



Air Resources Board



Linda S. Adams
Secretary for
Environmental Protection

Mary D. Nichols, Chairman
1001 I Street • P.O. Box 2815
Sacramento, California 95812 • www.arb.ca.gov

Arnold Schwarzenegger
Governor

February 9, 2010

TO: ALL INTERESTED PARTIES

TOPIC: PUBLIC WORKSHOP TO DISCUSS POTENTIAL AMENDMENTS TO
THE STATIONARY COMPRESSION IGNITION ENGINE AIR TOXIC
CONTROL MEASURE

Staff of the Air Resources Board (ARB or Board) invites you to participate in a public workshop to discuss potential amendments to the Stationary Compression Ignition Engine Air Toxic Control Measure (ATCM). ARB staff is currently investigating the feasibility and costs associated with the existing requirement in the ATCM that requires new emergency standby engines to meet the Tier 4 emission standards as specified in the Off-Road Compression Ignition Engine Standards (title 13, California Code of Regulation (CCR), section 2423) once those standards are effective.

The purpose of this workshop is to provide an overview of ARB activities to date and to initiate a dialogue on whether or not it is appropriate to consider any amendments to the requirements for new emergency standby engines in the ATCM. While the primary purpose of this workshop is to focus on the requirements for new emergency standby engines, additional concepts for potential amendments to the Stationary CI Engine ATCM may also be discussed at the workshop. A preliminary draft agenda is attached to this notice.

The meeting will be held at the following time and location:

Date: March 1, 2010
Time: 1:30PM to 3:00PM
Location: Coastal Hearing Room
Address: Cal/EPA Headquarters Building
1001 I Street
Sacramento, California 95814

Directions to Cal/EPA headquarters and public transit can be found at the California Environmental Protection Agency's website at <http://www.calepa.ca.gov/epabldg/location.htm>.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Webcast and Handout Information

This meeting will be webcast for those unable to attend in person. The broadcast can be accessed on the day of the workshop at <http://www.calepa.ca.gov/broadcast/>. Information on submitting questions or comments will be provided during the webcast for remote participants. Staff's presentation and any handouts will be posted at <http://www.arb.ca.gov/diesel/statport.htm>.

Background

In 2004, the California Air Resources Board adopted the Stationary Compression Ignition Engine Air Toxic Control Measure (title 17, CCR section 93115). The ATCM established emission controls on stationary diesel-fueled compression ignition (CI) engines that were greater than 50 brake horsepower (bhp). For new emergency standby engines, the ATCM requires these engines to meet a 0.15 g/bhp-hr particulate matter (PM) emission limit or the Off-Road Compression Ignition Engine Standard (title 13, CCR, section 2423), whichever is more stringent. In California, the Off-Road Standards will become more stringent than the ATCM requirements beginning with Tier 4 engines. The Tier 4 emissions limits will most likely cause engine manufacturers to require a diesel particulate filter (DPF) and a selective catalytic reduction (SCR) system on their engines to meet the PM and oxides of nitrogen (NOx) standards.

Effective July 11, 2006, the U.S. Environmental Protection Agency (EPA) promulgated Standards of Performance for Stationary Compression-Ignition Internal Combustion Engines (NSPS). However, the NSPS final rule does not require manufacturers of stationary emergency standby diesel-fueled CI engines to meet the Tier 4 emission standards if add-on controls must be installed. Representatives from the Engine Manufacturers Association (EMA) have requested that ARB staff consider harmonizing the requirements for new emergency standby engines in the ATCM with those in the NSPS. In response, ARB staff agreed to investigate the need for amendments to the ATCM to address concerns raised regarding feasibility and costs of after treatment controls on new emergency standby engines. At this workshop, ARB staff will share their preliminary findings and will provide information from a survey being conducted that is collecting updated information on stationary emergency standby engine operation in California.

Special Accommodations and Language Assistance

If you require special accommodations or language needs, please contact

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Ms. Linda Keifer at (916) 327-1505 or lkeifer@arb.ca.gov as soon as possible but no later than 10 business days before the scheduled meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

If you have questions regarding the workshop, please contact either Ms. Peggy Taricco, Manager, at (916) 323-4882 or ptaricco@arb.ca.gov or Mr. Ryan Huft, Air Resources Engineer, at (916) 327-5784 or rhuft@arb.ca.gov. We welcome and appreciate your participation in this workshop.

Sincerely,

/s/

Daniel E. Donohoue, Chief
Emissions Assessment Branch
Stationary Source Division

Attachment

cc: Ms. Peggy Taricco
Manager, Technical Analysis Section
Stationary Source Division

Mr. Ryan Huft
Air Resources Engineer
Stationary Source Division

California Air Resources Board

Public Workshop to Discuss Potential Stationary Compression Ignition Engine ATCM Amendments

**Monday, March 1, 2010
Time: 1:30PM to 3:00PM
Room: Coastal Hearing Room**

**Cal/EPA Headquarters Building
1001 I Street
Sacramento, California 95814**

To participate by Webcast, go to www.calepa.ca.gov/broadcast/

Draft Agenda

- I. Introduction
- II. Background
- III. Proposed Concepts for Potential Amendments to the Stationary Engine Air Toxic Control Measure
- IV. Open Discussion and Next Steps