(6) *Drayage Truck Owner requirements*

(A) Drayage truck owners shall:

1. meet all applicable requirements and schedules set forth in subsections (1) through (5) above;
2. register with the DTR, according to subsection (e);
3. upon receipt of ARB issued DTR compliance label, affix label as required under subsection (e)(6);
4. ensure that all emission control devices are functioning properly;
5. maintain retrofit device per manufacturer's specifications;
6. maintain and keep retrofit maintenance log in the drayage truck and available upon request;
7. ensure that the drayage truck(s) has all information required under subsection (d)(8)(A)(5) for the dispatching motor carrier available and accessible in the vehicle and that the driver of the vehicle be instructed to provide the information upon demand to any enforcement personnel listed in subsection (j).

(B) Drayage truck owners may apply for a one-time, one-year, per-truck Schedule A: Phase 1 compliance deadline extension. To receive the Schedule A: Phase 1 compliance deadline extension, a drayage truck owner must demonstrate the following:

1. his/her current engine is model year 1994 – 2006;
2. the truck was registered with the DTR prior to September 30, 2009;
3. no level 3 diesel emission control technology verified by ARB for use on that combination of truck and engine is available at the time the extension is filed.

If after the extension timeline has elapsed, and there is still no ARB verified technology available, the truck owner must comply by replacing the existing heavy duty truck and / or engine with one that meets or exceeds regulatory requirements within 90 days from the date the extension timeline elapsed.

(7) *Drayage Truck Operator Requirements*

Drayage truck operators shall, upon demand, provide the following information to authorized enforcement personnel as set forth in subsection (j):

- (A) the dispatching motor carrier's contact information as detailed in subsection (d)(8)(A)(5);
- (B) the retrofit maintenance log of the drayage truck.

(8) *Motor Carrier requirements*

(A) Each motor carrier shall:

1. provide a copy of this regulation to each drayage truck owner that it contracts with for deliveries to ports and intermodal rail yards;
2. ensure that all legacy trucks dispatched to a port or intermodal rail yard meet emission standards set forth in both compliance schedules A and B in subsection (d);
3. ensure that non-legacy trucks dispatched to a port or intermodal rail yard meet the emission standards set forth in both compliance schedules C and D in subsection (d);
4. ensure that all drayage trucks dispatched to ports and intermodal rail yards are registered and in good standing with the Drayage Truck Registry (DTR) and are properly affixed with an ARB issued compliance label according to subsection (e);
5. ensure the motor carrier information listed in i, ii, iii, and iv below. Is available and accessible on each drayage truck that it contracts with and that the driver of the vehicle is instructed to provide a copy of the information, upon demand, to enforcement personnel, as listed in subsection (j).
 - i. the motor carrier's business name;
 - ii. contact person's name;
 - iii. street address, state, zip code of the business;
 - iv. phone number.

6. 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.
 - i. truck dispatch date and time;
 - ii. bill of lading or tracking number;
 - iii. truck license plate number and issuing state;
 - iv. Drayage Truck Registry number.

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

- (A) Starting January 1, 2009, marine or port terminals and rail yards shall collect the following information from each drayage truck subject to this regulation not displaying a valid and current compliance label that does business at its facility.

1. Dispatching motor carrier:
 - i. business name;
 - ii. contact person's name;
 - iii. street address, state, zip code of the business;
 - iv. phone number;
 - v. bill of lading or tracking number.
2. Drayage truck:
 - i. entry date and time;
 - ii. registered owner's name;
 - iii. driver's name;
 - iv. driver's license number;
 - v. license plate number and issuing state;
 - vi. vehicle identification number (VIN).

All information collected in subsection (d)(9) 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 (F) below and in a format acceptable to their respective authority.

Schedule F: Terminal Reporting 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

(10) *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)(9), to, and in a manor and format prescribed by, the California Air Resources Board according to Schedule G below.

Schedule G: Port and Rail Yard Authority Reporting Schedule

Date by which Information is to be Reported to the California Air Resources Board
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 requirements and schedules in subsection (d)(9).

(e) ***Drayage Truck Registry Requirements and Label Standards***(1) *Legacy Truck Owner Requirements*

- (A) Owners of all drayage trucks doing business at a port or intermodal rail yard must register with the DTR database by September 30, 2009 and provide the following information to ARB or its designee by mail to the address in subsection (e)(3) or electronically through ARB's DTR website (<http://www.arb.....>). 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:
 - i. identifying whether the drayage truck has complied with the requirements of Schedules A and B, set forth in subsections (d)(1-2) above;
 - ii. 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);
 - iii. if not, identifying when the drayage truck is scheduled to come into compliance under Schedules A or B.

(B) After filing the initial application, within 30 days of bringing a legacy truck into compliance with Schedule A or B, update the vehicle's compliance status information and any other changes to the vehicle's ownership, DMV registration status, or participation status in the international registration plan with the DTR.

(C) Upon receipt of a DTR compliance label from ARB or its designee, the legacy truck owners must affix the label in accordance with subsection (e)(6).

(2) *Non-Legacy Truck Owner Requirements*

(A) All drayage trucks that plan to engage in business at a port or intermodal rail yard must register with the DTR database prior to commencing operations at a port or intermodal rail yard and provide the following information to ARB or its designee by mail to the address in subsection (e)(3) or electronically through ARB's DTR website (<http://www.arb.....>). The information shall include:

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 and detail, which shall include:

- i. identifying whether the drayage truck has complied with the requirements of Schedules C and D, set forth in subsections (d)(3-4) above;
 - ii. 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);
 - iii. if not, identifying when the drayage truck is scheduled to come into compliance under Schedules C or D.
- (B) Within 30 days of a change to the vehicle's ownership, DMV registration status, regulation compliance status, or participation status in the international registration plan, the owner must update all required truck information in the DTR.
- (C) Upon receipt of a DTR compliance label from ARB or its designee, the legacy truck owners must affix the label in accordance with subsection (e)(6).
- (3) *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
P.O. Box 2815
Sacramento, CA, 95812
- (4) Failure to register with the DTR or submittal of false information is a violation of state law and subject to civil or criminal penalty.
- (5) The Executive Officer or his/her authorized representative shall issue a DTR compliance label upon verification of compliance with the requirements of this regulation. The DTR label will be number coded by year to show compliance up to that year. For example: a compliant truck issued a 2013 coded label will be able to access ports and rail yards through 2013. After 2013, the truck will again have to demonstrate regulatory compliance and apply for a new compliance label.
- (6) All DTR compliance labels shall be:
 - (A) located on or near the lower left hand corner on the outside of the driver's side door; and,

- (B) affixed to the truck in clear view, correct side up, un-obstructed; and kept and maintained in a manner that retains legibility.

(f) *Annual Port or Rail Yard Exemption*

- (1) *Annual Exemption.* An annual exemption may be granted by the ARB Executive to ports or rail yards. An exemption may cover a clearly defined portion or the entirety of a port or rail yard (e.g., an example may include: port controlled land under an airport which is physically separated from port controlled land used for marine or goods movement). The Executive Officer has sole discretion in issuing an exemption, which will be issued to ports or rail yards that are able to demonstrate one or more of the following:

- (A) there is no reasonable method for enforcing or monitoring truck traffic;
- (B) 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);
- (C) 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 Application*

- (A) may be obtained from the ARBs' website (<http://www.arb....>) or by mail from;

California Air Resources Board
c/o Drayage Truck Port / Rail Yard Exemption App.
P.O. Box 2815
Sacramento, CA, 95812

- (B) must be completed and submitted annually (via the same website or address listed above) no later than October 1 of the year prior to the exemption year (e.g. a 2009 year exemption application must be completed and submitted by October 1, 2008);
- (C) will be approved or disapproved by the Executive Officer no later than November 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) Grandfathered Vehicles

- (1) Grandfathered vehicle owners shall meet the requirements of Schedule E, set forth in subsection (d)(5).
 - (2) In addition to meeting the definition of a grandfathered vehicle, all grandfathered vehicles must meet the following requirements:
 - (A) have completed all respective program emission reduction requirements and goals by January 1, 2008;
 - (B) are in good standing and up-to-date with any program requirements (e.g. meeting the minimum number of port visits);
 - (C) are currently engaged in port or intermodal rail yard service;
 - (D) have registered in the DTR by September 30, 2009. Grandfathered truck DTR registries must be completed, according to subsection (g), by the respective program administrators (Gateway Cities and/or the Port of Oakland). Registry labels will be issued to program administrators who will be responsible for having the labels affixed to the respective grandfathered trucks.
- (h) 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.
- (i) 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.

- (j) **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.
- (k) **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.
- (l) **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.

Authority Cited: Sections 39600, 39601, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 42400 et seq., 42402 et seq., 42410, 43013, 43016, 43018, 43023, 43701, California Health and Safety Code.

Reference: Sections 39650, 39658, 39659, 39666, 39667, 39674, 39675, 42400 et seq., 42402 et seq., 42410, 40717.9, 43013, 43016, and 43018, 43023, 43701, California Health and Safety Code.