



Regulatory Advisory

January 2012



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TRUCK AND BUS REGULATION EXTENSION OF THE JANUARY 31 REPORTING DEADLINE

The purpose of this advisory is to explain administrative changes in implementing the reporting requirements of the Truck and Bus Regulation (regulation). The January 31, 2012, reporting date is being extended to March 30, 2012, to give fleet owners more time to submit their fleet information. Reporting is required for fleet owners to take advantage of flexibility in the regulation.

This change does not extend the particulate matter filter and other compliance requirements that began January 1, 2012. To avoid potential enforcement action by the Air Resources Board (ARB), fleets that have not met these requirements are strongly advised to make every effort to bring the fleet into compliance as soon as possible.

The regulation applies to diesel fueled trucks and buses with a gross vehicle weight rating greater than 14,000 pounds that are privately owned, federally owned, and to publicly and privately owned school buses. Local and state government owned diesel fueled trucks and buses are already subject to other ARB regulations. Reducing emissions from in-use trucks and buses is necessary to meet federally imposed clean air standards and to reduce the adverse health effects from truck and bus pollution.

Background

On December 11, 2008, the Air Resources Board (ARB or Board) approved for adoption the Truck and Bus regulation to control emissions from nearly all existing diesel powered heavy-duty trucks and buses operating in California. The regulation became effective under California law on January 8, 2010. On December 17, 2010, the staff recommended amendments to the regulation that were subsequently adopted by the Board on September 19, 2011. The Office of Administrative Law approved the amendments on December 14, 2011 and the regulation became effective on the same day.

The amended Truck and Bus Regulation delays the initial requirement to phase-in installation of PM filters by one year to January 1, 2012 and extends the time before a vehicle equipped with a PM filter would have to have an engine that meets 2010 model year emission standards. The amendments also defer initial engine replacements for older vehicles without PM filters for two years until January 1, 2015 at the earliest. Prior to 2020, replacements are limited only to 20 year old or older trucks that are not

equipped with PM filters. By January 1, 2023, most vehicles will need to be equipped with an engine meeting 2010 model year emission standards.

Administrative Changes

The January 31, 2012 reporting date is being extended administratively to March 30, 2012 and will provide more time for fleets to report to take advantage of flexibility in the regulation as follows:

- All flexibility options that required reporting by January 31, 2012, will remain available to fleet owners that report by the extended deadline.
- All fleets that are using mileage-based extensions must also report odometer readings from January 1, 2012.
- Owners of two-engine sweepers with Tier 0 auxiliary engines must report hour meter readings from January 1, 2012.

We recommend that fleet owners maintain existing records, continue to gather vehicle information, and do not delay reporting online. Larger fleets can now upload fleet information, including engine family numbers. ARB will continue to offer training classes on how to report. For further information about reporting, training, compliance tools or other resources, please visit our website at www.arb.ca.gov/dieseltruck, or call 866-6DIESEL (866-634-3735), or email us at 8666diesel@arb.ca.gov.