



Regulation for Cargo Handling Equipment at Ports and Intermodal Rail Yards

Maritime Air Quality Technical Working Group Meeting

September 12, 2006

California Environmental Protection Agency



Air Resources Board

Status of Regulation

- ◆ Approved by the Board in December 2005 with modifications
- ◆ Proposed modified text released for 15-day public comment period in May 2006
 - Alternative Compliance Plan (ACP) revised to include public review process
 - definitions revised to ensure military facilities would be included if located at a port or on contiguous properties
 - exemption added for military tactical support cargo handling equipment
- ◆ Regulation and Final Statement of Reasons to the Office of Administrative Law in October
- ◆ Implementation begins January 1, 2007

Applicability

- ◆ Regulation applies to
 - mobile compression-ignition cargo handling equipment at ports and intermodal rail yards
- ◆ Regulation does not apply to
 - portable compression-ignition engines or equipment
 - equipment used for transporting personnel or fuel delivery
 - military tactical support equipment

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Newly Purchased, Leased, or Rented Equipment:

Performance Standards

- ◆ Yard trucks
 - 2007 or later on-road or final Tier 4 off-road engine
- ◆ Non-yard truck equipment
 - 2007 or later on-road, Tier 4 off-road, or highest level off-road engine with VDECS

Compliance Schedule

- ◆ Effective January 1, 2007

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In-Use Yard Trucks

Performance Standards

- ◆ 2007 or later on-road engine standard or final Tier 4 off-road engine standard (or equivalent)

Compliance Schedule

- ◆ Phased in beginning December 31, 2007



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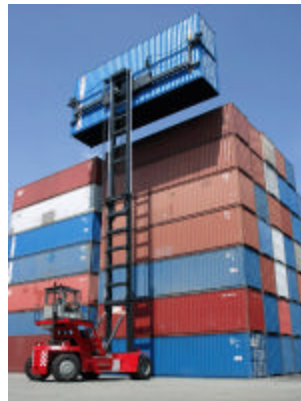
In-Use Non-Yard Trucks

Performance Standards

- ◆ Certified on-road engines
- ◆ Off-road engines with VDECS (may require 2nd step to replace to Tier 4 off-road later)

Compliance schedule

- ◆ Phased in beginning December 31, 2007



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Compliance Extensions for Non-Yard Truck Equipment

- ◆ No verified emission controls available
- ◆ Use of experimental diesel PM emission control strategies
- ◆ Engines near retirement
- ◆ Alternative Compliance Plan



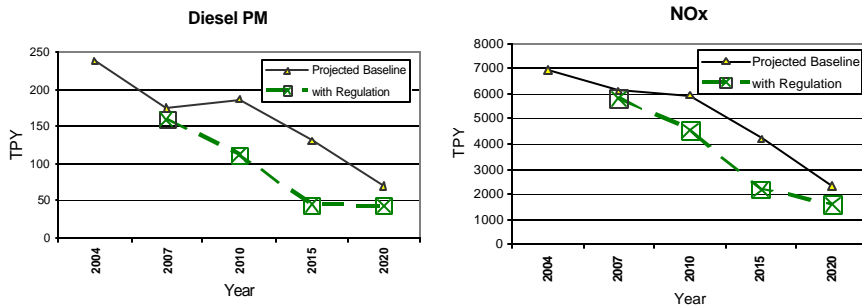
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Alternative Compliance Plan

- ◆ Only non-yard truck equipment under the owner/operator's direct control at one port or intermodal rail yard is eligible
- ◆ Operators may comply using alternative emission control strategies
- ◆ Must achieve equivalent or greater reductions
- ◆ Applications include a public review process
- ◆ Implementation guidance under development
 - workshop in Fall 2006

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Expected Environmental Impacts of the Regulation



Year	Diesel PM % Reduced	NOx % Reduced
2010	40%	24%
2015	66%	47%
2020	39%	31%

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