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**TIA WHITE PAPER SERIES**



# California Tractor-Trailer Regulation

California Air Resources Board Regulation of 53-Foot or Longer Box-type Trailers and the Heavy Duty Tractors that Haul them to be SmartWay Compliant

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### CARB Tractor-Trailer Greenhouse Gas Regulation Requirement

The California Air Resources Board (CARB) Tractor-Trailer Greenhouse Gas (GHG) regulation applies to 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and all heavy-duty tractors that pull them on California highways. The tractors and trailers subject to this regulation must either use U.S. EPA SmartWay certified tractors and trailers, or retrofit their existing fleet with SmartWay verified technologies. All owners, regardless of where their vehicles are registered, must comply with the regulation when operating on California highways and roads.

The following charts outline the deadline to install SmartWay Verified Low Rolling Resistance Tires and SmartWay Verified Aerodynamic Technologies for Trailers:

SmartWay Verified Aerodynamic Technologies for Trailers* (Registration and Installation Deadlines)			
Options	Registration Deadlines	Installation Deadlines	Requirements
<b>Basic Compliance Deadline for Trailers</b>	None; registration and reporting are not required.	By January 1, 2013	Applies to all trailers unless they are following the Small Fleet or Large Fleet Phase-In Option, or are 2003-2009 MY reefers with 2003 or newer TRUs.
<b>Large Fleet Phase-In Option 1</b> (Fleets with 21 or more trailers)	July 1, 2010	Starting January 1, 2011	Trailers follow a phase-in schedule where a percentage of compliance is required yearly starting January 1, 2011.
<b>Large Fleet Phase-In Option 2</b> (Fleets with 21 or more trailers)	June 1, 2012	Starting June 1, 2012	Trailers follow a phase-in schedule where a percentage of compliance is required yearly starting June 1, 2012.
<b>Small Fleet Phase-In Option</b> (Fleets with 20 or fewer trailers)	September 1, 2012	Starting January 1, 2014	Trailers follow a phase-in schedule where a percentage of compliance is required yearly starting January 1, 2014.

\*53-foot box-type trailers being pulled by a heavy-duty tractor

SmartWay Verified Low Rolling Resistance (LRR) Tires		
Deadline To Install Tires:	Model Year (MY):	Applies To:
Now	2011 MY and Newer	All Tractors* and Trailers**
January 1, 2013	2010 MY and Older	All Tractors*
January 1, 2017	2010 MY and Older	All Trailers** (except for 2003-2009 MY reefer trailers, which have different requirements starting 2018)

\*Heavy-duty tractors pulling 53-foot or longer box-type trailers

\*\*53-foot or longer box-type trailers being pulled by a heavy-duty tractor

Besides the owners of these vehicles, drivers, motor carriers, California-based brokers and California-based shippers that operate or use them also share in the responsibility for compliance with the regulation. This includes brokerage companies that have a remote office or sales agent located in California. One or all of these parties may be held accountable for operating or using non-compliant vehicles on California highways.

***\*Brokers will not be held liable for contracting/hiring a carrier that has registered their fleet for one of the CARB phase-in programs. There is no phase-in period for tractors.***

The following tractors and trailers are exempt from any requirements:

- Drop-frame trailers
- Chassis trailers
- Curtain-side trailers
- Livestock trailers and the tractors that haul them
- Refuse trailers
- Box-type trailers less than 53 feet in length
- Emergency vehicles
- Military tactical support vehicles

\*The regulation does not exempt agricultural haulers that utilize 53ft dry-van or refrigerated van trailers.

#### *TIA Model Contract Language*

TIA Broker/Carrier Model Contract Section 1 (K) is amended:

“On behalf of the shipper, consignee and broker interests, to the extent that any shipments subject to this Agreement are transported within the State of California, CARRIER warrants that:

(i) All 53 foot trailers, including both dry-van and refrigerated equipment it operates and the Heavy-Duty Tractors that haul them within California under this Agreement is in compliance with the California Air Resources Board (ARB) Heavy-Duty Vehicle Greenhouse Gas (Tractor-Trailer GHG) Emission Reduction Regulations.

(ii) All refrigerated equipment it operates within California under this Agreement is in full compliance with the California Air Resource Board (ARB) Transportation Refrigerated Unit (TRU) Airborne Toxic Control Measure (ATCM) in-use regulations.

CARRIER shall be liable to BROKER for any penalties, or any other liability, imposed on, or assumed by BROKER due to penalties imposed on BROKERS customer because of CARRIER's use of non-compliant equipment.”

The Transportation Intermediaries Association (TIA) is the leading education and policy organization for North American third party logistics professionals. TIA is the only organization representing 3PLs doing business in both domestic and international commerce. With over 1300 members, TIA is the voice of 3PLs to shippers, carriers, government officials, and international organizations. As a condition of membership, all TIA members are required to sign and adhere to the TIA Code of Ethics. The members of TIA include property brokers, domestic freight forwarders, international forwarders and NVOCCs, air freight forwarders, logistics management companies, and intermodal marketing companies. TIA is the U.S. member of FIATA (International Federation of Freight Forwarder Associations) representing more than 40,000 3PLs around the world.

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