



California Trucking Association
4148 E. Commerce Way * Sacramento, CA * 95834
www.caltrux.org

American Trucking Associations
950 North Glebe Road, Suite 210 * Arlington, VA * 22203
www.truckline.com

January 13, 2016

Mr. Richard Boyd
Mr. Rod Hill
California Air Resources Board
1001 I Street
Sacramento CA 95812

Submitted Electronically: http://www.arb.ca.gov/lispub/comm2/bcsubform.php?listname=techfuel-report-ws&comm_period=1

RE: Comments on the California Air Resources Board's Draft Technology Assessment: Transport Refrigeration

The California Trucking Association (CTA) and the American Trucking Associations (ATA) are pleased to have the opportunity to review and comments on the California Air Resources Board's Draft Technology Assessment: Transport Refrigeration.¹ We appreciate staff's efforts in preparing the assessment and view the draft as a starting point for a discussion of this technology. The following comments reflect the experience and viewpoint of the trucking industry as they pertain to this technology and should be reflected in the assessment.

General Comment: While the assessment mentions the issue of food safety, a discussion of the regulatory framework and compliance requirements would help provide a better understanding of the supply chain needs. Specifically, the Food and Drug Administration's proposed rulemaking on the Sanitary Transportation of Human and Animal Food is likely to establish new requirements for refrigerated loads. Among other things, this proposal would require verification when pre-cooling a refrigerated trailer to ensure adequate temperature control. In addition, temperature monitoring and reporting is proposed.

Under the proposal, food would be considered adulterated based on the failure of a carrier or other party to conform to requirements, such as mandatory pre-cooling and maintaining temperature within specific shipper guidelines, regardless as to whether the food is actually damaged or unsafe. As a result, the current cargo claims process would be dramatically altered. Shippers and receivers would understandably feel pressure to reject food products, regardless of its actual condition, if pre-cooling did not occur or the temperature left the requested guideline, even if only slightly and/or briefly. However, the temperature guidelines provided by shippers to carriers frequently have to do with product quality,

¹ CTA serves the commercial motor carrier industry in California and the companies that provide products and services to the trucking industry. ATA is the national trade association representing the American trucking industry and is a united federation of motor carriers and suppliers, state trucking associations, and national trucking conferences.

rather than actual food safety. A slight or brief variation from temperature guidelines rarely would create a safety threat in the vast majority of circumstances due to this distinction. The practical reality is that cargo claims could increase dramatically, resulting in rejected loads due to harmless temperature fluctuations. A single cargo claim on food products can exceed \$100,000 per claim.

This example serves to highlight the technology demands associated with meeting refrigerated load requirements and how upcoming regulations will further demand an exacting level of performance. Efforts to comply with evolving food safety requirements are paramount to the refrigerated transportation sector and should be at the forefront of updated technology assessments or regulatory initiatives.

PP. ES-12 & VI-4: The assessment mentions the possibility of using a cold storage trailer regulation as a means to increase the early penetration of infrastructure for zero and near-zero emission TRUs. While electric-standby, hybrid and cryogenic technologies are identified as possibilities, the infrastructure cost and compatibility of deploying these technologies remains one of the largest hurdles. Given the national and international nature of perishable goods transportation, this infrastructure will need to be available beyond California in order for these types of technologies to advance in the long-term. In order to avoid stranding assets as a result of misdirected funding or incompatible infrastructure (i.e. lack of plug-in standardization), the assessment should analyze what infrastructure cost and compatibility issues the various technologies face both at the state and national/international levels.

In addition to infrastructure compatibility, vehicle compatibility is another consideration that is not addressed. Part of creating greater technology acceptance involves ease of use. One of the ways fleets maintain flexibility and minimize out-of-route mileage is by using a single fuel for both vehicles and TRUs. Some technologies, such as cryogenics and natural gas, currently do not afford this option and can result in duplication or dispersion of infrastructure. The assessment should include this consideration.

If you have any questions regarding these comments, please contact us at your convenience.

Respectfully,



Chris Shimoda
Director of Policy
California Trucking Association



Mike Tunnell
Director, Energy and Environmental Affairs
American Trucking Associations