

## TRAC Meeting: Greenhouse Gas Subcommittee Minutes

Date: February 17, 2010

### Member Attendees

Last Name	First Name	Company
Acott	Andy	Laydon Composites Ltd.
Berry	David	Swift Transportation
Darakos	Taki	FedEx Ground Package System, Inc.
Harney	Glenn	Hyundai Translead
Lew	Stan	Michelin North America, Inc.
Noland	Kristi	J.B. Hunt Transport Inc.
Schrap	Matthew	California Trucking Association
Senecal	Patty	International Warehouse Logistics Association
Smith	Andrew	ATDynamics, Inc.
Smith ( <i>by phone</i> )	Matthew	Navistar
Tunnell	Mike	American Trucking Association
Tichelman	Robert	Windyne, Inc.
Zaborowski	Stephen	XTRA Lease LLC
Pintar	Dassi	ARB
Sanchez	Yvonne	ARB
Chen	David	ARB
Lemieux	Stephan	ARB

### Discussion Items

- Follow up from November subcommittee meeting
- Update on ARB activities
- Outreach product review
- Other Issues and requests for information and feedback

### Follow Up from November GHG Subcommittee Meeting

- ARB staff reported that the video from the November 9<sup>th</sup> training session on the Heavy-Duty GHG regulation will not be posted on the website due to poor production quality. The question and answer portion of the training will be transcribed and posted on the website.
- ARB staff reported that ARB will not maintain an external share site for the subcommittee.
- Member will maintain the external share site and will grant access to group members.
- ARB staff reported that the minutes from the November GHG subcommittee meeting will be corrected and re-posted on the ARB website.

- ARB staff reported that minor changes to Large Fleet and Small Fleet compliance information sheets requested by members are still being reviewed.

### **Update on ARB Activities**

- ARB staff provided an overview of the recent changes to the Heavy-Duty GHG regulation website, focusing on modifications designed to make the site more “user friendly,” including buttons for quick access to fact sheets, the regulation, workshops, reporting, and training.
  - ◆ Other website improvements highlighted include links to TRAC, TruckStop, and the latest postings on the “What’s New” section.
- ARB staff presented an overview of outreach activities conducted recently, including:
  - ◆ IANA presentation
  - ◆ 7<sup>th</sup> Annual Supply Chain Logistics Summit
  - ◆ November CTA event
  - ◆ Ryder Trucking presentation
  - ◆ ARB call center and direct calls to program staff: 145 calls and 45 emails
  - ◆ Staff is currently developing a postcard notifying those affected by the rule that it is in effect
- ARB also identified upcoming outreach opportunities scheduled or proposed, including:
  - ◆ 4 target workshops in California, two that will be webcast
  - ◆ Series of joint trainings with Truck and Bus rule on the TRUCRS reporting system – information available on website under “training”
  - ◆ Missouri Trucking Association and Province of British Columbia, Canada webcast presentation in March
  - ◆ Several national conferences that ARB hopes to attend
- Members suggested outreach opportunities at various in-state and out-of-state events, targeting fleets, truckers, retailers and the shipping community
- ARB staff responded that will follow up with presentation and/or outreach materials for these events

### **Outreach Product Review**

- Members offered comments about the Compliance Timeline chart, including adding several footnotes to clarify the following:
  - ◆ The rule applies to 53-foot or longer trailers and the heavy duty tractors that pull them

- ◆ Readers should refer to the complete rule for full details of the regulation
- ◆ One member also requested that the timeline include all exempt trailers
- Members committed to sending additional comments regarding the Compliance Timeline to the subcommittee chair
- One member volunteered to add the footnotes and comments discussed into the Compliance Timeline document and send it to the group via email for further comment.
- Members briefly discussed the Compliance Timeline Overview document and suggested the following clarifications:
  - ◆ Use “affected trailers” and “affected tractors” as is used in the fact sheets
  - ◆ Only 2011 and newer model-year sleeper cab tractors must be SmartWay certified
  - ◆ Members will send additional comments on this document to the subcommittee chair
- Member asked about progress of guidance document on leasing provisions and volunteered to work with ARB staff on its development
- ARB staff responded that the guidance document on leasing provisions is not yet developed, and that a draft copy of it will be submitted to the GHG subcommittee for review.
- Member asked about progress of tires fact sheet, and reported that U.S. EPA SmartWay has begun working with the tire industry (new and retreaded tires) to develop a SmartWay retread truck tire program.
- ARB staff responded that the tire fact sheet draft is not yet ready for review by the subcommittee.

#### **Other Issues and Requests for Information and Feedback**

- Members expressed concern that the name of the Heavy-Duty Vehicle Greenhouse Gas Emission Reduction regulation has been changed on certain documents and on the website, which makes it confusing for those affected by the regulation to know which rule is being addressed. The members requested that ARB remain consistent with a single name.
  - ◆ Members will send ideas to staff
- Members asked how the GHG regulation will be enforced and emphasized that they want Enforcement staff to attend all the GHG subcommittee meetings.

- ◆ Member questioned how Enforcement staff will be able to identify SmartWay models
  - ◆ Member questioned when enforcement of this regulation will begin
  - ◆ Member questioned who would be responsible for a violation if a trailer is rented
  - ◆ Members requested that Enforcement staff provide an enforcement presentation for this regulation
- ARB staff acknowledged that until the online registration system is up and running (expected to be available by April 2010), enforcement of the GHG regulation on 2011 vehicles may be challenging because some fleets may plan to register those vehicles under the Short-haul or Local-haul Exemption.
  - Members expressed concern that they would not be able to participate in the large fleet compliance phase-in because they cannot predict which trailers will be retrofitted several years in advance.
  - ARB staff described some proposed amendments to the regulation that will be presented to the Board for approval. The primary reason for the amendments is to allow additional time for outreach. The proposed amendments discussed include the following:
    - ◆ Adding a second optional phase-in for large fleets that would delay reporting and the first compliance deadline by one year; compliance percentages would be adjusted to compensate for the lost benefits during that first year.
    - ◆ Adding a definition for “storage trailers,” exempting them from tire and aerodynamic requirements, and allowing them to travel empty when relocating. The exemption would require reporting.
    - ◆ Minor clarification and clean-up changes
  - Members requested that staff consider further amending the regulation to allow fleets to report their compliant trailers one year at a time, rather than only twice over the course of 6 years.
  - One member proposed that the amendment allow retrospective annual reporting, so that large fleets would report which trailers were brought into compliance in the previous year.
  - Member requested that staff develop a proposal to incorporate members’ concerns with the large fleet compliance plan, and present it to the group to be discussed in a conference call within two weeks. ARB staff agreed.