

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

(Adopted March 7, 2008)

RULE 1472. REQUIREMENTS FOR FACILITIES WITH MULTIPLE STATIONARY EMERGENCY STANDBY DIESEL-FUELED INTERNAL COMBUSTION ENGINES

(a) Purpose

The purpose of this rule is to reduce diesel PM emissions from facilities with three or more stationary emergency standby diesel-fueled internal combustion engines.

(b) Applicability

This rule shall apply to facilities with three or more stationary emergency standby diesel-fueled internal combustion engines operating in the South Coast Air Quality Management District and each is rated at greater than 50 brake horsepower (>50 bhp), except as provided in subdivision (j). This rule shall not apply to stationary emergency standby diesel-fueled internal combustion engines at agricultural facilities.

(c) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) COMPRESSION IGNITION (CI) ENGINE means an internal combustion engine with operating characteristics significantly similar to the theoretical diesel combustion cycle. The regulation of power by controlling fuel supply in lieu of a throttle is indicative of a compression ignition engine.
- (2) DIESEL FUEL means any fuel that is commonly or commercially known, sold, or represented by the supplier as diesel fuel, including any mixture of primarily liquid hydrocarbons – organic compounds consisting exclusively of the elements carbon and hydrogen – that is sold or represented by the supplier as suitable for use in an internal combustion, compression-ignition engine. For the purposes of this rule, diesel fuel shall include jet fuel.
- (3) DIESEL PARTICULATE FILTER (DPF) means an emission control technology that reduces PM emissions by trapping the particles in a flow filter substrate and periodically removing the collected particles by either physical action or by oxidizing (burning off) the particles in a process called regeneration.

- (4) DIESEL PARTICULATE MATTER (PM) means the particles found in the exhaust of diesel-fueled (including jet fuel) CI engines as determined in accordance with the test methods identified in subdivision (i).
- (5) DIRECT-DRIVE FIRE PUMP ENGINE means an engine directly coupled to a pump exclusively used in a water-based fire protection system.
- (6) EMERGENCY STANDBY ENGINE means a stationary engine that meets the criteria specified in subparagraphs (c)(6)(A) and (c)(6)(B) and any combination of subparagraphs (c)(6)(C) or (c)(6)(D) below:
 - (A) is installed for the primary purpose of providing electrical power or mechanical work during an emergency use and is not the source of primary power at the facility; and
 - (B) is operated to provide electrical power or mechanical work during an emergency use; and
 - (C) is operated under limited circumstances for maintenance and testing, emissions testing, or initial start-up testing; or
 - (D) is operated under limited circumstances in response to an impending or actual outage.
- (7) EMISSION CONTROL STRATEGY means any device, system, or strategy employed with a diesel-fueled CI engine that is intended to reduce emissions including, but not limited to, particulate filters, diesel oxidation catalysts, fuel additives used in combination with particulate filters, alternative diesel fuels, and any combination of the above.
- (8) ENGINE GROUP means three or more stationary emergency diesel engines (excluding direct-drive fire pump engines) at a facility where the exhaust stacks are within 150 meters of one another. Any engine whose exhaust stack is within 150 meters of any other engine exhaust stack in an engine group is considered part of the engine group. A facility with three or more diesel emergency engines may have no engine groups within the facility or more than one engine group within the facility.
- (9) EXECUTIVE OFFICER is as defined in Rule 102.
- (10) FACILITY means any source or group of sources or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined in 40

CFR Section 55.2. Such above-described groups, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one facility. Sources or installations involved in crude oil and gas production in Southern California Coastal or OCS Waters and transport of such crude oil and gas in Southern California Coastal or OCS Waters shall be included in the same facility which is under the same ownership or use entitlement as the crude oil and gas production facility on-shore.

- (11) HEALTH FACILITY has the same meaning as defined in Section 1250 of the California Health and Safety Code.
- (12) LOCATION means any single site at a building, structure, facility, or installation. For the purpose of this definition, a site is a space occupied or to be occupied by an engine.
- (13) MAINTENANCE AND TESTING means operating an emergency standby compression ignition engine to:
 - (A) Evaluate the ability of the engine or its supported equipment to perform during an emergency. "Supported Equipment" includes, but is not limited to, generators, pumps, transformers, switchgear, and breakers; or
 - (B) Facilitate the training of personnel on emergency activities; or
 - (C) Provide electric power for the facility when the utility distribution company takes its power distribution equipment offline to service that equipment for any reason that does not qualify as an emergency use.
- (14) OFF-SITE WORKER RECEPTOR means a worker at a site which is outside the boundaries of a facility.
- (15) RATED BRAKE HORSEPOWER (BHP) means the maximum brake horsepower output of an engine as determined from any of the following, whichever reflects the engine's current configuration:
 - (A) The manufacturer's sales and service literature; or
 - (B) The nameplate of the engine; or
 - (C) If applicable, as shown in the application for certification of the engine.
- (16) RECEPTOR LOCATION means any location outside the boundaries of a facility where a person may experience exposure to diesel exhaust due to the operation of a stationary emergency diesel-fueled internal combustion

engine. Receptor locations include, but are not limited to, residences, businesses, hospitals, daycare centers, and schools.

- (A) RESIDENTIAL/SENSITIVE RECEPTOR DISTANCE means the shortest distance measured from the exhaust stack of any engine in an engine group to a residential or sensitive receptor nearest to the exhaust stack.
 - (B) OFF-SITE WORKER RECEPTOR DISTANCE means the shortest distance measured from the exhaust stack of any engine in an engine group to an off-site worker nearest to the exhaust stack.
- (17) RESIDENTIAL RECEPTOR means a single family dwelling or a multi-family dwelling, including but not limited to a duplex, condominium, townhome, apartment building, or other rental unit.
 - (18) SCHOOL OR SCHOOL GROUNDS means any public or private school, including juvenile detention facilities and schools serving as the students' place of residence (e.g., boarding schools), used for purposes of the education of more than 12 children in kindergarten or any of grades 1 to 12, inclusive, but does not include any private school in which education is primarily conducted in private homes. School or School Grounds includes any building or structure, playground, athletic field, or other areas of school property, but does not include unimproved school property.
 - (19) SIGNIFICANT RISK LEVEL for purpose of this rule is a MICR of one hundred in one million (1.0×10^{-4}), or a total acute or chronic HI of five (5.0) for any target organ system at any receptor location.
 - (20) SENSITIVE RECEPTOR means schools, public and private (kindergarten through grade 12), licensed daycare centers, hospitals, and convalescent homes.
 - (21) STATIONARY EMERGENCY DIESEL ENGINE, for the purpose of this rule, means an emergency standby diesel-fueled compression ignition internal combustion engine rated at >50 bhp. A compression ignition engine is stationary if any of the following are true:
 - (A) the engine or its replacement is attached to a foundation, or if not so attached, resides at the same location for more than 12 consecutive months. Any engine such as backup or standby engines, that replaces an engine at a location and is intended to perform the same or similar function as the engine(s) being replaced, shall be included in calculating the consecutive time

- period. The cumulative time of all engine(s), including the time between the removal of the original engine(s) and installation of the replacement engine(s), will be counted toward the consecutive time period; or
- (B) the engine remains or will reside at a location for less than 12 consecutive months if the engine is located at a seasonal source and operates during the full annual operating period of the seasonal source, where a seasonal source is a stationary source that remains in a single location on a permanent basis (at least two years) and that operates at that single location at least three months each year; or
 - (C) the engine is moved from one location to another in an attempt to circumvent the 12 month residence time requirement. The period during which the engine is maintained at a storage facility shall be excluded from the residency time determination.
- (d) Initial Notification of Exemption from Filing a Compliance Plan and Compliance Plan
- (1) Qualifying for Initial Notification of Exemption from Filing a Compliance Plan
The owner/operator of a facility with three or more emergency diesel engines shall provide an initial notification to the Executive Officer if the facility owner/operator can demonstrate that:
 - (A) Each emergency diesel engine at the facility is greater than 150 meters from the nearest receptor; or
 - (B) Each emergency diesel engine in each engine group at the facility emits diesel PM at less than or equal to 0.15 g/bhp-hr; or
 - (C) There are no engine groups because:
 - (i) There are not three or more engines that are within 150 meters of one another; or
 - (ii) After excluding direct drive fire pump engines, non-diesel fueled engines, and engines that meet the criteria in Table 1 of subparagraph (e)(1)(B), there are fewer than three engines within 150 meters of one another.
 - (2) Submittal of Initial Notification of Exemption from Filing a Compliance Plan

- (A) The initial notification shall be submitted in writing on or before the applicable compliance plan submittal date pursuant to subdivision (g) and shall stipulate which criteria of paragraph (d)(1) applies to the facility and demonstrate how at least one of the criteria is met.
 - (B) Facilities eligible to submit an initial notification and complying with subparagraph (d)(2)(A) are not subject to compliance plan requirements of paragraphs (d)(3) through (d)(6).
- (3) **Compliance Plan**
- With the exception of facilities that are eligible for and have submitted an initial notification pursuant to paragraphs (d)(1) and (d)(2), an owner or operator of a facility with three or more stationary emergency diesel engines shall submit a compliance plan, pursuant to the schedule specified under subdivision (g), Table 3, and shall include the following information:
- (A) Owner/operator contact information (company name, AQMD facility identification number, contact name, phone number, address, e-mail address).
 - (B) Number of stationary emergency diesel engines located at the facility.
 - (C) For each stationary emergency diesel engine that requires a Permit to Operate, specify the:
 - (i) AQMD permit number;
 - (ii) Year of manufacture;
 - (iii) Maximum rated brake horsepower;
 - (iv) Engine use (emergency generator, direct-drive fire pump, flood control, etc.)
 - (v) PM emission factor in grams/bhp-hour and supporting data from manufacturers data, source tests, or other sources (specify) or using default PM emission factors from the California Air Resources Board's Off-Road Mobile Source Emissions Inventory Model; and
 - (vi) Average of the actual annual testing and maintenance operating hours for calendar years 2005 and 2006 substantiated by records pursuant to Rule 1470 subdivision (d) or Rule 2012. If records to substantiate actual testing

and maintenance hours of operation are not available, then specify the annual operating hours shall be the Rule 1470 allowable or maximum permitted annual operating hours for testing and maintenance (hours), whichever is less.

- (D) Plot plan showing the location of each stationary emergency diesel engine and its exhaust stack, the distance from each engine exhaust stack to the nearest engine exhaust stack at the facility. Portable emergency diesel engines that remain within the boundaries of the facility are to be shown on the plot plan in the location where they are operated for testing and maintenance purposes.
 - (E) Identify all engine groups within the boundaries of the facility pursuant to paragraph (e)(1). Label each engine group with a letter (A, B, C, etc.) and identify all engines in each engine group by Permit to Operate number.
 - (F) Identify nearest receptors for each engine group at the facility:
 - (i) Identify the nearest residential/sensitive receptor to the engine group and indicate the distance from the engine stack of each engine in the engine group to that receptor on the plot plan; and
 - (ii) Identify the nearest off-site worker receptor to the engine group and indicate the distance from the engine exhaust stack of each engine in the engine group to that receptor on the plot plan.
 - (G) Calculate the Engine Group Index for each engine group at the facility pursuant to paragraph (e)(2). If there are no engine groups at the facility pursuant to the requirements of paragraph (e)(1), the Engine Group Index does not need to be calculated. If all engines in an engine group emit diesel PM at a rate of less than or equal to 0.15 g/bhp-hr, the Engine Group Index does not need to be calculated.
- (4) A facility with any Engine Group Index greater than 1.0 shall select a method of compliance pursuant to subdivision (f) for each engine group with an Engine Group Index exceeding 1.0 and shall:
- (A) For an engine group complying with paragraph (f)(1), identify the engine or engines by Permit to Operate number and provide a description of how the engine or operating parameters will be

- altered and recalculate the Engine Group Index showing the index does not exceed 1.0;
- (B) For an engine group complying with paragraph (f)(2), identify the engine or engines by Permit to Operate number and provide a description of how PM emission factors will be altered and provide supporting documentation as described in clause (d)(3)(C)(v); and
 - (C) For an engine group complying with paragraph (f)(3), identify the engine or engines by Permit to Operate number and provide a description of how engines, operating parameters, and PM emission factors will be altered, and provide supporting documentation. The weighted average shall be calculated and included in the compliance plan. The resulting weighted average for the engine group shall be less than or equal to 0.15 g/bhp-hr of diesel PM.
- (5) If a facility is unable to fully comply with (f)(1), (f)(2), or (f)(3), the facility owner/operator shall demonstrate that no fuel replacement is feasible, emission limits cannot be achieved with add-on controls, addition of a PM reduction device will cause an exceedance of the engine manufacturer's maximum allowed back-pressure limits, or there is insufficient space in the area where the engine is located such that engine replacement or addition of controls would require demolition or removal of one or more load bearing walls, the floor or the ceiling.
 - (6) The Executive Officer shall grant a time extension to comply with emission reduction requirements pursuant to subdivision (f) for any health facility as defined in Section 1250 of the California Health and Safety Code that can demonstrate that the Office of Statewide Health Planning and Development has approved an extension of time to comply with seismic safety requirements pursuant to Health and Safety Code Sections 130060 and 130061.5. The extension of time granted by the Executive Officer shall be consistent with the time extension granted pursuant to Health and Safety Code Section 130060 but not to exceed January 1, 2015 and shall be consistent with the time extension granted pursuant to Health and Safety Code Section 130061.5 but not to exceed January 1, 2020. A request for a time extension must be submitted with the Compliance Plan pursuant to paragraph (g)(4).

- (7) Compliance plans shall be subject to the plan fees specified in Rule 306 – Plan Fees.
- (e) Engine Group Index Calculation
 - (1) Identifying Engine Groups
 - (A) Identify each group of three or more diesel emergency engines at the facility that are within 150 meters of one another, excluding those listed in subparagraph (e)(1)(B). Any stationary diesel emergency engine that is within a distance of 150 meters or less of any stationary diesel emergency engine in an engine group is part of an engine group.
 - (B) Emergency diesel engines that are direct drive fire pump engines, any non-diesel fueled engines, and diesel-fueled engines that meet the criteria of Table 1 shall be excluded from engine groups and shall not be counted for engine groups.

Table 1 – Engines That May be Excluded from Engine Groups

Engine Rating (bhp)	Distance to Nearest Receptor (meters)
50 – 175	> 300
176 – 750	> 600
751 – < 1125	>1000

- (2) An Engine Group Index for each engine group within the facility shall be calculated as follows. If each engine in an engine group emits diesel PM at a rate of less than or equal to 0.15 g/bhp-hr, the Engine Group Index does not need to be calculated.
 - (A) Identify the nearest residential/sensitive and off-site worker receptor locations for the engine group. Residential/sensitive and off-site worker receptor distances are measured from the exhaust stack of each engine in the engine group to the receptor nearest to the engine group.
 - (B) An index shall be calculated for each engine group at the facility for the nearest residential/sensitive receptor to that specific engine group pursuant to the formula in paragraph (e)(3).

- (C) An index shall be calculated for each engine group at the facility for the nearest off-site worker receptor to that specific engine group and shall be 0.2 times the formula in paragraph (e)(3).
 - (D) The Engine Group Index for a specific engine group shall be the greater of the two indices calculated according to subparagraphs (e)(2)(B) and (e)(2)(C).
- (3) Each index shall be calculated with the following:

$$\text{Index} = \sum_i (\text{Emission Factor}_i \times \text{Annual Operating Hours}_i \times \text{Distance Factor}_i)$$

Where:

Emission Factor = PM emission factor for the engine
(grams/bhp-hour)

Annual Operating Hours = Average of the actual annual testing and maintenance operating hours for calendar years 2005 and 2006 substantiated by records pursuant to Rule 1470 subdivision (d) or Rule 2012. If records to substantiate actual testing and maintenance hours of operation are not available, then annual operating hours shall be the Rule 1470 allowable or maximum permitted annual operating hours for testing and maintenance (hours), whichever is less

Distance Factor = Factor from Table 2 corresponding to the engine rating (bhp) and distance to the nearest receptor. Distance to the nearest receptor is measured from the exhaust stack of the engine to the nearest receptor location.

Table 2 – Distance Factor

Engine Rating (bhp)	Receptor Distance (meters)								
	0-25	26-35	36-45	46-60	61-85	86-150	151-300	301-600	601-1,000
50-74	0.0233	0.0151	0.0099	0.0068	0.0037	0.0019	0.0005		
75-137	0.0400	0.0278	0.0188	0.0131	0.0072	0.0037	0.0009		

Engine Rating	Receptor Distance (meters)									
	(bhp)	0-25	26-35	36-45	46-60	61-85	86-150	151-300	301-600	601-1,000
138-237	0.0449	0.0386	0.0286	0.0208	0.0120	0.0063	0.0016			
238-449	0.0454	0.0454	0.0386	0.0304	0.0189	0.0104	0.0028	0.0007		
450-674	0.0427	0.0427	0.0427	0.0402	0.0298	0.0182	0.0054	0.0014		
675-1124	0.0404	0.0404	0.0404	0.0404	0.0328	0.0212	0.0066	0.0017		
≥1125	0.0344	0.0344	0.0344	0.0344	0.0344	0.0295	0.0119	0.0033		0.0008

(f) Requirements

By the compliance dates specified under subdivision (g), Table 3, Table 4, or Table 5, a facility with one or more Engine Group Indices, as calculated in subdivision (e), that exceeds 1.0 shall:

- (1) Reduce the Engine Group Index to less than or equal to 1.0; or
- (2) Emit diesel PM at a rate less than or equal to 0.15 g/bhp-hr for each engine; or
- (3) Emit diesel PM at a weighted average rate of less than or equal to 0.15 g/bhp-hr for all applicable engines within an engine group calculated by the following formula:

$$\text{Weighted Average} = \frac{\sum_i (\text{Rating}_i \times \text{Annual Operating Hours}_i \times \text{Emission Factor}_i)}{\sum_i (\text{Rating}_i \times \text{Annual Operating Hours}_i)}$$

- (4) The Rating shall be the maximum engine brake horsepower rating (bhp).
- (5) The Annual Operating Hours shall be the Average of the actual annual testing and maintenance operating hours for calendar years 2005 and 2006 substantiated by records pursuant to Rule 1470 subdivision (d) or Rule 2012. If records to substantiate actual testing and maintenance hours of operation are not available, then annual operating hours shall be the Rule 1470 allowable or maximum permitted annual operating hours for testing and maintenance (hours), whichever is less.
- (6) The Emission Factor shall be the Diesel PM emission rate (g/bhp-hr) pursuant to subdivision (i).

(g) Compliance Schedule and Permit Application Dates

Facilities with engine groups subject to the requirements of subdivision (f) shall:

- (1) Submit required compliance plans in accordance with the requirements of Rules 221 – Plans and 306 – Plan Fees by the applicable date specified in Table 3, except as provided in paragraphs (g)(4) and (g)(5);
- (2) Submit all permit applications necessary to achieve compliance with subdivision (f) no later than six months prior to the applicable final compliance date specified in Table 3, except as provided in paragraphs (g)(4) and (g)(5); and
- (3) Comply with the requirements of subdivision (f) by the applicable date specified in Table 3, except as provided in paragraphs (g)(4) and (g)(5). The highest Engine Group Index at a facility shall determine the date by which the entire facility must comply.
- (4) Health facilities, colleges, universities, and government agencies (including all federal, state, and local governmental agencies and public districts) shall comply with the schedule in Table 4 except those health facilities granted a time extension pursuant to paragraph (d)(6). Those health care facilities granted a time extension shall submit a compliance plan on or before January 1, 2011 and the final compliance date shall be determined by the Executive Officer pursuant to paragraph (d)(6). The highest Engine Group Index at a facility shall determine the date by which the entire facility must comply.
- (5) Facilities that make engine changes that result in either of the following shall comply with the schedule in Table 5 regardless of the number of engines at the facility. The highest Engine Group Index at a facility shall determine the date by which the entire facility must comply.
 - (A) Existing facilities with fewer than three stationary emergency diesel engines at the facility that add one or more diesel emergency engines resulting in a total of three or more diesel emergency engines at the facility.
 - (B) Existing facilities with three or more diesel engines, but no engine groups, that add or replace any engine resulting in one or more engine groups at the facility.

Table 3 – Compliance Schedule

Number of Engines at Facility	Submit Compliance Plan on or Before	Final Compliance Date				
		Index ≥ 4	Index ≥ 3 and < 4	Index ≥ 2 and < 3	Index ≥ 1.5 and < 2	Index > 1 and < 1.5
7 or more	Jan. 1, 2009	Jan. 1, 2011	July 1, 2011	Jan. 1 2012	July 1, 2012	Jan. 1, 2013
5 or 6	July 1, 2009	July 1, 2011	Jan. 1, 2012	July 1, 2012	Jan. 1, 2013	July 1, 2013
4	Jan 1, 2010	Jan. 1, 2012	July 1, 2012	Jan. 1, 2013	July 1, 2013	Jan. 1, 2014
3	July 1, 2010	July 1, 2012	Jan. 1, 2013	July 1, 2013	Jan. 1, 2014	July 1, 2014

Table 4 – Compliance Schedule for Health Facilities, Colleges, Universities, and Government Agencies

Submit Compliance Plan on or Before	Final Compliance Date				
	Index ≥ 4	Index ≥ 3 and < 4	Index ≥ 2 and < 3	Index ≥ 1.5 and < 2	Index > 1 and < 1.5
January 1, 2011	Jan. 1, 2013	July 1, 2013	Jan. 1, 2014	July 1, 2014	Jan. 1, 2015

Table 5 – Compliance Schedule for Facilities with Engine Changes

Submit Compliance Plan or Updated Compliance Plan on or Before	Final Compliance Date				
	Index ≥ 4	Index ≥ 3 and < 4	Index ≥ 2 and < 3	Index ≥ 1.5 and < 2	Index > 1 and < 1.5
No later than 6 months after installation of engine(s) requiring compliance	2 years after deadline for submitting compliance plan	2-1/2 years after deadline for submitting compliance plan	3 years after deadline for submitting compliance plan	3-1/2 years after deadline for submitting compliance plan	4 years after deadline for submitting compliance plan

(h) Emissions Data

(1) Upon approval by the Executive Officer, the following sources of data may be used in whole or in part to meet the emission data requirements of subdivision (f):

- (A) off-road engine certification test data for the stationary emergency diesel engine; or
- (B) engine or control technology manufacturer test data; or
- (C) emissions test data from a similar engine or control technology; or

- (D) emissions test data used in meeting the requirements of the Verification Procedure for the emission control strategy implemented.
 - (2) Emissions testing of a stationary emergency diesel engine, for purposes of showing compliance with the requirements of subdivision (f), shall be done in accordance with the methods specified in subdivision (i).
 - (3) Emissions testing for the purposes of determining the percent change from baseline shall include baseline and emission control strategy testing subject to the following conditions:
 - (A) Baseline testing may be conducted with the emission control strategy in place, provided the test sample is taken upstream of the emission control strategy and the presence of the emission control strategy is shown to the Executive Officer's satisfaction as having no influence on the emission test results;
 - (B) Control strategy testing shall be performed on the stationary emergency diesel engine with full implementation of the emission control strategy;
 - (C) The percent change from baseline shall be calculated as the baseline emissions minus control strategy emissions, with the difference being divided by the baseline emissions and the result expressed as a percentage; and
 - (D) The same test method shall be used for determining both baseline emissions and control strategy emissions.
 - (4) Emission testing for the purposes of demonstrating compliance with an emission level shall be performed on the stationary emergency diesel engine with the emission control strategy fully implemented.
- (i) Test Methods
- (1) The following test methods shall be used to determine diesel PM emission rates. Diesel PM emission testing shall be done in accordance with one of the following methods:
 - (A) California Air Resources Board Method 5 (ARB Method 5), *Determination of Particulate Matter Emissions from Stationary Sources*, as amended July 28, 1997 or the latest version, which is incorporated herein by reference.

- (i) For purposes of this clause, diesel PM shall be measured only by the probe catch and filter catch and shall not include PM captured in the impinger catch or solvent extract.
 - (ii) The tests are to be carried out under steady state operation. Test cycles and loads shall be in accordance with ISO-8178 Part 4 or alternative test cycle approved by the Executive Officer.
 - (iii) The Executive Officer may require additional engine or operational duty cycle data if an alternative test cycle is requested; or
 - (B) International Organization for Standardization (ISO) 8178 Test procedures: ISO 8178-1:1996(E) (“ISO 8178 Part 1”); ISO 8178-2: 1996(E) (“ISO 8178 Part 2”); and ISO 8178-4: 1996(E) (“ISO 8178 Part 4”), which are incorporated herein by reference; or
 - (C) Title 13, California Code of Regulations, section 2423, *Exhaust Emission Standards and Test Procedures – Off-Road Compression Ignition Engines*, which is incorporated herein by reference.
- (2) The Executive Officer may approve the use of alternatives to the test methods listed in paragraph (i)(1), provided the alternatives are demonstrated to be acceptable to the Executive Officer.
- (j) Exemption
- Facilities which comply with all applicable requirements of Rule 1402 and demonstrate that they have submitted an inventory including the emissions from all diesel engines at the facility shall notify the Executive Officer of the District in writing on or before the applicable compliance plan submittal date pursuant to subdivision (g) that they are exempt from this rule. Facilities that will submit an emissions inventory pursuant to Rule 1402 that includes the emissions from all diesel engines at their facility shall notify the Executive Officer of the District in writing of their request for exemption and submit their emissions inventory to the District on or before the applicable compliance plan submittal date pursuant to subdivision (g).

- (k) Rule 1402 Risk Requirements
 - (1) Except as stated in paragraph (k)(2), any facility complying with paragraph (f) of this rule shall not be required to comply with risk reduction requirements pursuant to subparagraph (e) of Rule 1402 - Control of Toxic Air Contaminants from Existing Sources for the emergency diesel engines subject to this rule.
 - (2) Any facility subject to this rule shall be subject to the significant risk level of Rule 1402 and shall comply with all applicable requirements of Rule 1402, upon notification by the Executive Officer.