

State of California
Environment Protection Agency
AIR RESOURCES BOARD

Notice of Decision

Project Title: Amendments to the Regulation for In-Use On-Road Heavy-Duty Diesel-Fueled Drayage Trucks at Ports and Intermodal Rail Yard Facilities (Drayage Truck regulation)¹

Project Location: Statewide

Public Meeting Date: December 17, 2010; Agenda Item 10-11-3

Project Description: The project is amendments the Drayage Truck regulation originally approved by ARB in December 2007 to reduce emissions from diesel-fueled heavy duty drayage trucks, which are trucks that predominantly transport containers, bulk, and break-bulk goods to or from ports and intermodal railyards. The amendments improve the enforceability of the regulation by closing two loopholes that allowed circumvention of the regulation. The amendments broaden the regulation to prohibit trucks from engaging in the practice of dray-off, which occurs off port and rail yard property, and to require previously unregulated Class 7 trucks to meet the regulation's emission requirements that formerly applied just to Class 8 trucks. The amendments also formally sunset the Drayage Truck regulation in 2023, at which time drayage trucks will be regulated under the Truck and Bus regulation.

Approved By: Air Resources Board
Executive Order No. R-11-010
Dated: September 19, 2011

This notice is to advise that the Air Resources Board (ARB), as the lead agency, has approved the above described project on September 19, 2011 and has determined that the project will not have a significant adverse impact on the environment (see attached Executive Order No. R-11-010).

¹ The amendments to the Drayage Truck Regulation were noticed as part of the Public Hearing to Consider Proposed Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, The Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure, and the Regulation to Control Emissions from In-Use On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at Ports and Intermodal Rail Yard Facilities. For reasons of administrative efficiency, ARB adopted the amendments to the Drayage Truck regulation independent of the amendments to the other two regulations.

In accordance with California Environmental Quality Act and ARB's certified regulatory program, ARB prepared an environmental analysis as part of the Staff Report Initial Statement of Reasons for the regulation and written responses to comments received on the record that raise environmental issues that was prepared as part of the Final Statement of Reasons for the amendments to the Drayage Truck Regulation (see attached documents). The ARB Executive Officer, as the decision-maker for this project, approved the written responses to comments raising environmental issues.

No mitigation measures, findings, or statement of overriding considerations were adopted for this project because the amendments to the regulation will not have a significant adverse impact on the environment.

The copy of the environmental analysis included in the Staff Report Initial Statement of Reasons and the written responses to comments included in the Final Statement of Reasons are available at the ARB rulemaking webpage at <http://www.arb.ca.gov/regact/2010/truckbus10/truckbus10.htm>

The rulemaking documents may also be examined at:

California Air Resources Board
Attn: Board Administration and Regulatory Coordination Unit
1001 I Street
Sacramento, CA 95814

Certified: Jannine Blasko

Date: 9-26-11

Attachments:

- Executive Order No. R-11-010
- Staff Report: Initial Statement of Reasons for the Proposed Rulemaking Proposed Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulations
- Final State of Reasons, with responses to comments raising environmental issues

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