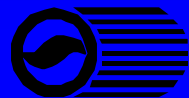


On-Road Heavy-Duty Diesel Emissions Control Measures



California Trucking Association Meeting
June 2007

California Environmental Protection Agency



Air Resources Board

Need for Emission Reductions

- Health Risk – Reduce premature deaths, asthma, etc.
Diesel PM responsible for 70% of known cancer risk from all air toxics.
 - Diesel Risk Reduction Plan
 - 85% Reduction in diesel PM by 2020
 - Goods Movement Action Plan
 - ARB's emission reduction plan – 2006
 - Federal Clean Air Act - Attain ozone and PM standards.
 - State Implementation Plan (SIP)
 - 15 local areas violate the federal 8-hour ozone standard
 - 2 areas violate the federal annual PM2.5 standard

Scope of Regulations

- Reduce emissions of diesel particulate matter (PM) and oxides of nitrogen (NOx)
- Will apply equally to all heavy-duty diesel vehicles traveling in California including:
 - Out of state vehicles
 - International vehicles
 - California vehicles
- Achieve SIP, Diesel Risk Reduction Plan and Goods Movement commitments

Private Fleet

Preliminary Regulatory Concept

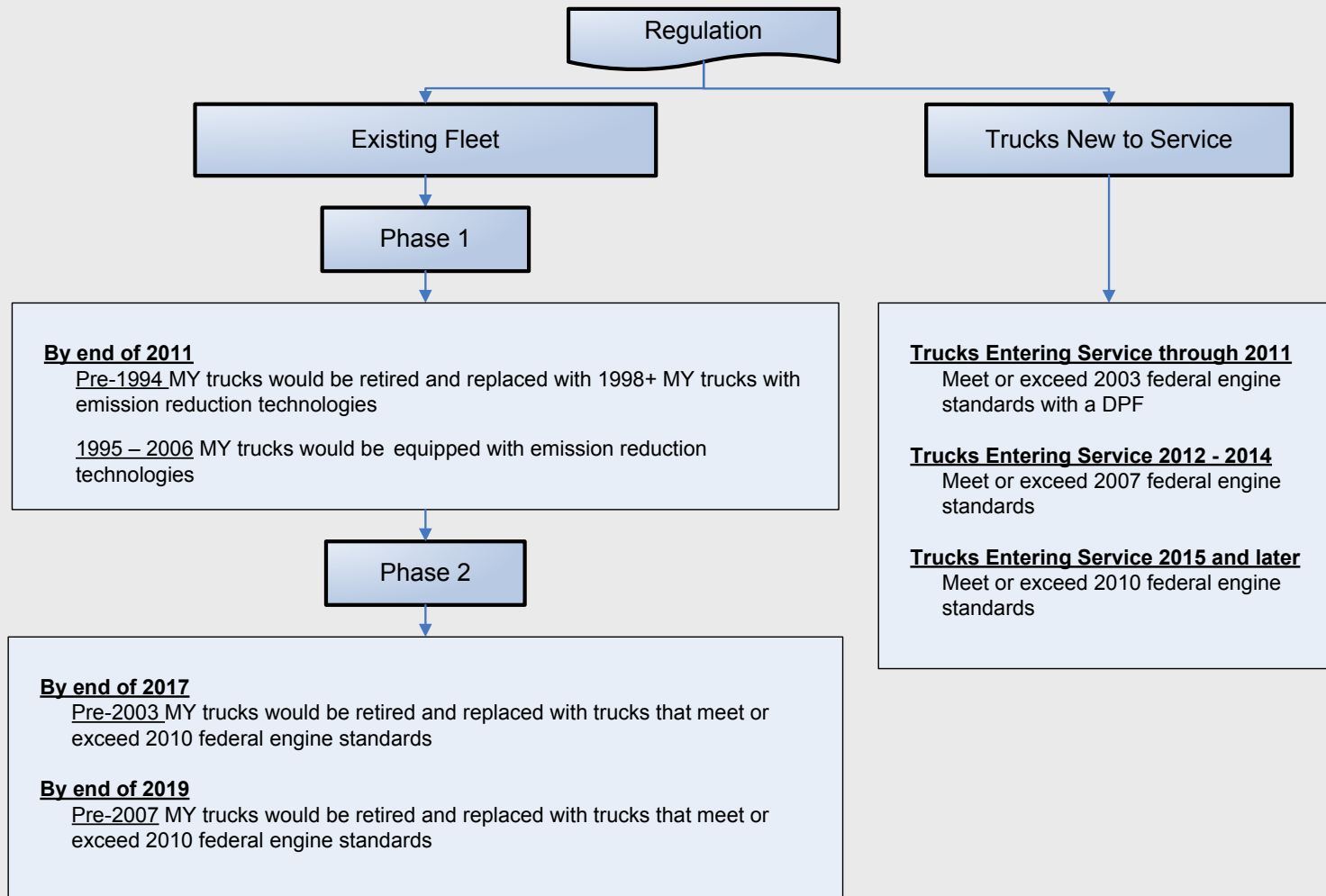
- Heavy-Duty Diesel GVWR > 14,000 lbs
 - Includes Buses and Motor Homes
- BACT (Best Available Control Technology) – Retrofits, Repower, and Replacements.
- Fleet Averaging – Fleets of five or more vehicles
- Grouped by Model Year
 - Compliance deadlines would begin with vehicle groups.
 - Starting 2009
 - No requirements for 2007 or newer model year vehicles
 - Phase out pre-2004 MY engines by 2014 w/ 2004 and DPF
 - Phase out pre-2007 MY engines by 2020
- All Vehicles not Covered Under a Current ARB Regulation for Heavy-Duty Diesel-Fueled Vehicles

Port/Railyard Fleet Preliminary Regulatory Concept

- Heavy-Duty Diesel GVWR > 33,000 lbs
- Minimum Reduction Standards
 - Retrofit
 - Replace with newer vehicle
- Grouped by Model Year
 - Compliance deadlines use populations/model year groupings and available control technologies (2008 – 2011)
 - No requirements for 2007 or newer model year vehicles
 - Phase out pre-1994 vehicles

Regulation Concept

Draft Port / Intermodal Truck Regulatory Concept – Major Milestones



Phase 1

Replacement and Retrofit Schedule

Truck Model Year	Due Date	Replacement Truck Model Year	Retrofit
Pre-1986	By the end of 2008	1998 or newer	DPF + NOx catalyst
1986, 1987, 1988, 1989	By the end of 2009	1998 or newer	DPF + NOx catalyst
1990, 1991	By the end of 2010	1998 or newer	DPF + NOx catalyst
1992, 1993	By the end of 2011	1998 or newer	DPF + NOx catalyst

Retrofit Schedule

Truck Model Year	Due Date	Retrofit
2003, 2004, 2005, 2006	By the end of 2008	DPF
2000, 2001, 2002	By the end of 2008	DPF + NOx catalyst
1998, 1999	By the end of 2009	DPF + NOx catalyst
1996, 1997	By the end of 2010	DPF + NOx catalyst
1994, 1995	By the end of 2011	DPF + NOx catalyst

Port/Railyard Fleet Preliminary Regulatory Concept

Responsibilities

- Truck Owner
 - Responsible for modernization of vehicle.
 - Present port registration card at terminal gate.
 - Install RFID tag if utilizing ARB funding.
- Motor Carrier
 - Dispatch only compliant trucks to port
 - Register “Port” drivers in ARB database.
- Terminal/Railyards
 - Turn away all non-registered or non-emission compliant trucks.
 - Install RFID readers and submit data to ARB monthly.
- ARB/Ports
 - Implementation and enforcement
 - Maintain registration database

Next Steps

Private Fleet & Port/Rail Fleet Regulations

- Gather Additional Data
 - Surveys (Model Year, VMT, Operational Costs, Useage)
- Outreach
- Workgroup/Stakeholder Meetings
- Public Workshops
- Statement of Reasons
- ARB Board Meeting
 - Late 2007/Early 2008

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Port trucks: <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>

Private Fleet: <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>