



SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN

Clean Trucks Program: Overview of New Registration Requirements and FAQ

- In 2017, the Port of Long Beach and Port of Los Angeles adopted the Clean Air Action Plan (CAAP) Update, which outlines strategies to reduce pollution from port-related sources.
- One of the strategies outlined in the CAAP is to reduce pollution from on-road drayage trucks through updates to each Port's Clean Trucks Program.
- This first phase of the Clean Trucks Program update requires any new truck registered in the Port Drayage Trucks Registry (PDTR) after Oct. 1, 2018, to be model year 2014 or newer.
- Existing trucks can continue to operate if those trucks are already registered in the PDTR and are current on their annual registration fees as of Sept. 30, 2018. Trucks must also be compliant with the California Air Resources Board's (CARB) Drayage Truck Regulation and Truck and Bus Regulation.
- These changes were approved by each Port's Board of Harbor Commissioners in June and finalized in July 2018.
- Future updates to the Clean Trucks Program have been proposed and will be considered by the Ports' Boards of Harbor Commissioners in the coming years. These decisions will be informed by numerous studies and an extensive public process. As outlined in the CAAP, this includes a feasibility assessment with an assessment of the availability of near-zero and zero-emissions trucks, an economic study to establish the Clean Truck Fund rate, as well as the establishment of near-zero and zero-emissions definitions by the state.

Future proposed actions include implementation of a rate in 2020 on all trucks to enter the marine terminals, with exemptions for trucks that meet near-zero or zero-emissions. The Ports are working with industry stakeholders and state regulatory agencies to identify best-in-class technologies. By 2035, it is anticipated that only trucks that are certified to meet zero-emissions will be exempt from the rate. The rate amount has not been determined. The Ports have launched a Truck Rate Study to inform a decision on an appropriate amount.

Frequently Asked Questions

Do I need to purchase a 2014 model year truck?

You will only be required to purchase a 2014 model year (MY) truck or newer if you are adding a truck to the PDTR. Beginning Oct. 1, 2018, any new trucks that begin serving the Ports (i.e., trucks that are not currently active in the truck registry) must be 2014 MY or newer. Existing trucks that are already registered in the Port Drayage Truck Registry as of Sept. 30, 2018, will be allowed to continue to operate, as long as they are current on their dues and compliant with CARB's truck regulations.

If I purchase a 2013 MY truck that is currently registered in the PDTR will I be able to use it in the Ports as long as it is compliant with CARB's truck regulations?

Yes. If the truck that you purchase was grandfathered into the program prior to Oct. 1, 2018, you will be able to utilize that truck at both Ports as long as it is compliant with CARB's truck regulations.

I have a 2012 MY truck that is compliant with the CARB's Truck and Bus Rule (which requires 2010 MY or newer starting in 2023). Will my truck be allowed to continue to operate at the Ports?

Yes. However, the truck must be currently registered in the PDTR system as of Sept. 30, 2018.

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I own a 2008 MY truck and am registered in the PDTR system, can I continue to call on the Port after Oct. 1, 2018?

Yes, existing trucks already in the PDTR can continue to operate. However, a 2008 MY truck would only be allowable for operation in the state until 2023, per CARB's Truck and Bus Regulation.

Do I need to purchase a near-zero or zero-emissions truck?

No; however, it is important to keep in mind that the Ports have proposed to assess a rate on trucks beginning in 2020, unless they are near-zero or zero-emissions.

What is the definition of near-zero-emissions?

The State of California is expected to set the manufacturing standard for "near-zero emissions" in 2019. It is unknown at this time what engine emission level will be selected. Once established, the Ports will use that standard for the truck rate exemption that is proposed to begin in 2020 and the new registration requirements that are proposed to go into effect in 2023.

Do I need to purchase a natural gas truck?

No. The Ports do not prescribe the technology or fuel type for trucks.

How much is the truck rate that is proposed to begin in 2020?

The rate amount has not been determined. The Ports are currently evaluating potential rates through a Truck Rate Study that will be publicly available when complete. The amount of the rate will be determined through a public process and will ultimately be decided by the Ports' Boards of Harbor Commissioners.

Will a near-zero truck qualify for the same level of exemption as a zero-emissions truck?

The rate amounts for various types of trucks have not been determined. The Ports are currently evaluating potential rates through a Truck Rate Study that will be publicly available when complete.

How do I know which near-zero or zero-emissions technologies are "feasible"?

The Ports are currently developing a Technology Feasibility Assessment for on-road trucks. This assessment will be updated every three years. This report will be publicly available and posted on the Ports' websites.

Will there be any operational advantages to operating a near-zero or zero-emissions truck, e.g., express lanes, preferred access to appointments, or waiver of PierPass or Clean Trucks Program fees?

The Ports will continue to look for ways to encourage the turnover to a near-zero and zero-emissions truck fleet. Any modifications proposed to the program, including new incentives, will be developed through a public process and

approved by each Port's Board of Harbor Commissioners. It's also important to note that the PierPass OffPeak program is not administered by the Ports. Any administrative changes to that program will be determined by PierPass.

Will the ports install electrical charging stations, RNG/LNG fueling stations and/or hydrogen fueling stations?

Adoption and use of new near-zero and zero-emission technologies may require new fueling and charging infrastructure throughout the region. The Ports' Technology Feasibility Assessment will evaluate the availability of infrastructure to support the use of these technologies. The Ports will continue to collaborate with government agencies as well as private entities to ensure the necessary infrastructure is available throughout the region to support the operation of the various types of near-zero and zero-emissions trucks.

Are the requirements the same in POLA as they are in POLB?

The Clean Trucks Programs for each respective Port are similar. The new registration requirements for 2014 MY trucks beginning on Oct. 1, 2018, are exactly the same for both Ports.

Does/will this program extend to Oakland and/or San Diego?

The CARB Drayage Truck Regulation and Truck and Bus Regulation are applicable statewide and do affect drayage trucks operating at other ports. The requirements of the Clean Truck Programs at the Ports of Los Angeles and Long Beach are specific to these two Ports.

Where can I find information on funding incentives for trucks?

Visit www.cleanairactionplan.org for information on truck funding programs administered by public agencies.

What are the State's rules and regulations on drayage activities at ports?

Information on CARB's Drayage Truck Regulation can be found at: www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm

NOTE: CARB's Drayage Regulation states owners of drayage trucks with 2007 MY or newer are fully compliant until Dec. 31, 2022, for ports in California. Starting Jan. 1, 2023, trucks must have 2010 MY or newer engines to continue entering ports.

Information on CARB's Truck and Bus Regulation can be found at: www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm
NOTE: CARB's Truck and Bus Regulation bans pre-2010 MY trucks in 2023.

For complete information about the Clean Air Action Plan and the Clean Trucks Program go to: www.cleanairactionplan.org