Let's clear the air

Clean truck, bus and trailer requirements for the State of California

J.B. HUNT®

What's your next move?™

Overview of California requirements

ALL diesel vehicles and equipment operating in California, even those based out of state, are currently subject to the following emission reduction requirements:

Vehicle Inspection Program
Heavy-duty vehicles operating in California are subject to basic maintenance requirements that are verified by random roadside inspections of engine smoke emissions and tampering.

Periodic Smoke Inspection Program
Applies to California based fleets with two or more heavy-duty vehicles. Requires fleets to perform smoke opacity tests for their vehicles each year and to maintain records for a minimum of two years.

Commercial Idling Requirements
Prohibits idling longer than five minutes. Shorter idling limits apply when within a school zone.

Engine Emission Control Label (ECL)
All heavy-duty commercial vehicles need to have proof that their engines meet emissions requirements at least as stringent as U. S. federal standards for the engine model year. A properly affixed manufacturer emission control information label is required as proof the engine meets these standards.

NEW requirements for all vehicles will further reduce diesel exhaust and greenhouse gas emissions. These reductions require the retrofit and/or upgrade of existing vehicles and equipment. The following pages detail these requirements and the vehicles to which they apply.

Basic requirements for truck and bus engines

On December 12, 2008, the California Air Resources Board (ARB) approved a new regulation to significantly reduce particulate matter (PM) and oxides of nitrogen (NOx) emissions from existing on-road diesel vehicles operating in California. The regulation requires affected trucks and buses to meet performance requirements between 2011 and 2023. By January 1, 2023, all vehicles must have a 2010 model year engine or equivalent.

J.B. Hunt already has equipment plans in place that will keep us fully compliant with these regulations. This allows us to provide seamless transportation services to our customers as regulations phase in over the next decade.

TRACTORS THAT ENTER PORTS AND RAIL YARDS	
The following are important compliance dates for diesel-fueled tractors with a gross vehicle weight rating (GVWR) greater than 33,000 pounds that enter California ports or intermodal rail yards:	
September 30, 2009	Tractors must be registered in the statewide Drayage Truck Registry available online at: www.arb.ca.gov/drayagetruck.
January 1, 2010	Pre-1994 model year engines are no longer allowed. Tractors with 1994-2003 model year engines must install exhaust retrofits to reduce particulate matter (or soot) emissions by 85 percent.
January 1, 2012	2004 model year engines must have exhaust retrofits.
January 1, 2013	2005-2006 model year engines must have exhaust retrofits.
January 1, 2014	All tractor engines must meet at least 2007 emission standards.
January 1, 2021	Phase-in of 2010 model year engines or equivalent starts.

TRACTORS THAT DO NOT ENTER PORTS AND RAIL YARDS	
The following are important compliance dates for most other diesel trucks and buses with a GVWR over 14,000 pounds. In addition, these also apply to certain yard trucks equipped with off-road certified engines and certain diesel shuttle vehicles:	
March 31, 2010	Early reporting for fleets taking advantage of extended deadlines for agriculture vehicles and for fleets that have downsized since 2008.
January 1, 2011	First compliance deadline to reduce soot emissions. Small fleets with 3 or fewer vehicles that report can delay the performance requirements until January 1, 2014.
January 1, 2013	First requirements to phase in 2010 model year (emissions) engines.
January 1, 2014	First compliance deadline for small fleets to reduce exhaust emissions.
January 1, 2023	All vehicles are required to have a 2010 model year engine or equivalent.

Heavy-duty vehicle greenhouse gas emission reduction regulation

Reducing climate change emissions from tractor-trailers

The California Air Resources Board (ARB) developed this regulation to reduce greenhouse gas emissions produced by heavy-duty tractors that pull 53-foot or longer box-type trailers by making them more fuel efficient. Fuel efficiency will be improved by requiring the use of aerodynamic tractors and trailers that are also equipped with low-rolling resistance tires. Along with reducing greenhouse gas emissions, this regulation will, over time, save money as well as reduce our dependence on foreign oil. In fact, over the course of the 11 years between 2010 and 2020, this regulation is estimated to save about $8.6 billion, as well as 750 million gallons of diesel fuel in California, and 5 billion gallons of diesel fuel across the nation.

J.B. Hunt already has in place equipment plans that will keep us fully compliant with regulations. This allows us to provide seamless transportation services to our customers as regulations phase in over the next decade. Using the ARB goal of 5% fuel savings through better aerodynamics, J.B. Hunt is constantly experimenting with add-on devices to better streamline trailers. Also factored in are maintenance costs, additional weight of add-ons and initial investment costs.

TRACTOR REQUIREMENTS	
January 1, 2010	2011 model year and newer SLEEPER CAB tractors must be SmartWay Certified. 2011 model year and newer DAY CAB tractors must have low-rolling resistance tires.
January 1, 2012	All 2010 model year and older SLEEPER CAB and DAY CAB tractors must have low-rolling resistance tires.
TRAILER REQUIREMENTS	
January 1, 2010	2011 model year and newer trailers must be either SmartWay Certified or equipped with low-rolling resistance tires and retrofitted with SmartWay approved aerodynamic technologies.
July 1, 2010	Large fleets (21 or more trailers) must report to take advantage of an optional phase-in timeline OR meet the JANUARY 1, 2013 trailer compliance deadline.
July 1, 2012	Small fleets (20 or fewer trailers) must report to take advantage of an optional phase-in timeline OR meet the JANUARY 1, 2013 trailer compliance deadline.
January 1, 2013	Unless registered by the optional phase-in deadlines above, all 2010 model year and older box-type trailers must be SmartWay Certified or equipped with low-rolling resistance tires and retrofitted with SmartWay approved aerodynamic technologies. *NOTE: 2003-2008 model year refrigerated van trailers have until 2018 through 2020 to comply.*

Basic requirements for transport refrigeration units

The following applies to transport refrigeration units, or reefers, that operate in California:

In February 2004, ARB established an Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units, their Gen Sets and facilities where they operate. The new regulations will be phased in over a 15-year period with a goal of reducing particulate matter emissions from these sources.

J.B. Hunt already has in place equipment plans that will keep us fully complaint with the regulations, thus allowing continuous service as the new rules are phased in.

TRANSPORT REFRIGERATION UNITS REQUIREMENTS	
Existing ARB requirements: Equipment registration	Owners of reefers and transport refrigeration unit generator sets that are based in California are currently required to register equipment with the ARB at: www.arb.ca.gov/tru
July 31, 2009	Deadline for all California based transport refrigeration units to be registered with the ARB and for Initial Operator Reports to be submitted.
December 31, 2009	All 2002 model year and older transport refrigeration unit engines must be equipped with exhaust filters or be replaced.
December 31, 2010	The compliance deadline for each subsequent model year engines is December 31, seven years after the engine model year.

Financial assistance

Programs to assist with early compliance
Financial assistance is available to help fleets and individuals comply early with current California regulations. Equipment owners are encouraged to apply as early as possible to maximize funding options.

Available funding and requirements
Grants
Vehicles that operate at least 75% of the time in California or 50% of the time in California's trade corridors may apply for funding for:

Replacement of a 2003 model year or older heavy duty diesel truck. Up to $50,000 is available for purchase of a new or used replacement truck equipped with 2007 model year or newer engine. Funding is limited and highly competitive. However, greater opportunities exist for replacement of 1993 model year and older trucks, vehicles with high annual mileage, and trucks in fleets of three or fewer vehicles.

Retrofit of a 2006 model year or older heavy duty truck. At least $5,000 is available for ARB-verified diesel emission control devices (exhaust retrofits). Limited grant funding only for retrofits or alternative technologies such as electric, electric standby, or pure cryogenics is available for transport refrigeration units.

Grants are available through:
The Carl Moyer Program
The Voucher Incentive Program
The Goods Movement Emission Reduction Program
Local Air District and seaport programs

For more information or to apply for funding, contact the ARB, your local Air District, dealership or seaport.

Loan guarantees

Loans are available for truck replacements, exhaust retrofits, aerodynamic retrofits, and low-rolling resistance tires for vehicles and equipment subject to the truck and bus engine requirements, or the long haul greenhouse gas emission reduction requirements.

To qualify, vehicles must operate at least 50% of the time in California and the fleet owner must have:
20 or fewer vehicles
100 or fewer employees
Annual average revenues of $10 million or less

Loans are available for transport refrigeration unit purchases in conjunction with the purchase of a SmartWay Certified trailer or other products eligible for financing under the loan program.

Loans are also available for purchase of 2011 model year and newer SmartWay Certified 53-foot or longer box-type trailers.

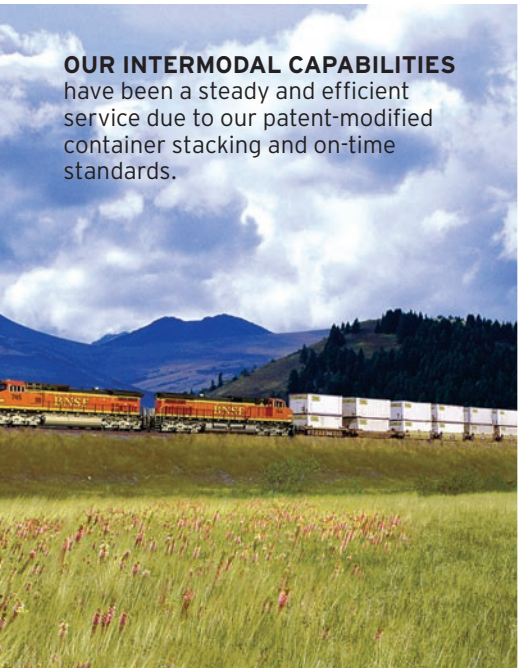
For more information or to apply for a loan, contact the ARB, your local dealership, or bank.

5 STEPS for fleet efficiency

1. Know your network footprint

Then, attack it by:

2. Eliminating miles
3. Increasing payload
4. Converting to energy-efficient, cost-effective modes
5. Using efficient carriers



OUR INTERMODAL CAPABILITIES have been a steady and efficient service due to our patent-modified container stacking and on-time standards.

OUR DEDICATED CONTRACT SERVICES provide unparalleled stability and professionalism to all of our business partners who rely on us for their long-term transportation needs.

Fleet efficiency

EQUIPMENT INNOVATIONS

FUEL & FLUIDS

DESIGN STRATEGY

ENVIRONMENTAL REGULATIONS, PARTNERSHIPS & GRANTS

DeliverGreen™ is a business initiative to help meet customers' demand for more energy-efficient services and provide long-term sustainable growth opportunities for J.B. Hunt Transport, Inc.

DeliverGreen™ TRANSPORTATION SOLUTIONS

- Safety First Culture
- Intermodal Conversion
- Empty Mile Reduction
- Engine Idling Reduction
- Top Speed Governing
- Mileage Optimization
- Tires
- Friendly Fuels
- Smart-quipping
- Efficiency Training
- On-the-go RFID
- Carbon Calculator
- Cool Transport™
- Regulations, Grants & Partnerships

Building a better carbon-efficient supply chain

Increasingly, the buying public is spending money with companies that embrace carbon-neutral solutions. While your customers are demanding reduced carbon output, your shareholders are looking for improved operating costs. J.B. Hunt can help, with industry-leading innovations that aid sustainability initiatives while lowering your bottom-line costs.

Because we're the world's largest intermodal transporter, we can help you convert more of your over-the-road shipments to rail, thus saving you money and reducing greenhouse emissions by 50%.

And our fleets are among the most aerodynamic on the road. We're the industry leader in research and testing of low-viscosity drive-train lubricants, fuel-max tires and idle-reduction technologies. We shrink empty miles through better route planning; we increase fuel economy by governing out trucks down from 63 mph to 61 mph.

J.B. Hunt carries the highest Smartway™ rating from the U.S. Environmental Protection Agency, and we're a two-time recipient of the SmartWay Transport Partner Award. Our sustainability efforts offer you quick, low-cost, simple methods to create a carbon-efficient supply chain.

Going Green. It doesn't have to add red to your bottom line. Contact J.B. Hunt today and let's work together for a cleaner environment, better customer loyalty and greater shareholder value.

Notes

J.B. Hunt Transport Services, Inc.
Kristi Noland
email: Kristi_Noland@jbhunt.com
(479) 361-7689

Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation
www.arb.ca.gov/cc/hdghg/hdghg.htm

Listserv
www.arb.ca.gov/listserv/hdghg.htm

SmartWay Program Information
www.epa.gov/smartway/

Diesel Hotline
(866) 6-DIESEL (866-634-3735)
email: 8666diesel@arb.ca.gov

the TRUCK STOP
www.arb.ca.gov/msprog/truckstop/truckstop.htm

What's your **next** move?™

J.B. Hunt Transport Services, Inc.
615 J B Hunt Corporate Dr
Lowell, AR 72745
www.jbhunt.com