

TRAC Meeting: Greenhouse Gas Subcommittee Minutes

Date: July 14-15, 2010

Member Attendees

Last Name	First Name	Company
Acott	Andy	Laydon Composites Ltd.
Berry	David	Swift Transportation
Harney	Glenn	Hyundai Translead
Lew	Stan	Michelin North America, Inc.
Lujan	Steve	Cascade Sierra Solutions
Miller	Dan	SMART Refrigerated Transport
Noland	Kristi	J.B. Hunt Transport Inc.
Schrap	Matthew	California Trucking Association
Smith	Andrew	ATDynamics, Inc.
Smith (<i>by phone</i>)	Matthew	Navistar
Tunnell	Mike	American Trucking Association
Zaborowski	Stephen	XTRA Lease LLC
Pintar	Dassi	ARB
Sanchez	Yvonne	ARB
Chen	David	ARB
Lemieux	Stephan	ARB

Discussion Items

- Follow up from February subcommittee meeting
- Update on ARB activities
- Modifications to aerodynamic equipment
- Low rolling resistance tires and retreads

Follow Up from February GHG Subcommittee Meeting

- ARB staff reported that the regulation will be called the "Tractor-Trailer GHG regulation" in outreach materials.
- ARB staff reported that based on member feedback, staff will propose amendments to the regulation to allow more reporting flexibility for fleets that opt for either one of the compliance phase-in options (large fleet or small fleet).

Update on ARB Activities

- ARB staff reported plans to provide a link on the Tractor-Trailer GHG regulation website to SmartWay verified technologies, including links to the individual manufacturers' websites.
 - ◆ ARB staff will also consider adding a "Compliance Tools" link to the webpage

- ARB staff reported five fact sheets now available for download on the Tractor-Trailer GHG website, including: General Overview, Large Fleet Compliance Information, Small Fleet Compliance Information, Local Haul Exemption, and Short Haul Exemption.
 - ◆ Fact sheets or guidance documents still pending on the following topics: low rolling resistance tires, dealer and leasing company guidance, transfer of ownership guidance
- ARB staff presented an overview of outreach activities conducted recently, including:
 - ◆ Westrux International and Idealease Co presentation
 - ◆ Missouri Trucking Association and Province of British Columbia webinar training
 - ◆ Tractor-Trailer GHG Regulation reporting workshops and webinar
 - ◆ Provided outreach materials (brochures and fact sheets) for the following events:
 - Midwest Truckers Association annual convention and truck show
 - Truck and Trailer Manufacturers' Association convention
 - National Association of Broadcasters
 - 2010 Waste-to-Fuel conference and trade show
 - Southern California Transportation and Logistics Summit
 - National Industrial Transportation League Washington Freight Transportation Policy Forum
 - ◆ Staff responded to 170 calls and 80 emails related to the Tractor-Trailer GHG regulation over the last 3 months
- ARB also identified upcoming outreach opportunities scheduled or proposed, including:
 - ◆ Two targeted training sessions on Tractor-Trailer GHG regulation and Truck and Bus regulation for dealers
 - ◆ Several national conferences that ARB hopes to attend
- ARB staff provided a brief overview of proposed amendments to the Tractor-Trailer GHG regulation presented at the recent June/July regulatory workshops, as well as a description of the comments received during those workshops.

Modifications to Aerodynamic Equipment

- ARB staff presented an overview of issues pertaining to whether or not certain modifications to SmartWay verified aerodynamic equipment will comply with the Tractor-Trailer GHG regulation
 - ◆ Staff summarized results of June 2, 2010 teleconference with manufacturers of aerodynamic equipment to determine the types of modifications currently being made to their equipment

- ◆ Staff summarized interim guidance sent as email to manufacturers of SmartWay verified aerodynamic equipment
- Sam Waltzer, U.S. EPA SmartWay Technology Team Leader, provided overview of the SmartWay verification process and addressed comments/questions from members
- Comments and concerns from members:
 - ◆ SmartWay approval process is slow
 - ◆ Track testing is expensive, costing \$50,000 or more, and in some areas it can only be done during favorable weather conditions
 - ◆ Requested approval for alternative testing methods to determine compliance with Tractor-Trailer GHG regulation
 - ◆ Proposal to use grant funding to do some equipment modification testing in the future
 - ◆ Requested that ARB not delay identifying which modifications to aerodynamic equipment will comply with Tractor-Trailer GHG regulation
 - ◆ Request for aerodynamic working group to assist ARB staff in defining which modifications would comply with Tractor-Trailer GHG regulation
- Several members and guests volunteered to participate in the aerodynamic working group, including:
 - ◆ Andy Acott – Laydon Composites
 - ◆ Gary Gaussoin – Silver Eagle
 - ◆ Sean Graham – Freight Wing
 - ◆ Andrew Smith – ATDynamics
 - ◆ Pat Griffin – Wabash National
 - ◆ Fritz Marinko – ARC
 - ◆ Sam Waltzer – US EPA SmartWay

Low Rolling Resistance Tires and Retreads

- Staff summarized ARB's current position on tires, which is that:
 - ◆ Compliant tires must be US EPA SmartWay verified low rolling resistance tires
 - ◆ Compliant retreads must have a SmartWay casing (any type of tread would be allowed as long as the casing is SmartWay)
 - ◆ When US EPA develops a verified retread, those will automatically be incorporated into the Tractor-Trailer GHG regulation
- Tracey Norberg, of the RMA (Rubber Manufacturers Association) made a presentation on retreaded tires, requesting that ARB consider exempting retreads, regardless of the casings, from the regulation until SmartWay develops a verified retread

- ◆ Challenged whether the casing should be the benchmark for compliance, regardless of the tread being used
- ◆ Proposed that once US EPA adopts SmartWay verification requirements for retreaded tires, all retreads must then meet the SmartWay retread requirements.
- Member raised the issue of the need for a SmartWay verified drive snow tire.
- Member requested that fuel efficient tires purchased prior to the SmartWay program's verification of tires be grandfathered in.
- Group discussion about industry standards for the lifecycle of a new SmartWay tire, from tractor to trailer use.
 - ◆ Discussed archiving of previously SmartWay verified tires, and when archived tires would need to be replaced with currently verified tires.
 - ◆ Member proposed some sort of phased-in approach for trailer tires to transition to SmartWay LRR tires over a 5- to 6-year period.
 - ◆ RMA and fleet members will work together and propose an approach for dealing with retreads to ARB staff at the next GHG subcommittee meeting.
- Members requested an interim subcommittee meeting to be held on August 17, 2010 in El Monte, to continue the discussion of how the Tractor-Trailer GHG regulation will deal with retreaded tires prior to the establishment of a SmartWay verified retread and consider the proposal(s) presented by the RMA/fleet representatives. The meeting will take place from 10:00 am to 3:00 pm, PDT.

Other Issues

- Members asked how ARB will enforce the regulation
 - ARB Enforcement responded that the approach will be multi-faceted, including fleet audits as well as field inspections at weigh stations and other locations.