



Ag Trucking Industry Facing Multiple Regulations

- Truck and Bus Rule
 - Phased in requirement of 2010 EPA model year engines 2012-2023
 - Significant amendments due April 2014
- Transport Refrigeration Unit Air Toxic Control Measure
 - Refrigerated Trailers have seven year life prior to retrofit/replacement
- Drayage Truck Rule
 - All trucks servicing California ports or intermodal railyards must have 2007 and newer model year engine by 2014.
- New broker/shipper requirements
- CA-only fuel price increases due to carbon policies (LCFS/Cap and Trade)

Full Impact of Regulations Have Not Been Fully Realized

Truck and Bus Rule

- With very few exceptions, all Heavy Duty Trucks will be 2010 Model Year or newer by 2023.
- \$14-15 Billion in cumulative upgrades

COMPLIANCE YEAR (By 1/1/20xx)

		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
MODEL YEAR	1993 & Older	GREEN	GREEN	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED
	1994-1995	GREEN	GREEN	GREEN	GREEN	RED	RED	RED	RED	RED	RED	RED	RED
ENGINE	1996-1999	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	RED	RED	RED	RED
	2000-2004	GREEN	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	RED	RED	RED	RED
	2005-2006	GREEN	GREEN	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	RED	RED	RED
	2007 or Newer*	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	RED

Legend

- GREEN** = Compliant Truck
YELLOW** = Compliant Truck if retrofit for PM
RED = Replace with 2010 MY Engine

Notes

- * 2007 or Newer MY Engine must be OEM equipped with PM filter for the above to apply
 ** PM retrofits must be highest level Verified Diesel Emissions Control System (VDECS) to qualify

Ag Truck Provision

- Trucks that:
 - Support agricultural operations (farm owned)
 - Placarded fertilizer/crop protection loads by license holders
 - Trucks used from field to first point processing

<u>Engine Model Year</u>	<u>Annual Mileage Must Never Exceed</u>	<u>Must Comply with BACT by</u>
1995 and earlier	15,000	1/1/2017
1996-2005	20,000	
2006 or newer	25,000	
Any	10,000	1/1/2023

Local/Regional Distribution and Supply

- Ag Provision does not apply. Must follow statewide rules

COMPLIANCE YEAR (By 1/1/20xx)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
MODEL												
1993 & Older	GREEN	GREEN	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED
YEAR												
1994-1995	GREEN	GREEN	GREEN	GREEN	RED	RED	RED	RED	RED	RED	RED	RED
ENGINE												
1996-1999	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	RED	RED	RED
2000-2004	GREEN	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	RED	RED	RED
2005-2006	GREEN	GREEN	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	YELLOW**	RED	RED
2007 or Newer*	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	RED

Legend

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Table 3: Phase-in Compliance Schedule
for Vehicles with GVWR greater than 26,000 lbs

<u>Compliance Date as of January 1</u>	<u>Percent of Fleet Complying with PM BACT</u>
<u>2012</u>	<u>30%</u>
<u>2013</u>	<u>60%</u>
<u>2014</u>	<u>90%</u>
<u>2015</u>	<u>90%</u>
<u>2016</u>	<u>100%</u>
<u>2020</u>	<u>All vehicles must comply with section 2025(a)</u>

Significant Changes in 2013/2014

- “Good Faith” Compliance Extension
 - Extension until 7/1/2014 if following actions are taken
 - Approved or denied financing for compliant equipment/retrofits
 - Purchase order for compliant truck/retrofit
 - Small fleets may get additional extension if approved for Prop 1B grant
- Flexibility Provisions re-opened
 - Ag Provision
 - Construction/Dump Truck Provision
 - Percent Phase-In
- New Low Mileage Provision
- NOx Exempt Counties Changes

Phase-In Turnover Option (Percentage Turnover)

Compliance Date as of January 1st	Percent of Total Fleet Complying with BACT	BACT Requirements
2012	30%	PM BACT
2013	60%	
2014	90%	
2015	90%	
2016	All vehicles must comply with Section 2025 (g)	

- After 2016, fleet must comply with BACT schedule for 2010MY engine upgrades.
- Late reporters may utilize downsizing credits, but must contact trucrs@arb.ca.gov in order to get TRUCRS to recognize 2006 fleet.

Low-Use Provision

Exempt If:

- Travels less than 1,000 miles per year in California; OR
- Less than 5,000 miles per year TOTAL in all states
- Must report intent to use provision at beginning of year, then report mileage annually

NOx Exempt



The darker areas are already defined as NOx exempt areas.

The lightly shaded areas and the crosshatched areas are additional areas that do not need to meet the January 1, 2014 PM compliance date.

NOx Exempt

- Trucks traveling exclusively in these areas of California (trucks may travel out of state and still qualify) are exempt until 1/1/2015
- CARB staff intends to change existing NOx exempt provision, but have not publically made available a proposed change
- Fleets may have “mixed fleet” of NOx exempt and non-NOx exempt equipment
- CTA advocating for compliance option for fleets already meeting 33% by 2014 to allow more compliance time on back-end.

Drayage Truck Rule: Imports/Exports

- Drayage Rule applies to all Ports and Intermodal Railyards in State

		COMPLIANCE YEAR (By 1/1/20xx)															
		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
MODEL YEAR ENGINE	1993 & Older	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	Subject to
	1994-2003	YELLOW	YELLOW	YELLOW	YELLOW	YELLOW	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	Statewide
	2004	GREEN	GREEN	GREEN	YELLOW	YELLOW	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	Truck and Bus
	2005-2006	GREEN	GREEN	GREEN	GREEN	YELLOW	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	Rule
	2007 or Newer*	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	GREEN	

Legend

GREEN = **Compliant Truck**

YELLOW** = **Compliant Truck if retrofit for PM**

RED = **Non-compliant/Must Meet 2007 MY Engine Standards**

Notes

* 2007 or Newer MY Engine must be OEM equipped with PM filter for the above to apply

** PM retrofits must be Level 3 Verified Diesel Emissions Control System (VDECS) to qualify

- Bulk tractor-trailers (detachable) not exempt, but pneumatic trailers are exempt and subject to the Statewide Truck and Bus Rule

Shipper-Receiver-Broker Responsibility

- Currently applies to TRU and Truck and Bus
- Requirements for entity who hires trucks to verify compliance
 - Specific protocol outlined by CARB for compliance verification
 - Does not involve physical inspection of equipment
- CTA prepared guide for customers to navigate requirements

Questions?



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