Diesel PM Control Measure Public and Utility Fleet Vehicles Workshops

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El Monte and Sacramento, CA

California Environmental Protection Agency
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Outline of Today's Presentation

- Background
- Issues Raised During Public Comment Period
- Proposed Rule Revisions
- Update of Verified Diesel Emission Control Technologies
- Emission Benefits
- Comments and Questions

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BACKGROUND

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Health Impacts of Diesels in California

- Annual health impacts
  - 2,900 premature deaths
  - 3,600 hospital admissions
  - 240,000 asthma attacks/respiratory symptoms
  - 600,000 lost days of work
- By comparison
  - 3,700 deaths from car accidents
  - 2,000 homicides

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Issues Raised During Public Comment Period

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Issues Raised

- Proposed Rule's Cost Reimbursable by the State
- Emergency Vehicles and Military Tactical Vehicles
- Special Provisions for Rural Counties
- Early Compliance Credits

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Reimbursable Costs

- Is the proposed regulation costs reimbursable by the State under California Government Code Section 17500?
  - Is the regulation requiring a new program or an increased level of service in an existing program?
    - No. The proposed regulation does not require a new program or an increased level of service.
  - Is the costs of regulations unique to local governments?
    - No. The proposed regulation is equally applicable to investor-owned private utilities and local agencies (County of LA vs. California et al, 43 Cal 3d 46 (1987)).

Emergency Vehicles and Military Tactical Vehicles

- Emergency Vehicles are exempted from the scope of the proposed rule by California Vehicle Code Section 27156.2
- Military Tactical Vehicles are exempted from the scope of the proposed rule by Title 13, California Code of Regulations Section 1905

Rural Counties New Proposals

- "Low Population" County is increased to 125,000 (estimated as of July 1, 2005)
- Dedicated snow-moving equipment exempted from the "active fleet calculation"
- May follow an alternate phase-in schedule that begins in 2009 and ends in 2013

Early Compliance New Proposal

- Engines that are in brought into compliance using best available control technology before January 1, 2005, may be counted in the active fleet calculation for early compliance.
- Allows for municipalities/utilities that have proactively implemented BACT to get credit for these.

PROPOSED RULE:

PUBLIC AND UTILITY ON-ROAD FLEETS

New Proposed Definitions

- "Low Usage Vehicle" is a vehicle that accumulates fewer than 1,000 miles per year or 50 hours per year.
- "Low Population County" is a county with fewer than 125,000 people as of July 1, 2005 (projected)

Proposed Applicability

- Municipal or Utility Active Fleet
  - Vehicles owned and operated by municipality or utility
  - Includes leased vehicles operated by the municipality or utility
- Diesel Fueled over 14,000 GVWR
- Model Years 1960 to 2006

Proposed Best Available Control Technology (BACT)

- Engine Certified to 0.01 g/bhp-hr PM or 0.1 g/bhp-hr plus Retrofit with Highest Level Verified DECS
- Alternative-fuel, or Heavy-Duty Pilot Ignition Engine Certified to Lowest Optional PM Standard
- Retrofit with Highest Level Verified DECS
- Once in Compliance the Vehicle Must Remain In Compliance

Diesel Emission Control Strategy Verification Levels

- Level 1 (25% or greater PM Reduction)
  - DOC (MY 1988 to 2002)
- Level 2 (50% or greater)
  - PurNOx (MY 1988 to 2003)
  - Flow Through Filter (MY 1991 to 1993)
- Level 3 (85% or greater or ≤ 0.01 g/bhp-hr)
  - Passive Diesel Particulate Filter (MY 1994 to 2002)
- Optional NOx Reduction, 15% min.

Verification Information

Current verification status can be viewed on the web at:

www.arb.ca.gov/diesel/verdev/verdev.htm

Proposed Implementation Schedule

Group	Model Years	BACT %	Deadline as of December 31st
1	1960 – 1987	20	2007
		60	2009
		100	2011
2	1988 - 2002	20	2006
		60	2008
		100	2010
3	2003 - 2006 (includes dual/bi-fuel engines)	50	2009
		100	2010

Proposed Compliance Extensions

- Based on Early Implementation
- Municipality Located in a Low-Population County
- No Verified DECS
- Dual-Fuel or Bi-Fuel Engine
- Engine Near Retirement

Proposed Early Compliance Extension

- Group 1 -Implement BACT on 50% or more of total fleet by December 31, 2007 may delay remaining Group 1 vehicles to July 1, 2012.
- Group 2 - Implement BACT on 50% or more of total fleet by December 31, 2006, may delay remaining Group 2 vehicles to July 1, 2011
- May count all vehicles meeting BACT requirements of Section 2022.1(b) as of January 1, 2005, towards 50% compliance level.

Compliance Extensions (cont)

- Municipalities located in counties with less than 125,000 as of July 1, 2005 based on projection
- Allowed to follow an alternate compliance schedule
- Counties are listed in regulation

Proposed Low Population County Municipality Implementation Schedule

Group	Model Years	BACT %	Deadline as of December 31*
1	1960 – 1987	20	2009
		60	2011
		100	2013
2	1988 - 2002	20	2008
		60	2010
		100	2012
3	2003 –2006 (includes dual/bi-fuel engines)	50	2011
		100	2012

Proposed Special Circumstances

- DECS Failure
- Discontinuation of Fuel DECS
- Level 1 DECS Has Limited Life
- Engine Retirement within One Year
- Participation in Experiment/Demonstration

Proposed Recordkeeping

- Records Kept Accessible at Vehicle Location
- Records Kept in the Vehicle (Labeling Requirement)

Additional Compliance Requirements

- A municipality or utility shall include language requiring any contractor to be incompliance with all applicable California air pollution control laws and regulations in a new contract for services that the municipality or utility would normally provide that has an effective date of December 31, 2006 or subsequent.