

ARB's Drayage Truck Regulatory Activities

Drayage Truck Regulation

For further information on CARB Drayage truck regulation got to:
<http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>

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 shared information.

All drayage trucks must be registered with the DTR prior to port or rail yard entry.

[Register Your Truck!](#)

[Check Truck Status](#)

Both the DTR registration and truck labels are free of charge (labels are optional). To register your truck or check the compliance status of a truck please click the appropriate button above.

[Exemption Application](#)

What's New!

A brief summary of the Air Resources Board's actions at the December 17, 2010 hearing to consider amendments that staff had proposed to the Drayage Truck regulation.

The Board considered written public comments and oral testimony at the hearing. The Board supported some, but not all, of the amendments that staff had proposed. The Board delegated the responsibility to the ARB Executive Officer to move forward with the supported amendments to complete the regulatory process and then make a final determination of whether those amendments should be adopted.

Proposed Amendments that the Board Directed the Executive Officer to Adopt:

- The amendment to include noncompliant trucks operating off of port and rail yard grounds that engage in dray-off activities.
- The amendment to sunset the Drayage Truck regulation on December 31, 2016. However, staff will propose a later sunset date as part of the 15-day change package to support the retention of the Phase 2 requirement as described below.

Proposed Amendment that the Board Directed the Executive Officer to Adopt with Modifications:

- The amendment to include Class 7 drayage trucks. The Board directed that staff's proposal be modified as follows: (a) to accelerate the filter requirement to January 1, 2012 for Class 7 drayage trucks in the South Coast Air Basin, and (b) to require Class 7 drayage trucks statewide to operate with a 2007 or newer emission standard engines by January 1, 2014. These modifications will be covered in the 15-day change package.

Proposed Amendment that the Board Did Not Support:

- The amendment that would have delayed the current Phase 2 requirement (which mandates that drayage trucks are to operate with 2007+ standard engines by January 1, 2014). The Board found that the requirement should not be deleted from the regulation and is necessary to safeguard emission reductions and health benefits for communities near ports and rail yards and to provide regulatory

consistency for truck owners who have already complied with Phase 2 requirements. Therefore, all drayage trucks will still be required to operate with 2007 or newer emission standard engines by January 1, 2014.

The Drayage Truck Regulation is part of ARB's ongoing efforts to reduce emissions and health risks from diesel-fueled engines and improve air quality associated with goods movement. The regulation is designed to remove 85 percent of fine particle emissions from drayage trucks, helping clean the air in port-adjacent communities throughout California. To date, 64 percent of drayage trucks have particulate filters, or have been upgraded to the cleanest engines.


Please verify your engine model year in the Drayage Truck Registry!




Engine model years are typically not the same as the truck model year. Incorrect information in the registry could result in enforcement action - including fines. For more [information](#).

ARB's Complaint Program

To reach the ARB's Vehicle Complaint Hotline, please call 1-800-END-SMOG or 1-800-363-7664.

Upcoming Deadlines

Deadline	Description
<p>Will expire on December 31, 2011</p>	<p>Trucks with 12/31/2011 compliance dates will no longer be compliant on 1/1/2012. Most often, these trucks can be identified with a 2011 label.</p> <div style="text-align: center;">  </div>
<p>February 15, 2011</p>	<p>Port and rail authorities are required to report noncompliant truck information collected from 10/1/2010 through 12/31/2010 to the Air Resources Board. Additional information can be found under the July 2, 2009 post at the bottom of this page.</p>

<p>December 31, 2010 Extension Expired!</p>	<p>Trucks with 12/31/2010 compliance dates are no longer compliant on 1/1/2011. Most often, these trucks can be identified with a 12/31/10 label.</p> 
<p>November 15, 2010</p>	<p>Port and rail authorities are required to report noncompliant truck information collected from 7/1/2010 through 9/30/2010 to the Air Resources Board. Additional information can be found under the July 2, 2009 post at the bottom of this page.</p>
<p>July 1, 2010 Extension Expired!</p>	<p>Trucks with 6/30/2010 compliance dates are no longer compliant on 7/1/2010. Most often, these trucks can be identified with a 6/30/10 label.</p> <p>This label has expired !</p> 
<p>May 1, 2010 Extension Expired!</p>	<p>Trucks with 4/30/2010 compliance dates are no longer compliant on 5/1/2010. Most often, these trucks can be identified with a 2010 label.</p> <p>This label has expired !</p> 
<p>Ongoing</p>	<ul style="list-style-type: none"> All drayage trucks must be registered in the Drayage Truck Registry before they are dispatched to a port or rail yard. Register a Truck <p>Important note regarding trucks with 1993 and older model year engines.</p> <p>The Drayage Truck Registry will not accept the registration of trucks with model year 1993 and older engines as these trucks are no longer legal at the ports and rail yards beginning <u>January 1, 2010.</u></p>

Please contact us if you have any questions.

Non Compliant Trucks

The regulation requires each motor carrier to provide a copy of the regulation or ARB approved summarized version to each drayage truck owner that it contracts with for deliveries to ports and intermodal rail yards. Both versions are available below. Motor carriers must ensure this requirement is met prior to the dispatching of any drayage trucks.

The regulation requires port and rail authorities to report noncompliant truck information to the Air Resources Board according to a set schedule. The following Excel document (SSD/PAB - #40) lists what information is required, the proper data format, and provides spreadsheets to report noncompliant truck information.

- Noncompliant truck reporting Excel form ([SSD/PAB-#40](#))

This form must be used to report noncompliant truck information. However, a CSV file may be used with prior authorization. The CSV file must be able to be exported cleanly with the same column breakdown as SSD/PAB-#40. Please contact us for additional information.

Background

- A [Board Hearing](#) to consider the proposed amendments, took place on December 17, 2010.
- Staff held workshops in [August 2010](#) and [September 2010](#) to discuss the revised emission inventory and the proposed amendments.
- Staff held workshops in [June 2010](#) and [July 2010](#) regarding proposed amendments to the Truck and Bus, Off-Road, Tractor-Trailer GHG, and Drayage Truck Regulation.
- [Summarized version of the Drayage Truck Regulation](#) - (Does not include proposed amendments presented during the December 17, 2010 Board hearing.)
- [Full version of the Drayage Truck Regulation](#) - (Does not include proposed amendments presented during the December 17, 2010 Board hearing.)