


07-5-6

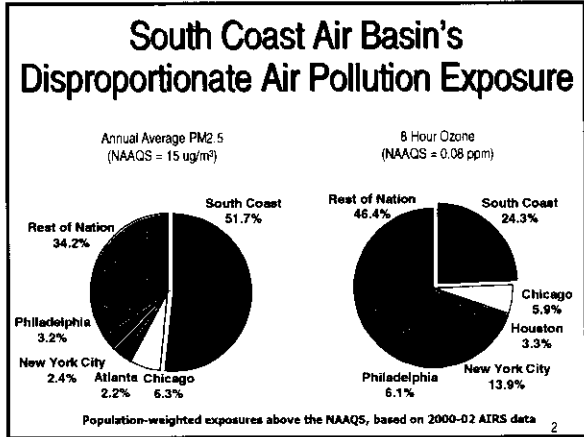
Elaine Chiang
Henry Hogo

South Coast AQMD Staff Comments on Proposed Regulation for In-Use Off-Road Diesel Vehicles




South Coast Air Quality Management District

Agenda Item No. 07-5-6
California Air Resources Board Meeting
San Diego, CA
May 25, 2007



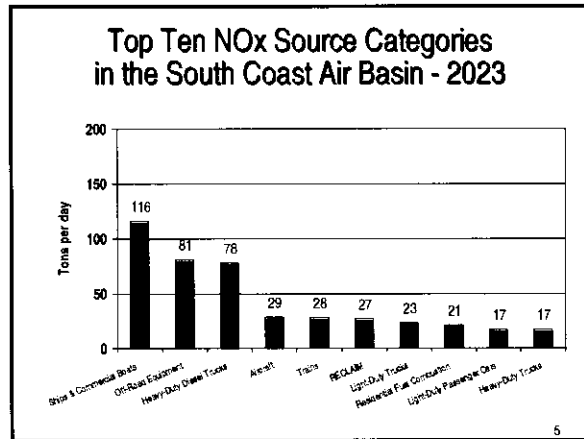
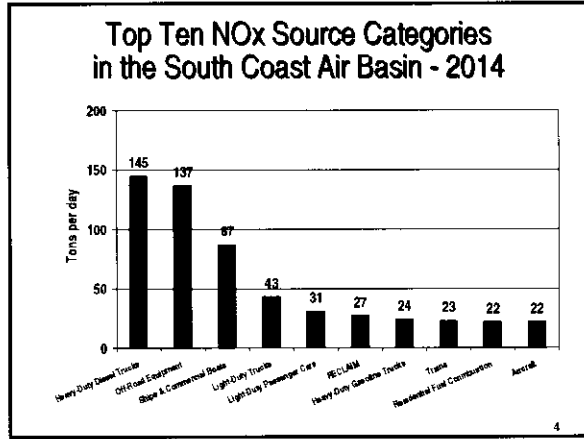
Recent Assessment of PM Health Effects*

- 5,400 Premature Deaths/yr
- 2,400 Hospitalizations/yr
- 140,000 Asthma & Lower Respiratory Symptoms/Yr
- 980,000 Lost Workdays/Yr
- 5,000,000 Minor Restricted Activity Days



*1999-2000 South Coast Air Quality Data

Source: California Air Resources Board

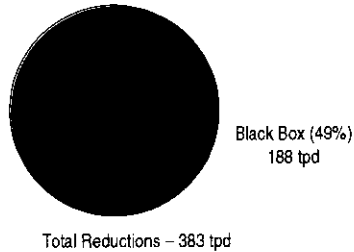


Disproportionate Level of Control in Proposed State Strategy (2014, tons per day)

	Off-Road Diesel Equipment*	Heavy-Duty Trucks	Ocean-Going Vessels
Baseline	93	131	71
Reduction Target	10.3	47.3	38.5

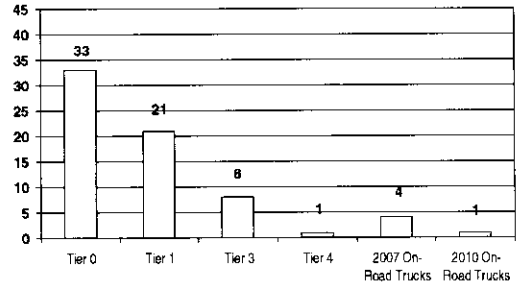
* Categories Covered Under CARB Proposed Regulation

NOx Reductions Needed to Attain 8-Hour Ozone Standard in the South Coast Air Basin by 2024



7

Comparison of NOx Emissions from Off-Road Tier 0 and 1 Equipment to On-Road Heavy-Duty Vehicles (lbs/day)



8

Draft Final 2007 AQMP Comparison of NOx Reduction Targets (tons/day)

	2014	2023
Plan Overall	192	383
CARB Proposal	10.3	13.3
AQMD Staff Proposal	24.0	17.0

9

Rationale for South Coast AQMD Staff Proposal

- Focus on Large Fleet with Ability to Absorb or Pass On the Cost (per Staff Report)
- Commercial Availability of Tier 3 equipment (2006+)
- NOx Retrofit Technologies Becoming Available
 - Tier 2 to 3 (2007-08)
 - Tier 1, 2, 3 to Tier 4 (2007-2010)
- Accelerated Replacement of Tier 0 and 1 Equipment with More Stringent Fleet Average Targets and Through Higher Turnover Rate Provision

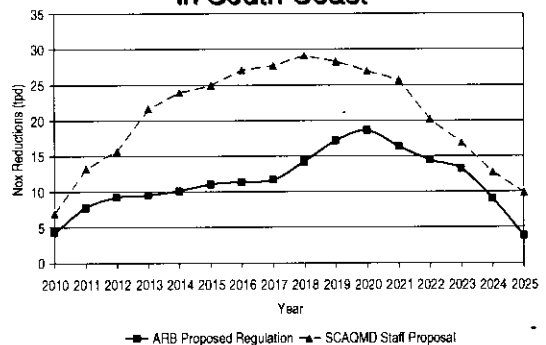
10

SCAQMD Staff Proposal

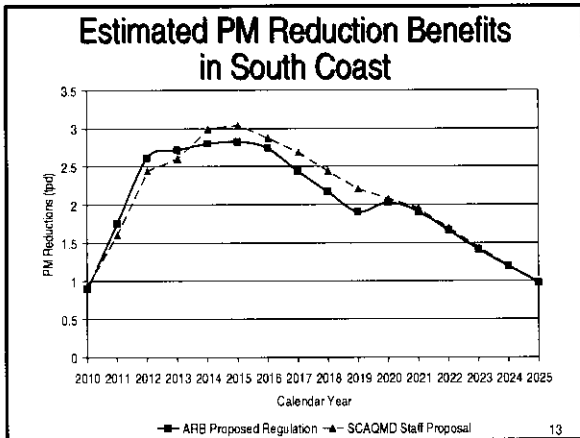
- For Large Fleets with Over 40% Tier 0 and Tier 1 Equipment:
 - Revise NOx Fleet Average Targets
 - 15% (2010 to 2014)
 - 10% (2015+) (Same as ARB Staff Proposal)
 - New Purchases and Repowers to Tier III or Better

11

Estimated NOx Reduction Benefits in South Coast



12



Adequate Supply of New Equipment and Repowers

- ARB Staff Report Indicates That Proposed Regulation Would Increase Sales in California by Less Than 3 Percent of National Sales
- SCAQMD Staff Proposal Would Double Demand if Applied Statewide (Still Far Less Than 10 Percent of National Sales)

14

Additional Cost and Affordability

- Estimated Additional Cost in South Coast – \$400 M (2009-2025)
- Majority of the Cost Would Be For Replacements (~75%)
- Continued Moyer Funding for Tier 3 or Cleaner

15

Additional Cost and Affordability

- Recommend That Public Funding Be Made Available on a Targeted Basis to Affected Fleets (Practice is Implemented for Agricultural Sources)
- Consideration to Establishing Low Interest Loan Program (possibly with CARB's Portion of Prop. 1B)
- Suggest Consideration of Economic Hardship Off-Ramp for AQMD Staff Proposal
 - If Demonstrated, Fleet Would Be Subject to Provisions in CARB Staff Proposal

16

Summary

- Reductions from Off-Road Diesel Equipment Essential for Attainment
- SCAQMD Staff Proposal Technically Feasible
- Additional Costs Can Be Addressed
- Urge CARB Board to Incorporate SCAQMD Staff Proposal (At A Minimum, For PM2.5 Nonattainment Areas)

17