



Fact Sheet – CARB’s Proposal

In-Use Heavy-Duty Diesel-Fueled Vehicle Emissions Regulation

STATUS: Rule is under development by the California Air Resources Board. The adoption hearing for this regulation is scheduled for the Board meeting on October 23-24, 2008. Upon adoption, compliance requirements would phase-in beginning December 31, 2010.

BACKGROUND: In 1998, the California Air Resources Board (CARB) identified particulate matter (PM) emissions from diesel-fueled engines as a toxic air contaminant. In 2000, CARB adopted a *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*, which committed the state to establish retrofit requirements for in-use diesel vehicles. In 2007, CARB adopted a *State Implementation Plan (SIP)*, which further commits to the development of an “in-use” fleet rule with a goal of having the entire model year 2006 and older heavy-duty truck fleet meet model year 2007 emission levels by 2014. The SIP also commits to achieving additional emission reductions beyond 2014 to meet ozone air quality standards.

REQUIREMENTS: This regulation would affect on-road diesel vehicles greater than 14,000 pounds GVWR that operate in California regardless of where they are registered. [As proposed, June 2008]

The regulation proposes three annual compliance options over a 13-year period (2010 – 2022) for companies with one or more affected diesel vehicles operating in California.

- Option #1:** **Best Available Control Technology (BACT)** – Companies would have to either install add-on emission control devices (retrofit) or replace existing diesel vehicles according to a specific model-year compliance schedule to meet PM and Nitrous Oxide (NOx) emission control requirements. Compliance reporting would not be required.

- Option #2:** **BACT Percentage** – Companies would have to either retrofit or replace existing diesel vehicles to ensure specific percentages of their fleet meet PM and NOx emission control requirements.

- Option #3:** **Fleet Averaging** – Companies would have to either retrofit or replace existing diesel vehicles to meet specific fleet-wide average emission targets for PM and NOx.

Companies with three or fewer vehicles (“small fleets”) may choose to delay compliance until 2012 by meeting the following requirements.

- One vehicle must be equipped with a model year 2004 engine and a diesel particulate filter (DPF) by year-end 2012. This vehicle is exempt from any additional requirements until 2017; and

- A second and third vehicle, if applicable, must meet specific PM and NOx emission control requirements in accordance with the model-year compliance schedule contained in Option #1 beginning in 2013.

Special provisions: Companies installing diesel particulate filter (DPF) retrofits on pre-2007 trucks before year-end 2009 (“early action”) may delay compliance requirements for those trucks until 2013. Trucks operating less than 1,000 annual miles (“low-use”) are exempt from the regulation; while trucks operating less than 7,500 miles annually (“mileage exempt”) must meet PM requirements but can delay meeting the NOx requirements until 2020. Similarly, trucks operating exclusively in the state’s attainment areas (“exempt areas”) must meet PM requirements but can delay meeting the NOx requirements until 2017. Certain specialty farm equipment can delay meeting the NOx requirements until 2012 and the PM requirements until 2017. Trucks pulling 57-foot trailers with 2004-06 model year engines can delay meeting the NOx performance requirements until 2017.

Compliance reporting would be required under Options #2 and #3. Annual reports would be filed with CARB demonstrating compliance with the specific percentages or emissions targets as well as owner contact and vehicle/engine/retrofit information. Vehicles covered under special provisions would also be required to provide annual reports plus odometer and hour meter readings or vehicle tracking information for certain special provision vehicles (*i.e.*, low-use, emergency operation, mileage exempt, and exempt areas).

Enforcement would be done through expansion of CARB’s existing roadside enforcement program and through audits to verify the accuracy of the annual reports. Based on the information provided in the annual reports, CARB would develop a web-based database to assist inspectors in determining compliance with the regulation. Vehicle operators would be required to keep engine retrofits documentation with each truck, where applicable.

For more information, visit www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm or contact the Driving Toward a Cleaner California Coalition at www.drivecleanca.org.