

FAQ: California Air Resource Board Drayage Truck Rule

What is the Drayage Truck Regulation and why is it needed?

The California Air Resources Board, commonly termed "CARB" passed regulation in December 2007, to reduce emissions from drayage trucks in California that move cargo between the ports and intermodal rail terminals. The regulation was introduced in order to reduce the emissions of drayage trucks operating near or on port and intermodal rail terminals. The regulation is also necessary to meet federal imposed clean air standards designed to protect nearby communities.

What types of trucks are subject to the regulation?

The regulation is applicable to all on-road class 7 and class 8 (GVWR > 26,000 lbs) diesel-fueled vehicles transporting cargo to and from California's ports and intermodal rail terminals (regardless of frequency, country of origin, or state). Effectively, all drayage trucks must ultimately be Tier IV compliant.

What is required of the Motor Carrier, Port Terminals, and Intermodal Rail Terminal in order to be in compliance with the regulation?

The regulation establishes requirements for drayage truck drivers, owners, motor carrier dispatch, port and marine terminals, intermodal rail terminals, and port and rail authorities. Responsibilities of each are summarized below:

Truck drivers must provide Motor Carrier contact information, load destination, and origin to enforcement officers upon request.

Truck owners are required to register all trucks in the State administered Drayage Truck Registry (DTR), ensure trucks meet emission standards as appropriated by the regulation, and ensure that emission control technologies are functioning properly.

Motor carriers must dispatch trucks that are compliant with the regulation, provide a copy of the regulation to truck owners, and keep dispatch records for five years.

Terminals are required to collect information from each noncompliant truck entering their facility and report it to CARB.

How does this impact Union Pacific?

In recent months, Union Pacific has launched a CARB initiative which audited data collection processes, as well as, the data extracted from our California intermodal terminals. Information such as entry date and time, registered owner's name, driver's name, driver's license number, drayage truck's license plate number and state of issuance, and the truck VIN are REQUIRED to be collected and reported to CARB by marine or port terminals and intermodal terminals. Not all of the information on non-compliant trucks required by CARB is easily obtainable or verifiable by a terminal operator. This fact resulted in missing or inaccurate data being reported to CARB. CARB has commenced enforcement action.

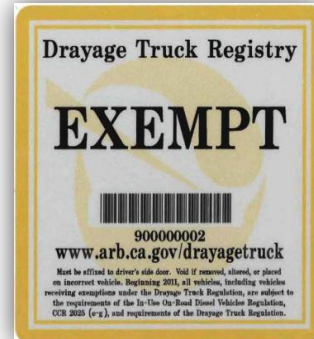
Since California law requires all drayage trucks to register in the DTR, in order to improve the accuracy levels of reportings and to ensure compliance with the regulation, UPRR will begin validating each truck license plate against the DTR. Drayage trucks not verified, reported incorrectly, or that do not exist in the DTR will be refused beginning June 1, 2017. Drayage trucks entering UPRR terminals in California should display the appropriate sticker visible on the outside truck driver's door.

Communications were sent to Motor Carriers indicated as accessing UPRR California terminals informing them that UPRR will be launching an improved reporting process to validate truck plate information entered at the rail terminal. Notices were sent to the Motor Carriers on December 23, 2016 and again on February 1, 2017. Reminder notices will be sent through May 31, 2017 to allow Motor Carriers operating at UPRR intermodal terminals in California time to review the DTR, as well as, verify the information on the kiosk at AGS terminals.

For additional information regarding the Drayage Truck Regulation please see-
<https://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>



Issued to trucks with engines that meet or exceed 2007 emission standards



Issued to trucks exempt from the requirements of the drayage truck regulation

*No longer available for Class 7 Drayage Trucks



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