State of California
AIR RESOURCES BOARD

Resolution 94-56

October 27, 1994

Agenda Item No.: 94-10-1

WHEREAS, section 43701(b) of the California Health and Safety Code requires the Air Resources Board (the "Board") to examine the feasibility of developing regulations for the retrofit of existing, on-road heavy-duty diesel vehicles to reduce their exhaust emissions, or, if the Board determines that such regulations are not feasible, to report such findings to the Legislature;

WHEREAS, in California, on-road heavy-duty diesel vehicles account for over 30 percent of all on-road, ozone-forming emissions of oxides of nitrogen (NOx) and over 80 percent of all on-road exhaust particulate matter (PM) emissions;

WHEREAS, the Board has determined that regulations for widespread mandatory retrofits of heavy-duty diesel vehicles are not practical or economically feasible for California implementation at this time and has developed a report to the Legislature of these findings entitled "Report to the California Legislature: The Feasibility of Reducing Emissions from Heavy-Duty Diesel Vehicles through Retrofitting Existing Diesel Engines" (the "Retrofit Report");

WHEREAS, the United States Environmental Protection Agency has previously promulgated regulations for the retrofit of existing urban transit buses for reduced PM emissions and such regulations will be applicable to California-based urban transit buses;

WHEREAS, the Board has adopted the nation's most extensive and stringent motor vehicle emissions control and fuels regulations, which have resulted in significant emission reductions;

WHEREAS, the Board believes that significant reductions in total emissions from the heavy-duty diesel vehicle category will continue to be achieved through more stringent new vehicle standards and fleet turnover;

WHEREAS, on November 18, 1993, the Board approved an addition to the Mobile Source Credit Guidelines entitled "Mobile Source Emission Reduction Credits: Guidelines for the Generation of Mobile Source Emission Reduction Credits By Retrofit of Existing Vehicles" (the "Retrofit Guidelines"), dated February 1994;

WHEREAS, the Board has determined that, at the present time, voluntary mobile source credit programs are preferred over mandatory regulations for encouraging emission-reducing retrofits of existing heavy-duty diesel vehicles and engines;

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WHEREAS, the Board will reexamine the issue of the feasibility of heavy-duty diesel vehicle retrofits in the future, as changes in legislative requirements, technology, emission reduction needs and vehicle operating characteristics require;

WHEREAS, the Board has held a duly noticed public meeting, as required by California Health and Safety Code 43701(b), to consider approval of the Retrofit Report, and has considered the comments presented by representatives of air pollution control districts, affected industries, and other interested persons and agencies;

WHEREAS, the Board has instructed the staff to add a preamble to the report which presents the issues discussed at the Board's public meeting;

WHEREAS, the Board has instructed the staff to modify the report to ensure that the discussion of the feasibility of retrofitting heavy-duty vehicle engines appropriately reflects the sense of a technically achievable practice as opposed to a program that may not be practical to implement;

NOW, THEREFORE, BE IT RESOLVED that the Board approves the "Report to the California Legislature: The Feasibility of Reducing Emissions from Heavy-Duty Diesel Vehicles through Retrofitting Existing Diesel Engines" and directs the Executive Officer to transmit the report to the Legislature as required by California Health and Safety Code Section 43701(b).

I hereby certify that the above is a true and correct copy of Resolution 94-56, as adopted by the Air Resources Board.

Pat Hutchens

Pat Hutchens, Board Secretary