STATE OF CALIFORNIA
AIR RESOURCES BOARD
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PETE WILSON, Governor

State of California
AIR RESOURCES BOARD

Response to Significant Environmental Issues

Item: PUBLIC HEARING TO CONSIDER THE ADOPTION OF NEW SPECIFICATIONS FOR GASOLINE CERTIFICATION FUEL FOR MOTOR VEHICLES

Agenda Item No.: 92-13-2

Public Hearing Date: August 14, 1992

Issuing Authority: Air Resources Board

Comment: No comments were received identifying any significant environmental issues pertaining to this item. The staff report identified no adverse environmental effects.

Response: N/A

Certified: Pat Hutchens
Pat Hutchens
Board Secretary

Date: 5/25/93

State of California
AIR RESOURCES BOARD

Resolution 92-61

August 14, 1992

Agenda Item No.: 92-13-2

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the Air Resources Board (the Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, in section 43000 of the Health and Safety Code the Legislature has declared that the emission of air contaminants from motor vehicles is the primary cause of air pollution in many parts of the state, and that the control and elimination of those air contaminants is of prime importance for the protection and preservation of the public health and well-being, and for the prevention of irritation to the senses, interference with visibility, and damage to vegetation and property;

WHEREAS, section 43018(a) of the Health and Safety Code, enacted by the California Clean Air Act of 1988, directs the Board to endeavor to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of the state ambient air quality standards at the earliest practicable date;

WHEREAS, section 43018(b) of the Health and Safety Code directs the Board no later than January 1, 1992 to take whatever actions are necessary, cost-effective, and technologically feasible in order to achieve, by December 31, 2000, a reduction in motor vehicle emissions of reactive organic gases (ROG) of at least 55 percent and a reduction of motor vehicle emissions of oxides of nitrogen (NOx), and the maximum feasible reductions in particulates (PM), carbon monoxide (CO), and toxic air contaminants from vehicular sources;

WHEREAS, section 43018(c) of the Health and Safety Code provides that in carrying out section 43018, the Board shall adopt standards and regulations which will result in the most cost-effective combination of control measures on all classes of motor vehicles and motor vehicle fuel, including but not limited to reductions in motor vehicle exhaust and evaporative emissions, reductions in in-use vehicular emissions through durability and performance improvements, requiring the purchase of low-emission vehicles by state fleet operators, and specification of vehicular fuel composition;

WHEREAS, section 43104 of the Health and Safety Code directs the Board to adopt test procedures for determining whether new motor vehicles are in compliance with the emission standards established by the Board;

WHEREAS, following a hearing on August 9, 1990, the Board adopted amendments to its evaporative emission requirements and test procedures; these amendments establish more stringent standards for evaporative hydrocarbon emissions during vehicle operation and associated requirements, to be phased in over a four year period beginning with 1995 model year vehicles;

WHEREAS, following a hearing on September 27-28, 1990, the Board adopted Low-Emission Vehicles and Clean Fuels regulations which require the production of low-emission light- and medium-duty vehicles and require that alternative fuels used by these vehicles be made reasonably available to motorists;

WHEREAS, the exhaust emission test procedures for certifying new gasoline-powered motor vehicles and engines (other than motorcycles) are contained in the California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, which is incorporated by reference in Title 13, California Code of Regulations, section 1960.1(k), and in the California Exhaust Emission Standards and Test Procedures for 1987 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles, which is incorporated by reference in Title 13, California Code of Regulations, section 1956(d);

WHEREAS, the Board's exhaust emission test procedures identify the specifications of gasoline to be used in certification testing to determine compliance with the applicable exhaust and evaporative emission standards;

WHEREAS, following a public hearing on November 21-22, 1991, the Board approved regulations for Phase 2 reformulated gasoline, applicable to gasoline sold in California for use in motor vehicles beginning March 1, 1996; these regulations include a comprehensive set of specifications affecting eight different gasoline properties and are designed to ensure that in-use gasoline is a significantly cleaner-burning fuel;

WHEREAS, in Resolution 90-58 approving the Low-Emission Vehicles and Clean Fuels Regulations, the Board found that it is necessary and appropriate to treat the vehicle and its fuel as a system, in order to achieve the maximum feasible reductions in emissions from new motor vehicles and to encourage the vehicle and fuel industries to work together to develop the least polluting and most cost-effective vehicle and fuel technologies;

WHEREAS, the staff has proposed amendments to the motor vehicle emission test procedures which, as initially proposed, would allow the use of a certification gasoline based on Phase 2 reformulated gasoline in addition to the existing certification gasolines; as initially proposed this Phase 2 gasoline certification fuel would be allowed in certification testing of 1993 and later model year low-emission vehicles, 1995 and later model year vehicles which must meet the evaporative emission requirements approved in August 1990, and 1996 and later model year conventional gasoline-powered motor vehicles;

WHEREAS, the California Environmental Quality Act and Board regulations require that an action not be adopted as proposed where it will have significant adverse environmental impacts if feasible alternatives or mitigation measures are available which would substantially reduce or avoid such impacts;

WHEREAS, the Board has considered the impact of the proposed amendments on the economy of the state;

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of Chapter 3.5 (commencing with section 11340), Part 1, Division 3, Title 2 of the Government Code; and

WHEREAS, the Board finds that:

The regulatory amendments approved herein further the goal of the Low-Emission Vehicles and Clean Fuels program to treat the vehicle and the fuel as part of a single system, by allowing use of a cleaner certification gasoline reflecting the cleaner commercial gasoline that will be introduced by March 1996;

The regulatory amendments approved herein will provide vehicle manufacturers with more flexibility and an additional margin of safety in complying with the low-emission vehicle standards;

It is necessary and appropriate to allow the use of a Phase 2 gasoline certification fuel for 1993 and subsequent model year low-emission vehicles to encourage the development of such vehicles and to assure that the 1993-1995 model year standards are consistent with the later model-year low-emission vehicle standards;

Since 1995 model year vehicles certified to the conventional emission standards will operate on Phase 2 reformulated gasoline for most of their useful lives, and since not allowing the use of such certification gasoline until the 1996 model year could be disruptive of certification testing plans, it is necessary and appropriate to allow the use of a Phase 2 gasoline certification fuel for 1995 model year conventional vehicles;

The Phase 2 gasoline certification specifications appropriately reflect the expected parameters of commercial Phase 2 reformulated gasoline in ranges sufficiently narrow to enhance the consistency of testing; the specification for multi-substituted alkyl aromatic compounds is designed to reflect the expected typical content of multi-substituted alkyl aromatic compounds in commercial Phase 2 reformulated

gasoline and does not signify any intent of the Board to impose a specification for this characteristic applicable to commercial gasoline;

The amendments approved herein, when viewed as part of the Board's overall regulatory program for low-emission vehicles and for commercial Phase 2 reformulated gasoline, will not have a significant adverse emission or other environmental impact;

The amendments approved herein will not have any adverse impact on the economy of the state.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the amendments to sections 1960.1(k) and 1956.8(d), Title 13, California Code of Regulations, as set forth in Attachment A hereto, the amendments to the California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-duty Vehicles as set forth in Attachment B hereto, and the amendments to the California Exhaust Emission Standards and Test Procedures for 1985 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles as set forth in Attachment C hereto, with the modifications to the above incorporated documents described in Attachment D hereto.

BE IT FURTHER RESOLVED that the Board directs the Executive Officer to incorporate into the approved regulations and incorporated documents the modifications described in Attachment D hereto, and either to adopt the modified regulations, amendments, and new documents after making them available to the public for a supplemental written comment period of 15 days, with such additional modifications as may be appropriate in light of supplemental comments received, or to present the regulations, amendments, and documents to the Board for further considerations if he determines that this is warranted in light of supplemental written comments received.

BE IT FURTHER RESOLVED that the Board hereby determines that the amendments approved herein will not cause the California motor vehicle emission standards, in the aggregate, to be less protective of public health and welfare than applicable federal standards.

BE IT FURTHER RESOLVED that the Board hereby finds that separate California emission standards and test procedures are necessary to meet compelling and extraordinary conditions.

BE IT FURTHER RESOLVED that the Board finds that the California emission standards and test procedures as amended herein will not cause the California requirements to be inconsistent with section 202(a) of the Clean Air Act and raise no new issues affecting previous waiver determinations of the Administrator of the Environmental Protection Agency pursuant to section 209(b) of the Clean Air Act.

BE IT FURTHER RESOLVED that the Executive Officer shall, upon adoption, forward the amendments pertaining to the motor vehicle emission standards and test procedures to the U.S. Environmental Protection Agency with a request for a waiver or confirmation that the amendments are within the scope of an existing waiver of federal preemption pursuant to section 209(b) of the Clean Air Act, as appropriate.

I hereby certify that the above is a true and correct copy of Resolution 92-61 as adopted by the Air Resources Board.

Pat Hutchens

Pat Hutchens, Board Secretary

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JUN 15 1993
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Resolution 92-61

August 14, 1992

Identification of Attachments to the Resolution

Attachment A: Proposed amendments to Title 13, California Code of Regulations, sections 1960.1(k) and 1956.8(d), as set forth in Appendix A to the Staff Report.

Attachment B: Amendments to the California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, as set forth in Appendix B to the Staff Report.

Attachment C: Amendments to the California Exhaust Emission Standards and Test Procedures for 1987 and Subsequent Model Heavy-duty Otto-cycle Engines and Vehicles, as set forth in Appendix C to the Staff Report.

Attachment D: Staff's Suggested Changes to the Proposed Specifications for Phase 2 Certification Fuel (distributed at the hearing on August 14, 1992).

Attachment D

State of California
AIR RESOURCES BOARD

Staff's Suggested Changes to the Proposed Specifications for Phase 2 Certification Fuel

August 14, 1992

1. The staff is proposing a modification to its original proposal to allow all 1995 model-year vehicles to use Phase 2 certification gasoline. The staff's original proposal would allow the use of Phase 2 certification gasoline only for those 1995 model-year vehicles that are certified to the new evaporative emission standards. However, since 1995 model-year vehicles will be operating on Phase 2 commercial gasoline for nearly all of their useful lives, this change is consistent with the Board's policy of requiring the certification fuel to be as similar as possible to the fuel that will actually be used by California drivers. This change will also minimize potential disruption to some manufacturer's certification testing plans.

To effect this revision, in the California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, the language in section 9.a.1. would be modified as follows (slashes indicate new deletions and bold italics indicates new additions):

(i) For 1992-~~1995~~ ***1994*** ~~and subsequent~~ model-year Otto-cycle vehicles, gasoline having the specifications listed below may be used in exhaust and evaporative emission testing as an option to the specifications referred to in subparagraph (a) . . . .

(ii) For 1993-~~1995~~ ***1994*** model-year Otto-cycle TLEVs, LEVs, and ULEVs and for all ~~1994~~ ***1995*** and subsequent model-year Otto-cycle vehicles, gasoline having the specifications listed below may be used in exhaust and evaporative emission testing as an option to the specifications referred to in subparagraph (a) . . . .

2. The staff is also proposing modifications to allow the use of equivalent test methods in determining the specifications of Phase 2 certification gasoline.

To effect this change, in the California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, footnote b/ in the table in section 9.a.1.(ii) would be modified as follows

b/ ASTM specifications unless otherwise noted. ***A test method other than that specified may be used following a determination by the***