

**FACTS ABOUT**

## **Regulations for Small Fleets of In-Use Off-Road Diesel Vehicles**

On July 26, 2007, the California Air Resources Board (ARB) approved regulations to reduce emissions from existing off-road diesel vehicles used in California. As discussed further below, the regulations contain special, less stringent provisions for small fleets. For additional information regarding these regulations please see: *Overview of Regulation to Reduce Emissions from In-Use Off-Road Diesel Vehicles*.

### **How does the regulation define a small fleet?**

The following are defined by the regulations as a small fleet:

- Fleets with total fleet horsepower less than or equal to 2,500 horsepower (hp);
- All municipality fleets in low-population counties (Alpine, Amador, Calaveras, Colusa, Del Norte, Glenn, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, San Benito, Sierra, Siskiyou, Sutter, Tehama, Trinity, Tuolumne, and Yuba); and
- Municipality fleets in other counties that have received ARB Executive Officer approval to be treated like a municipality in a low population county.

The total fleet horsepower used to calculate fleet size excludes low-use vehicles. "Low Use" vehicles are those operated less than 100 hours per year.

### **What does the regulation require of small fleets and when do the requirements take effect?**

Beginning in 2015, each year, the regulation requires each small fleet to meet the fleet average emission rate target for particulate matter (PM) or apply the highest level verified diesel emission control system to 20 percent of its horsepower. Small fleets can reduce their PM emissions either by applying exhaust retrofits that capture pollutants before they are emitted to the air, or by accelerating turnover of fleets to newer, cleaner engines. Small fleets need to report to ARB beginning August 1, 2009. Annually thereafter, they need to report any changes to their fleet.

### **How do the requirements for small fleets differ from those for larger fleets?**

Small fleets are completely exempt from the NO<sub>x</sub> fleet average portion of the regulation and thus are never forced to undertake any accelerated turnover. The small fleet PM fleet average targets begin five years after those for large fleets and generally lag five years behind those for medium and large fleets.

### **Why does the regulation include different, less stringent requirements for small fleets?**

More time was given for the smallest fleets because many of them are one- or two-person operations for whom learning about and understanding the regulation may be a challenge. The larger fleets, with their economies of scale, greater resources and revenue streams, and greater access to financing, are also more likely to be able to absorb or pass through the cost of the regulation without major disruption. Finally, enforcing the regulation in early years for just the relatively few largest fleets will present less of a challenge than enforcing the regulation for the very numerous smallest fleets.

### **What exemptions are there from the mandatory retrofit requirements?**

The following engines are exempt from exhaust retrofit requirements:

- Engines in vehicles less than five years old;

- Engines for which there is no retrofit available or for which the retrofit cannot be safely installed;
- New engines that come with a diesel particulate filter (DPF);
- Engines already retrofit with the best available PM exhaust retrofit that achieves at least 50 percent PM reduction at the time of installation; and
- Engines retrofit with an experimental diesel emission control strategy approved by ARB's Executive Officer.

#### **Are there special provisions for Low-Use vehicles?**

Yes, low-use vehicles (that operate less than 100 hours/year in California) are subject only to the labeling and reporting portions of the regulation. They need not be turned over, retrofit, or included in the fleet average calculations.

#### **Will incentive funding be available to help small fleets?**

Yes. California has the largest clean air incentive program in the nation, the Carl Moyer Program, with more than \$140 million available each year primarily through the local air districts. In addition, ARB is in the process of awarding funds from a one-time \$25 million grant program to public agencies for the purchase of low-polluting construction vehicles.

The Carl Moyer Program will only pay for emission reductions that go beyond the requirements of the regulation and occur at least three years early. Because their initial compliance dates are not until 2015 and because they are exempt from the NOx portion of the regulation, many small fleets would be able to access Carl Moyer Program funds in advance of their first compliance date and will always be eligible for projects that achieve NOx reductions.

#### **Where can I find more information about the regulations?**

The staff report and technical support document for the regulation are posted at <http://www.arb.ca.gov/regact/2007/ordiesel07/ordiesel07.htm>

Further information including a spreadsheet fleet average calculator for compliance planning, is available on the off-road regulation website at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

Before the regulation takes effect, staff plans to hold numerous training and outreach events to help educate small fleets about the regulation.

#### **For additional information**

Please contact ARB's diesel hotline at (866) 6DIESEL (634-3735). You may also obtain this document in an alternative format by contacting ARB at: (916) 322-4505 (voice); (916) 324-9531 (TDD, Sacramento area only); or (800) 700-8326 (TDD, outside Sacramento). TTY/TDD/Speech-to-Speech users may dial 711 for the California Relay Service.