

## CALIFORNIA RULES SUMMARY:

Definitions:  
PM - Particulate Matter (diesel)      BACT - Best Available Control Technology  
VDECS - Verified Diesel Emission Control System (CARB verified)  
Level 3 VDECS reduce PM by  $\geq$  85%,    Level 2 VDECS reduce PM by  $\geq$  50%

### **Proposed Statewide Diesel Truck and Bus Regulation:** **(Private Fleet Rule)**

[www.arb.ca.gov/msprod/omrdiesel/documents/08-0521\\_Workshops.pdf](http://www.arb.ca.gov/msprod/omrdiesel/documents/08-0521_Workshops.pdf)

Pre-1994 engines: must be retrofitted with the highest PM controls by 12/31/2010 and must be additionally retrofitted with NOx BACT standard by 12/31/2014

Your engine, depending on the model year, must be retrofitted with the highest PM controls and the NOx BACT standard by the following dates:

- 1994-1999 engines: 12/31/2012
- 2000-2002 engines: 12/31/2013
- 2003-2004 engines: 12/31/2015
- 2005-2006 engines: 12/31/2016
- 2007 engines: 12/31/2020
- 2008 engines: 12/31/2021
- 2009 engines: 12/31/2022

### **Statewide Port and Rail-yard Regulations**

[www.arb.ca.gov/msprod/omroad/porttruck/porttruck.htm](http://www.arb.ca.gov/msprod/omroad/porttruck/porttruck.htm)

- Pre-1994 engines: can not be dispatched to ports or rail yards after 12/31/2009
- 1994-2003 engines: can be dispatched if certified to California or Federal emission standards and retrofit with a Level 3 VDECS for PM emissions or if meets or exceeds 2007 model year California or Federal emission standards, but must meet or exceed 2007 standards by 12/31/2013 to continue dispatch
- 2004 and newer engines: can be dispatched if certified to California or Federal emission standards, but must meet or exceed 2007 model year California or Federal emission standards by 12/31/2013 to continue dispatch
- For rules questions beyond 2013, refer to Private Fleet Section

### **Los Angeles and Long Beach Ports**

[www.cleanairactionplan.org/reports/caap\\_fact\\_sheets.asp](http://www.cleanairactionplan.org/reports/caap_fact_sheets.asp)

- Pre-1989 engines: banned from accessing ports after 10/1/2008
- 1989-1993 engines: banned from accessing ports after 12/31/2009
- 1994-2003 engines: can be dispatched if retrofit with VDECS with 85% PM and 25% NOx control by 12/31/2009
- All engines: must meet 2007 Federal Clean Truck emission Standards by 12/31/2011 or will be banned from Port of Long Beach and the Port of Los Angeles.
- All engines: subject to Private Fleet Rule updates beyond 2013

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### **Proposed Heavy-Duty Vehicle Green House Gas Regulation**

[www.arb.ca.gov/cc/hdvhg/hdvhg.htm](http://www.arb.ca.gov/cc/hdvhg/hdvhg.htm)

- Currently developing early action recommendation to be enforceable in 2010.
- May require improved tractor and trailer aerodynamics based on SmartWay program recommendations.
- Focus on California and out-of-state registered long-haul tractors pulling "box-type trailers".
- 2011 and newer model year Trailers: 53+ft Box-Type Trailers would comply by 1/1/2010.
- 2011 and newer model year Tractors: pulling 53+ft Box-Type Trailers would comply by 1/1/2010.
- Pre-2011 model year Tractors: pulling 53+ft Box-Type Trailers would comply by 1/1/2012.
- Pre-2011 model year Trailers: 53+ft Box-Type Trailers would comply by 1/1/2014.

### **Proposed TRU Airborne Toxic Control Measure (ATCM):**

[www.arb.ca.gov/diesel/tru.htm](http://www.arb.ca.gov/diesel/tru.htm)

- EPA has not yet granted ARB approval to enforce these proposed standards. Approval is expected.
- All TRUs and TRU generator sets operating in California must meet in-use performance standards that are phased in beginning December 31, 2008, for model year 2001 and older units.
- 2002 and newer model year units must comply within seven years of the model year.
- All TRUs and TRU gensets eventually meet the most stringent in-use standard (85% PM reduction).
- Regardless of the EPA ruling, ARB requires all owners of California-based TRUs and TRU gensets to apply for ARB identification numbers (IDN) by January 31, 2009.
- Regardless of the EPA ruling, operators of California-based TRUs must submit Operator Reports by January 31, 2009. Hardcopy forms will be available in November 2008 for mail-in submissions. Electronic forms will also be available through the TRU website for online submissions by December 1, 2008

### **Anti-idling Regulations:**

[www.arb.ca.gov/msprod/truck-idling/factsheet.pdf](http://www.arb.ca.gov/msprod/truck-idling/factsheet.pdf)

- Idling of a diesel truck GVW > 10,000 lbs for more than five minutes is prohibited within California's borders.
- Additional restrictions regarding idle-reduction technologies also went into effect on January 1, 2008 (see website link above).
- 2007+ engines require labels if operating an engine-based APU in California or your truck's engine meets the optional NOx idling emission standard and you idle for more than 5 minutes in California.