



Regulatory Advisory

March 2010



Number 415

Truck and Bus Regulation – Schedule for Proposed Amendments And Administrative Changes

The purpose of this advisory is to explain administrative changes in implementing the Truck and Bus Regulation, and to inform affected fleets of the changes in the proposed schedule for considering amendments to the regulation as part of ARB staff's continuing evaluation of the emission impact of current economic conditions. Regulatory amendments are now planned for late summer 2010, where the Board will consider amendments to both this regulation and the In-Use Off-Road Vehicle Regulation that would be designed to provide additional regulatory relief to affected fleets while still achieving California's clean air commitments.

Regulation Background

On December 11, 2008, the California Air Resources Board (ARB or Board) approved a new regulation to control emissions from nearly all existing diesel powered heavy-duty trucks and buses operating in California which became effective under California law on January 8, 2010. When approved and adopted, the Board determined that the regulation will significantly reduce harmful emissions including particulate matter (PM) and oxides of nitrogen (NOx) from trucks and buses between 2011 and 2023 and that the emission reductions anticipated from the regulation were critically needed for the state to bring these areas into attainment of national ambient air quality standards (NAAQS). Among other things, the regulation requires fleets to install exhaust retrofits that capture pollutants before they are emitted to the air, and to accelerate vehicle replacements to those with cleaner engines. Reporting is also required to take advantage of more flexible compliance options and other provisions in the regulation.

At an update to the Board on December 9, 2009, staff presented the results of an analysis that showed that because of the current global recession emissions are currently lower than originally anticipated. The Board, then directed staff to propose amendments to the Truck and Bus Regulation that would provide additional flexibility for fleets without impairing the State's ability to meet the NAAQS. The board asked staff to evaluate alternatives that would meet emission targets and to focus on smaller businesses. The Board also asked staff to delay the March 31, 2010, early reporting deadline for all fleets except for agricultural fleets and fleets with two engine sweepers.

Since the Board hearing, several additional events have occurred prompting the Board's Executive Officer to review and reassess the estimate of emissions, and to reevaluate the emissions reductions needed to meet the 2014 deadline for attaining the PM2.5 NAAQS in the San Joaquin Valley and South Coast Air Basins. Since the review may impact the emission inventory and emission reductions of both the Truck and Bus

regulation and the In-Use Off-Road Vehicle regulation, it has been determined that both rules should be considered together to identify an equitable proposal that could reduce the compliance costs of both rules. Based on these considerations, the hearing date to consider amendments to the Truck and Bus regulation, initially set for April 2010, is being delayed until August 2010.

Administrative Changes

Because of the delay in considering proposed amendments to the regulation, the following steps are being administratively taken to provide fleets with notice that certain requirements of the adopted regulations will be delayed pending formal Board action in August.

- The first compliance date to meet the PM and NOx requirements for the Truck and Bus Regulation (January 1, 2011) will be adjusted by several months to reflect the later date for Board consideration of proposed amendments.
- Although the early reporting deadline of March 31, 2010, for claiming the agricultural vehicle provisions remains unchanged, fleets will only be required to submit information about qualifying agricultural vehicles rather than report information about all vehicles in the fleet.
- Although the early reporting deadline of March 31, 2010, for fleets with two engine street sweepers remains unchanged, fleets will only be required to report information about the two engine street sweepers with Tier 0 engines rather than all two engine sweepers in the fleet.
- For all other fleets, the early reporting deadline of March 31, 2010, will be changed to January 31, 2011, and these fleets will be allowed to report without penalty until January 31, 2011.

All qualifying agricultural vehicles and two engine street sweepers with Tier 0 engines must still meet the labeling requirements by May 1, 2010. All qualifying agricultural vehicles (section (2025)(m)), must have a label permanently affixed or painted with the letters "AG" on the left and right doors. All two engine sweepers ((2025)(n)), with Tier 0 engines must have a label permanently affixed or painted with the letters "SW" on the left and right doors. Additional details on the labeling requirements are in sections 2025(m) and 2025(n).

Contacts for Additional Information

You can obtain additional information, including reporting forms, at www.arb.ca.gov/dieseltruck, or you may call 866-6DIESEL (866-634-3735), or by email at 8666diesel@arb.ca.gov.