Drayage Truck Regulation

Reporting Non-Compliant Trucks

Starting September 30, 2009, all terminals and rail yards are required to collect the following information on each non-compliant truck entering their facility.

**Dispatching Motor Carrier Information:**
- Business name of dispatching motor carrier
- Contact person’s name
- Street address, state, zip code of the dispatching motor carrier
- Phone number of the dispatching motor carrier
- Bill of lading or tracking number

**Drayage Truck Information:**
- Entry date and time
- Registered owner’s name
- Driver’s name
- Driver’s license number
- Drayage truck’s license plate number and state of issuance
- Drayage truck’s vehicle identification number (VIN)

Terminals and rail yards are to report non-compliant truck information to their respective authority according to the following schedule.

<table>
<thead>
<tr>
<th>Date Truck Enters Terminal or Rail Yard</th>
<th>Date by which Information is to be Reported to Port or Rail Authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1 – March 31</td>
<td>April 15</td>
</tr>
<tr>
<td>April 1 – June 30</td>
<td>July 15</td>
</tr>
<tr>
<td>July 1 – September 30</td>
<td>October 15</td>
</tr>
<tr>
<td>October 1 – December 31</td>
<td>January 15</td>
</tr>
</tbody>
</table>

The authority is required to report the information collected from the terminals and rail yards to the Air Resource Board according to the following schedule.

<table>
<thead>
<tr>
<th>Date by which Information is to be Reported to the California Air Resources Board</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 15</td>
</tr>
<tr>
<td>August 15</td>
</tr>
<tr>
<td>November 15</td>
</tr>
<tr>
<td>February 15</td>
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</tbody>
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**Port Authorities:** Please use the form (Excel spreadsheet) provided on ARB’s drayage truck website to submit non-compliant truck information to the ARB.
How can a truck be determined to be non-compliant?

The regulation does not specify the exact method by which the terminal or rail yard identifies non-compliant trucks. The regulation is designed to provide flexibility for a terminal or rail yard to implement a plan best suited to its needs. The following are possible examples of solutions a terminal or rail yard can use to identify non-compliant trucks.

**Example 1: Check each truck upon entry via internet ([http://www.arb.ca.gov/drayagetruck](http://www.arb.ca.gov/drayagetruck)).**

The regulation specifies that the Drayage Truck Registry (DTR) can be used to determine a drayage truck’s compliance status. The DTR can be accessed though the website: [http://www.arb.ca.gov/drayagetruck](http://www.arb.ca.gov/drayagetruck). After entering a truck’s VIN or license plate number or DTR number, the DTR will respond with a truck’s compliance status as shown.

Drayage Truck Status: **Compliant through [Date]**  
or  
Drayage Truck Status: **NOT Compliant**

Drawbacks: Internet infrastructure may not be at gate entrance. This option may not be practical for busier terminals and rail yards.

**Example 2: Label each compliant truck.**

A terminal or rail yard could require all compliant trucks to be labeled. A terminal or rail yard would then collect information from those trucks not bearing labels.

Compliance labels are available, through the ARB, to each DTR compliant truck owner upon request.

Advantages: Ability to quickly identify non-compliant trucks.

**Example 3: Attach a radio frequency identification (RFID) device on each compliant truck.**

Similar to example 2, the RFID tag would serve as a method to easily identify DTR compliant trucks.

**Contact Information**

Website: [http://www.arb.ca.gov/drayagetruck](http://www.arb.ca.gov/drayagetruck).  
Questions on how to report non-compliant trucks, please contact?

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