



February 24, 2022

Chair Randolph and Members of the Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Agenda Item 22-3-3: Strong Support for Shifting Truck TRUs to Zero-Emissions

Dear Chair Randolph and Members of the Board:

On behalf of the undersigned organizations, we respectfully submit this comment letter in response to the California Air Resources Board's (CARB) proposed Transportation Refrigeration Unit (TRU) rule. The TRU rule is vital to protecting the health and welfare of millions of Californians. We ask that the Board vote to adopt the proposed regulation today, which will require all refrigerated trucks to transition to zero-emissions by the end of 2029, so we can begin to clean up the pollution from this industry as soon as possible.

We also ask the Board to direct staff to return in 2023 with a strong proposal that requires all trailer TRUs, railcar TRUs, and domestic shipping container TRUs to transition to zero-emissions. In addition, we would like to see requirements that all refrigerants used in all TRUs go to zero-emissions. This full transition to zero-emission technologies, many of which are already available, is critical for us to create a safe environment for Californians, our air, and the climate.

I. We Ask the Board to Adopt the Truck TRU Regulation Today.

Many Californians breathe the worst air quality in the nation and rely on CARB to advance regulations like this one to reduce harmful air pollution in communities. TRUs impose harms on communities through their emissions. TRUs are responsible for more than 12 tons per

day (“tpd”) of harmful nitrogen oxide (“NOx”) pollution and 0.45 tons per day of particulate matter less than 2.5 micrometers in diameter (“PM2.5”).¹ In fact, the consequences of the current COVID-19 public health crisis are disproportionately harming communities that have already suffered for decades from air pollution. The regulatory documents highlight the immense health benefits from this rule. Specifically, the proposed regulation will save approximately 177 lives over the next decade, with an estimated health benefit of \$1.75 billion.² The staff report estimates this regulation will reduce 1,258 tons of PM2.5, 3,515 tons of NOx, and 1.42 million metric tons of greenhouse gas emissions over the next 12 years.³ We need CARB to adopt this regulation today to save lives and prevent other adverse health harms.

II. We Strongly Support the Shift of Truck TRUs to Zero-Emissions.

Our organizations are very encouraged that CARB is pursuing the first-ever zero-emission fleet rule for trucks with this rulemaking. Truck TRUs provide the perfect application for electrification, so it is appropriate that these trucks move quickly to zero-emissions by the end of 2029, and we believe the schedule for compliance of 15% of trucks converting to zero-emissions per year provides a reasonable timeframe for businesses to adapt to this new regulation.

III. All Other TRUs Should Be Required to Transition to Zero-Emissions by 2023.

We appreciate that staff have segmented the TRU proposal into two pieces in order to push for stronger zero-emission protections across all TRU categories. Given that the health impacts from TRUs are so severe, and that zero-emission technologies across the board are either already available or on the precipice of being ready for widescale deployment, we urge the Board to set zero-emission requirements for all classes of TRUs covered under this regulation, including trailer TRUs, railcar TRUs, and domestic shipping container TRUs.

In fact, circling back to advance zero-emissions in all categories of TRUs beyond truck TRUs is critical to achieving the assumptions presented in the 2020 Mobile Source Strategy. The 2020 Mobile Source Strategy assumes a rapid electrification scenario for all TRUs, increasing from 10% in 2024 to 100% in 2034. Following this path to fully zero-emission TRU operations will achieve much-needed NOx reductions of 12 tons per day by 2031.⁴

By embracing a fully zero-emissions regulation that includes trailer TRUs, domestic shipping container TRUs, TRU generator sets, and railcar TRUs, CARB will save lives while also encouraging the market toward all-electric, zero-emission TRU technologies. Moreover, this will achieve significant reductions of emissions needed to meet state and federal air quality standards. Given this urgency, we respectfully request the Board provide specific direction to staff to return to the Board by the end of 2023 with additional zero-emissions requirements for all TRU classes.

¹ CARB, Initial Statement of Reasons (“ISOR”), at 148-51.

² ISOR, Appendix I, at 65; ISOR, Staff Report at 25.

³ ISOR, Staff Report, at 26.

⁴ CARB, Revised Draft Mobile Source Strategy, at 161 (April 23, 2021).

IV. The Board Should Direct Staff to Require Zero-Emission Refrigerants For All TRUs in the Final Portion of the TRU Rule.

In addition to cleaning up the TRU vehicles themselves, it is also very important that CARB require that the refrigerant used in all TRUs go to zero-emissions. Currently, the proposed rule for truck TRUs permits but does not require trucks to use refrigerants that have zero-emissions. There would be clear health and climate benefits to cleaning up the refrigerants used in TRUs. Given the need for the swift adoption and implementation of the truck TRU rule, we ask that the Board direct staff to incorporate this request into the second part of the TRU rule, so that there is no delay in the Board's adoption of the Truck TRU rule today. Therefore, we ask the Board to direct staff to require that the rule that comes back to the Board by the end of 2023 requires zero-emissions refrigerant in all TRUs.

V. We Support Staff's Proposed Enforcement Approach for Ensuring Compliance With This Rule.

Finally, our organizations support CARB's interest in providing additional enforcement to ensure industry compliance with this regulation. There are a staggering number of pieces of equipment covered under this regulation, so a deliberate enforcement approach is critical to this rule's success. Therefore, we agree with staff that applicable facility owners and operators should bear some responsibility for the TRU activity at their facility to ensure that TRUs are compliant with these regulatory requirements. This shift to zero-emission TRUs creates a significant departure from the prior regime, and we believe that additional enforcement will help create a strong foundation for a successful transition.

VI. Conclusion

Cleaning up pollution from TRUs is a critical step in protecting Californians, and ensuring we prevent the worst effects of the climate crisis. Our organizations appreciate agency staff's continued efforts to develop a strong, life-saving, zero-emissions regulation. We ask the Board to adopt the Truck TRU rule today, which will mark the adoption of the first-ever zero-emission fleet rule in the nation.

Sincerely,

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