

FACTS ABOUT

Truck and Bus Regulation

Reducing Emissions from Existing Diesel Vehicles

Regulation to achieve significant emission reductions and protect public health

On December 12, 2008, the California Air Resources Board approved the Truck and Bus regulation to significantly reduce particulate matter, or PM, and oxides of nitrogen emissions from existing diesel vehicles operating in California. This fact sheet provides an overview of the regulation consistent with amendments considered by the Board in December 2010.

Why is this regulation needed?

Most diesel trucks and buses last 20 years or longer and many have little or no emission controls. As a result, these vehicles emit large amounts of smog forming oxides of nitrogen (NO_x), and toxic soot (also known as particulate matter or PM). All told, trucks and buses account for about 32 percent of the statewide emissions of NO_x and about 40 percent of diesel PM emissions from all mobile sources. In California, the number of PM-related cardiopulmonary premature deaths from all sources is 9,200 per year with an uncertainty range of 7,300 to 11,000. 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.

What types of vehicles are subject to the regulation?

The regulation applies to nearly all diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, including on-road and off-road agricultural yard goats, and privately and publicly owned school buses. Other public fleets, solid waste collection trucks and transit buses are already subject to other regulations and are not part of the truck and bus regulation. Trucks that transport marine containers must comply with the drayage truck regulation.

Who must comply with the regulation?

The regulation applies to any person, business, school district, or federal government agency that owns, operates, leases or rents affected vehicles. The regulation also establishes requirements for any in-state or out-of-state motor carrier, California-based broker, or any California resident who directs or dispatches vehicles subject to the regulation. In addition, California sellers of a vehicle subject to the regulation would have to disclose the regulation's potential applicability to buyers of the vehicles.

What industries and types of fleets are subject to the regulation?

Approximately 170,000 businesses in nearly all industry sectors in California, and almost a million vehicles that operate on California roads each year are affected. Some common industry sectors that operate vehicles subject to the regulation include: for-hire transportation, construction, manufacturing, retail and wholesale trade, vehicle leasing and rental, bus lines, and agriculture.

What does the regulation require?

Starting January 1, 2012, the regulation phases in requirements for heavier trucks to reduce particulate matter emissions with exhaust retrofit filters that capture pollutants before they are emitted to the air or by replacing vehicles with newer vehicles that are originally equipped with PM filters. Starting January 1, 2015, the regulation requires accelerated replacements of both lighter and heavier vehicles that do not have PM filters installed. From 2020 to 2023 nearly all older vehicles would need to be upgraded to have exhaust emissions meeting 2010 model year engine emissions levels. For more information on compliance options, please see the Truck and Bus Regulation Compliance Requirements Summary factsheet. School buses have different compliance requirements and credits, please see the Truck and Bus Regulation School Bus Provisions factsheet.

Are there any credits for fleets that install PM filters early?

Yes. Fleet owners that have already installed a PM filter by July 1, 2011, could earn a credit to delay compliance for another heavier vehicle in the fleet until 2017. Fleet owners that purchased a PM filter, or made a 20 percent down payment, towards the purchase of a PM filter by May 1, 2011, still earn a credit

if the PM filter was installed by October 1, 2011. Fleet owners had to report by March 30, 2012, to take advantage of these credits.

In addition, any vehicle that is equipped with a PM filter before January 1, 2014, could also be compliant until 2020 regardless of engine model year. Fleets that install PM filters on all of their vehicles by January 1, 2014 can be exempt from any vehicle replacement requirements until January 1, 2023. Reporting is required to take advantage of these credits.

Are there any credits for adding cleaner engines to the fleet?

Fleet owners can earn credits for vehicle replacements that could delay compliance for other vehicles in the fleet until 2017. Fleets may receive credits if they added more vehicles with 2007 or newer engines than normal by January 1, 2012. Also, fleets that purchase fuel efficient hybrid vehicles, alternative fueled vehicles, or vehicles equipped with pilot ignition engines any time prior to 2017 can also earn credits to delay compliance for another vehicle in the fleet until 2017.

Are there other provisions in the regulation to address special cases?

The regulation also has a number of provisions or delays for low-use vehicles, agricultural vehicles, log trucks, small fleets, low mileage construction trucks, and vehicles operated in cleaner areas of the state. To determine which provisions you may still opt in to and what the reporting deadlines are, please see the applicable informational document at <http://www.arb.ca.gov/msprog/onrdiesel/documents.php>.

What are the estimated benefits of the regulation?

The regulation is projected to provide significant diesel PM and NOx emissions reductions that would have a substantial positive air quality impact throughout California. PM emissions are projected to be reduced by about 7 tons per day in 2014 and 3 tons per day in 2023, NOx emissions are projected to be reduced by about 88 tons per day in 2023¹. These reductions are critical to meeting federal clean air standards. The regulation would also reduce diesel PM emissions by the maximum level achievable from in-use trucks and buses. Staff estimates that approximately 3,500 premature deaths statewide would be avoided from implementation of the regulation.

Is incentive money available?

There are a number of incentive funding programs that provide grants, loans, or vouchers to help truck and diesel equipment owners with the purchase of cleaner trucks and equipment to achieve additional emissions reduction before required to comply with existing regulatory requirements. Since funding and qualification may be limited, equipment owners are encouraged to apply as early as possible to maximize potential funding options. Funding programs and availability vary by district, however owners can expect funding programs to pay a significant portion of retrofit costs or up to tens of thousands of dollars towards truck replacements. In addition, loan assistance for small businesses may be available to help purchase trucks, or install PM filters. For more information on incentive funding visit the TruckStop website at: www.arb.ca.gov/truckstop.

For more information

Other fact sheets and additional information are available at: www.arb.ca.gov/dieseltruck or by calling ARB's diesel hotline at (866) 6DIESEL (866-634-3735). To obtain this document in an alternative format or language, please contact (866) 634-3735. TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.

¹ Emission benefits are based on information provided in the Staff Report: Initial Statement of Reasons for Proposed Rulemaking October 2010.