

# Air Quality Update

Brought to you by **YORKE ENGINEERING, LLC.**

[www.YorkeEngr.com](http://www.YorkeEngr.com)

## December 1, 2011 - BAAQMD

### CARB'S TRUCK AND BUS REGULATION; ON-ROAD HEAVY-DUTY DIESEL VEHICLES

In 2008, the California Air Resources Board (CARB) approved the Truck and Bus regulation aimed at reducing particulate matter (PM) and nitrogen oxides (NOx) from existing vehicles operating in California. The first implementation date begins January 1<sup>st</sup>, 2012.

The regulation applies to lighter diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) between 14,001 pounds to 26,000 pounds and heavier diesel fueled trucks and buses, those with a GVWR exceeding 26,000 pounds both privately or federally owned, and includes school buses. 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.

**Table 1 – Engine Model Year Schedule**

Engine Year	Requirement From January 1 <sup>st</sup> 2012 (Heavier Trucks)
Pre-1994	No requirements until 2015, then 2010 engine
1994-1995	No requirements until 2016 then 2010 engine
1996-1999	PM filter from 2012 to 2020, then 2010 engine
2000-2004	PM filter from 2013 to 2021, then 2010 engine
2005-2006	PM filter from 2014 to 2022, then 2010 engine
2007-2009	No requirements until 2023, then 2010 engine
2010	Meets final requirements

Compliance requirements, along with the associated implementation timeline outlined, is different depending on whether a truck is classified as a lighter truck or heavier truck. Lighter trucks and buses do not have to meet compliance requirements until 2015.

Heavier trucks have two ways of complying with the regulation. Fleets can comply with the compliance schedule by engine model year or they could use a phase-in option that allows greater flexibility.

**Table 2 – Phase-In Option (Heavier Trucks)**

Compliance Date	Vehicles With PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

Beginning January 1<sup>st</sup>, 2012, heavier trucks are required to meet the outlined engine model year schedule in **Table 1**. PM filter installation would be required on 1996 model year and newer engines and would be replaced on the vehicles eight years later. Trucks with 1995 model year and older engines would require engine replacement starting in 2015.

A phase-in option is the other compliance alternative outlined in **Table 2**. This option allows fleets to decide which vehicles to retrofit or replace, regardless of engine model year. Fleets must report information about all of their heavier trucks by January 31<sup>st</sup>, 2012 to utilize this option. Fleets can comply by demonstrating they have met the

percentage requirements outlined within the table. Therefore, by 2012 the fleet would need to have PM filters on 30% of the heavier vehicles within their fleet. This option counts 2007 model year and newer engines originally equipped with PM filters toward compliance. Any engine with a PM filter regardless of age would be compliant until at least 2020.

### Air Quality Tip

*Be sure to check whether or not your portable diesel-fueled internal combustion engine is subject to the Stationary Internal Combustion Engine Regulation for NOx and CO. (Regulation 9 Rule 8). This can help you effectively plan for the mandated requirements effective January 1<sup>st</sup>, 2012.*

### Upcoming Training Offered by Yorke Engineering:

Bay Area Air Quality Permitting and Compliance Seminar: March 21<sup>st</sup> and 22<sup>nd</sup>, 2012  
<http://www.yorkeengr.com/classes.htm>

### Upcoming Due Dates:

- Title V – Report of Required Monitoring semi-annually\*
- CARB In Use On- Road Heavy Diesel Trucks 1/1/12
- CARB Cap-and-Trade (Registration) 1/31/12
- DTSC Biennial Report (Hazardous Waste Reporting) 3/1/12
- USEPA GHG Mandatory Reporting 3/31/12
- CARB GHG Report (Full Reporting) 4/10/12
- CARB GHG Report (Power Entities & Abbreviated Reporting) 6/1/12

All due dates listed are the statutory dates; sometimes dates are extended when they fall on weekend/holiday.

\*Your due date is listed in your Title V permit under Section F and G.

## BAY AREA AQMD RULE CHANGES ADOPTED

For full details on rule development changes go to: <http://www.baaqmd.gov/Divisions/Planning-and-Research/Rules-and-Regulations.aspx>

- Regulation 11, Rule 17: *Hazardous Pollutants – Limited Use Stationary Compression Ignition (Diesel) Engines in Agricultural Use* – This new rule applies to stationary compression ignition (diesel) engines with larger than 50 horsepower (hp) rating, used in agricultural operations within the BAAQMD. The rule requires these engines to either comply with the existing California Air Resources Board (CARB) Stationary Compression Ignition Engine Airborne Toxic Control Measure (ATCM) or comply with an Alternative Compliance Plan (ACP) provided that the engine meets the low-use ACP engine criteria. Engines approved for APC may continue to operate for an extended period. Below is the proposed extended deadline for ACP approved engines:

Engine Tier	Compliance Deadline
Tier 0	December 31, 2020
Tier 1	December 31, 2020
Tier 2	December 31, 2025

Request for an ACP must be submitted to BAAQMD through the District’s Agricultural Diesel Engine Registration Program by December 31<sup>st</sup>, 2011. Extending the ACP deadlines into the 2020/2025 timeline provides the opportunity to obtain grant funding for a portion of the replacement engine(s) through the Strategic Incentives Funding Programs (SIF) administered by the BAAQMD.

## BAY AREA AQMD RULE CHANGES PROPOSED

- Regulation 12, Rule 13: *Metal Melting and Processing Operations* – The draft new rule would apply to all metal melting or metal processing facilities including: (metal melting); forges (heat treatment of metals); and metal recycling operations. Exempt facilities include: clean aluminum casting and small facilities; low metal throughput or low risk facilities; and non-odorous materials and operations facilities.

The rule is designed to address emissions of particulate matter (PM), volatile organic compounds (VOCs), toxic air contaminants (TACs) and odorous substances. The initial draft rule includes emission control requirements, materials management, odor minimization plans along with additional recordkeeping and reporting.

The rule was last work shopped in August, resulting in a number of comments from the affected industries: estimated to be up to 20 metal melting facilities and 100 metal scrap recovery operations. As a result of the comments, BAAQMD Rule Development Staff will be preparing and presenting a significantly revised draft regulation during a 3<sup>rd</sup> workshop to be held the first quarter of 2012.

BAAQMD is targeting final rule adoption during the second quarter of 2012. (For full details on proposed rule): [http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Rules%20and%20Regs/Workshops/2011/1213\\_DR\\_062211.ashx?la=en](http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Rules%20and%20Regs/Workshops/2011/1213_DR_062211.ashx?la=en)

- Regulation 8, Rule 53: *Organic Compounds - Vacuum Truck Operations* – The purpose of the proposed rule is to limit emissions of total organic compounds (TOC) potentially released while transferring organic materials using vacuum and similar equipment including but not limited to air movers at petroleum refineries, bulk plants, bulk terminals, marine terminals, and organic liquid pipeline facilities. Vacuum trucks responding to emergency situations are exempt from the requirements of the rule.

Planned exhaust and organic emission limits are established for the vacuum truck pump, blower, exhaust or control device limiting TOC concentrations to levels not exceeding 500 ppmv. Proposed equipment vapor leaks from vacuum trucks: hoses, connectors, flanges, lines and stingers are also not to exceed 500 ppmv. Proposed equipment liquid leaks from components of vacuum trucks such as hoses, connectors, flanges, lines, and stingers shall not exceed a leak rate in excess of three (3) drops per minute.

Monitoring and recordkeeping requirements are applicable during transfer, loading and emission control operations.

BAAQMD intends to present this rule to the Governing Board in February 2012, with a planned effective date of January 1<sup>st</sup>, 2013.

(For full details on proposed rule): [http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Rules%20and%20Regs/Workshops/2011/0853\\_DR\\_070611.ashx?la=en](http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Rules%20and%20Regs/Workshops/2011/0853_DR_070611.ashx?la=en)

*Yorke Engineering, LLC specializes in environmental and air quality consulting for stationary and mobile sources including dispersion modeling, health risk assessments, permitting, emission inventories, air quality compliance systems, etc. Yorke Engineering has assisted over 200 customers including a wide variety of industrial facilities and government organizations throughout California.*