



FACT SHEET: CARB Drayage Rules

HISTORY

- On December 17 of last year the California Air Resources Board voted NOT to adopt a delay in the rules requiring NOx exhaust emissions reduction for Port truckers that would have brought the Port drayage industry into alignment with implementation schedules for California's long-haul trucks. A proposed delay in the rule would have pushed the deadline for NOx compliance back from 1 January 2014 until 2020.

--> Compliance with NOx emissions limits imposes a second wave of regulation (Phase II) falling right on the heels of diesel emissions reduction (Phase I) mandated for all Port trucks.

- During Phase 1 (deadline of 1 January 2010), 1,522 state grants were made for a total of \$25 million. Yet, a lack of available funds and poor grants administration resulted in 1,321 eligible Port of Oakland truckers being denied grant monies. City Hall intervened on half of Oakland truckers, and the State added \$5 million to the grant pool. The Dellums administration also forced a delay in the Port's noncompliant truck ban long enough for 800 truckers to achieve emissions compliance and avoid being put out of business. Oakland truckers were sincerely thankful for this intervention.

CURRENT SCHEDULE

Continuation of Phase I diesel emissions compliance --

1 January 2012 - 700 (2004 engine model year) Port trucks require exhaust retrofits

1 January 2013 - 2,000 (2005-06 model year) Port trucks require exhaust retrofits

Phase II NOx emissions compliance --

As of 1 January 2014 -

- 1,700 (1994-2003 engine model year) Port trucks with diesel exhaust retrofits are ruled noncompliant
- 700 (2004 engine model year) Port trucks ruled noncompliant
- 2,000 (2005-06 engine model year) Port trucks ruled noncompliant

--> There are no NOx filters on the market

--> 4,400 Port trucks have to be replaced with 2007+ engine year models by 2014

--> 2,700 Port trucks are ineligible for state financial assistance for NOx upgrade

--> 4,400 Phase I compliant trucks and exhaust retrofits purchased by Port truckers within four years preceding the 2014 deadline become obsolete and must be junked! This is 75% of the Port of Oakland fleet!!!

--> 2007 engine model replacement trucks are projected to cost \$65,000 per truck

REDUCTION IN AIR POLLUTION

- 50% of trucks currently in use in the Port fleet have diesel particulate filters
--> This has accounted for a 50% reduction in diesel pollution from 2009 levels.
--> By 2013 all Port trucks will have diesel emissions controls thus effecting further reduction in carbon soot resulting from total implementation of Phase I rules!
- Unlike with diesel particulates, NOx emissions cause air quality degradation over an extended area. Due to other trucks operating throughout the Bay Area, limiting NOx emissions on only those trucks that service the Port will provide no discernible health or environmental benefit for affected communities.
- An Air District study found an unanticipated 40% reduction in NOx emissions at the Port due to replacement of many polluting older trucks already having taken place.
- CARB proposed and passed delays in emission compliance for California diesel trucks due to a faster than expected drop in air pollution levels and the financial hardship of imposing strict diesel emissions standards during an unprecedented economic downturn. CARB granted this schedule extension to ALL other classes of trucks in California; only Port drayage was denied a delay in NOx emissions compliance.

ECONOMIC CONSIDERATIONS

- Passage of the Phase II drayage truck rule was predicated on the future availability of NOx filter retrofits for 2006 engine model trucks and older. Contrary to expectation, no such filters exist!!! Port truckers face the eventually of having to pay \$65,000 for purchase of 2007 engine model trucks or newer. An expenditure of this size is beyond the means of all but a few of the owners of the 4,400 trucks about to become obsolete.
- Due to NOx emissions rules, 75% of trucks servicing the Port of Oakland will need to be replaced over the next three years! When the high cost of truck replacement drives small, local based truckers out of business, the country's largest firms will dispatch fleets of trucks from out-of-state to fill the void. The relevant issue is one of supporting the local economy and preserving local jobs -- the welfare of the entire Port of Oakland trucking industry is at stake!
- There also is a huge human toll associated with the economic consequences of job loss. Public policy equates with grave public injustice when 4,400 workers are deprived of their livelihood during a time of widespread economic duress.

West State Alliance

"the voice of the Port of Oakland trucker"

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