



Meeting Minutes
Trucking Sector Working Group
Tuesday, June 26, 10am-11am PST

Proposed California Air Resources Board Port Trucking and Private Fleet Rules

Mike Miguel, California Air Resources Board, provided a presentation to the group re: the current components of these rules and any upcoming public workshops.

Highlights from this presentation:

- Both the private fleet rule and the port & railyard rule are aimed at helping the state meet their Diesel risk reduction plan and the commitments outlined in the Goods Movement Plan. Meeting the goals of these plans is critical to meeting the State’s SIP requirements.
- Both rules aim to reduce PM and NOx, and affect any truck coming into the state (not just CA-registered trucks)
- About 20,000 of the 130,000 California-registered trucks will be affected by the ports trucking rule, while the rest will be affected by the private fleet rule.
- It is important to note that these rules are based upon meeting emissions standards. They do not prescribe a specific technology, but rather, allow for the development of new technologies.
- Port trucking is a major contributor to non-attainment in California. The port trucking & rail yard rule pertains to heavy-duty trucks, whereas the private fleet rule pertains to medium heavy duty and greater.
- The port trucking & rail yard rule focuses mainly on replacing and retrofitting, not on re-power. This rule is on a faster schedule than the private fleet rule, and incentives (likely through bond funding) are a large part of implementation. If a truck is replaced using bond funding, the old truck is required to be scrapped.
- ARB plans to present the port truck rule to their board by late 2007, while the private fleet rule will be presented in early 2008. After presenting the rules to the board, it will take approximately 6 months for the rules to officially set in place.

For more information about the development of an on-road heavy duty diesel vehicles (in-use) control measure, visit: <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

For more information about the development of a regulatory control measure for ports trucks, visit: <http://arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>



See below for information re: upcoming workshops:

July 9; 1-3pm; California Air Resources Board Public Workshop-Port Trucks/Intermodal Trucks – Sacramento

July 10; 4-6pm; California Air Resources Board Public Workshop-Port Trucks/Intermodal Trucks – San Pedro

July 11; 1-3pm; California Air Resources Board Public Workshop-Port Trucks/Intermodal Trucks – San Diego

July 12; 9:30am-12:30pm; California Air Resources Board Public Workshop: In-Use On-Road Heavy-Duty Diesel Vehicle Regulation

July 13; 4pm-6pm; California Air Resources Board Public Workshop-Port Trucks/Intermodal Trucks – Oakland

July 17; 10:00am-1:00pm; California Air Resources Board Public Workshop: In-Use On-Road Heavy-Duty Diesel Vehicle Regulation

Pacific Northwest Ports Clean Air Strategy

At the Faster Freight-Cleaner Air Puget Sound Conference on May 16, 2007, the Ports of Seattle, Tacoma, and Vancouver, Canada announced the release of their strategy to reduce maritime emissions.

Sarah Flagg, Port of Seattle, outlined the performance goals within this strategy and the next steps for implementation.

Within the strategy, performance targets are set for short- and long-term—2010 and 2015—using the 2005 emissions inventory as the baseline. Performance standards have not yet been set for harborcraft, trucks, or rail. For trucking, the Port of Seattle is working with truck drivers that call at the port. The intent is to target key customers to garner their input regarding the performance standards. The Port of Seattle plans to develop draft performance standards sometime in the fall.

For a copy of the draft report, go to:

http://www.portseattle.org/downloads/community/environment/NWCleanAirStrat_20070516.pdf



Proposed Ports Truck Retrofit and Replacement Program

Sharon Banks, Cascade Sierra Solutions, will described a proposed truck replacement program that CSS is working on. This program applies not only to ports trucks, but also to other drayage trucks. Program highlights include:

- Donation of the trucks from a dealer or purchase of the trucks by CSS at wholesale
- Retrofit with a level 3 device
- Reprogram the engine with idle reduction and speed governors
- Use of low-cost financing for truckers, at about \$500 a month or less
- 6 dealers are currently participating

CSS is currently looking for trucks that have excellent fleet maintenance (approximately 5 or 6 years old) for the program. They are also exploring government funding (Carl Moyer or other) to pay for the level 3 retrofit. For more information about CSS, go to: <http://www.cascadesierrasolutions.org> or contact Sharon Banks at Sharon@cascadesierrasolutions.org



Attendees:

Kristin Riha, EPA

Mike Miguel, ARB

Monica George, IronMan Parts

Luis Rubenstein, Port of Long Beach

Bob Sonnenfelt, East Bay Utility District

Tim Leong, Port of Oakland

Dipankar Sarkar, South Coast AQMD

Patrick Couch, TIAX

Dean Kitakis, Freightliner

Rick Teebay, LA County Department of Public Works

Sharon Banks, Cascade Sierra Solutions

Jon Gustafson, Cascade Sierra Solutions

Alexia Kelly, Climate Trust

Dave Kayes, Freightliner

Lange Marsh, National Policy Consensus Center

Sarah Flagg, Port of Seattle

Frank Van Haren, Washington Department of Ecology

Elizabeth Stratton, Washington DOT

Chet Riley, Broadway Truck Stops

Jim Cooper, Whole Energy Fuels

Mike Bednarz, DOE NETL

John Brock, EPA



John Garrett, Donaldson

Bill Kenning, International Truck

Jim Halloran, Caterpillar

Grace Cheng, EPA

Terry Levinson, Argonne National Lab

Alison Clark, IdleAire

Kevin Downing, Oregon DEQ

Sarah Hummel Rajca, Tucson Clean Cities