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Public Workshop Regarding Border Inspection Program AB 1009

May 16, 2005

San Diego County Administration Building

1600 Pacific Highway

San Diego, California

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Background

- AB 1009 (Pavley) Signed into law September 29, 2004
- ARB/CHP to establish inspection protocols to prohibit entry or travel of commercial trucks powered by non-U.S. certified engines in California
- Board hearing scheduled for September 15, 2005 in Oakland
- Applies to all vehicles operating in California

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Emissions Impacts Due to Non-Certified HDD Engines

- SCAB in 2010*
- 50 tpd of excess NOx due to Non-Certified engines entering from Mexico
- 2.5 tpd of excess PM
- Currently 3500 Mexican trucks cross into California every day and is expected to increase when NAFTA is triggered.

***Refer to Sierra Research Report No. SR02-04-01: Critical Review of "Safety Oversight for Mexico Domiciled Commercial Motor Carriers, Final Programmatic Environmental Assessment," Prepared by John A. Volpe Transportation Systems Center, January 2002**

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Stakeholders

- ARB/CHP - regulation development & implementation
- California Trucking Association
- American Trucking Association
- Canadian & Mexican Truck Operators & Associations
- Environmental Groups
- Interstate & International Trade

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Regulatory Development Schedule

- Draft regulatory package, Spring 2005
- Public Workshop, May 16, 2005
- Board Hearing, September 15, 2005 in Oakland
- Implementation January 1, 2006

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Regulatory Proposal

- Modify ARB's existing Heavy Duty Vehicle Inspection Program Regulations
- Implement underhood inspections to determine engine certification
- Civil penalties imposed for non-complying engines
- Include measures to curb fraud

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Major Concerns

- All trucks missing the engine emission control label will be cited and required to re-label the engine by a factory authorized engine repair facility

- Engines not meeting U.S. emission standards applicable for the model year would be prohibited

Comparison of U.S and Mexico Heavy Duty Diesel Vehicle Emission Standards

	Hydrocarbons (HC)		Carbon Monoxide (CO)		Nitrogen Oxides (NOx)		Particulate Matter (PM)	
	U.S.	Mexico	U.S.	Mexico	U.S.	Mexico	U.S.	Mexico
1974-78*	-	-	40.0	-	-	-	-	-
1979-83**	1.5	-	25.0	-	-	-	-	-
1984-87	1.3	-	15.5	-	10.7	-	-	-
1988-89	1.3	-	15.5	-	10.7	-	0.6	-
1990	1.3	-	15.5	-	6.0	-	0.6	-
1991-93	1.3	-	15.5	-	5.0	-	0.25	-
1994-97	1.3	1.3	15.5	15.5	5.0	5.0	0.1	0.1
1998-2003	1.3	1.3	15.5	15.5	4.0	4.0	0.1	0.1
2004-2006***	0.5	1.3	15.5	15.5	2.0	4.0	0.1	0.1
2007	0.14	1.3	15.5	15.5	0.2	4.0	0.01	0.1

(in grams per brake horsepower-hour)
*U.S. had combined HC+NOx standard of 16 g/bhp-hr
**U.S. had combined HC+NOx standard of 10 g/bhp-hr
***Under a consent decree with U.S. EPA, engine makers implemented the 2004 standards in October 2002. Standards allow the option of 2.4 g/bhp-hr NMHC+Nox, or 2.5 g/bhp-hr NMHC+Nox and 0.5 NMHC.

Assumes no future change in Mexican emission standards.

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Implications for Canadian & Mexican Trucks

Engine Model Year	Pre-1994	1994-2003	2004+
Canada	Compliant	Compliant	Compliant
Mexico	Non-Compliant	Compliant	Non-Compliant

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Notice of Correction - Penalties

- Missing Emission Control Label sections 2182(c) & 2185(a)(2)
  - If replaced within 45 days, no civil penalty
  - If replaced after 45 days, a $300 civil penalty
- Non-Conforming Engines sections 2183(c) & 2185(a)(3)
  - First Violation $300
  - Second and subsequent violations, $500 per violation

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Your feedback is requested!

- Comments are welcome anytime. This workshop is your opportunity to provide input
- The regulatory proposal will be mailed out approximately 45 days prior to the hearing.
- Board hearing scheduled for September in the Bay Area
- Send written comments to Tullie Flower, tflower@arb.ca.gov or (916) 322-5848