

California Diesel Risk Reduction Plan



Local Air Toxics Assessment and Reduction Workshop

November 15, 2001

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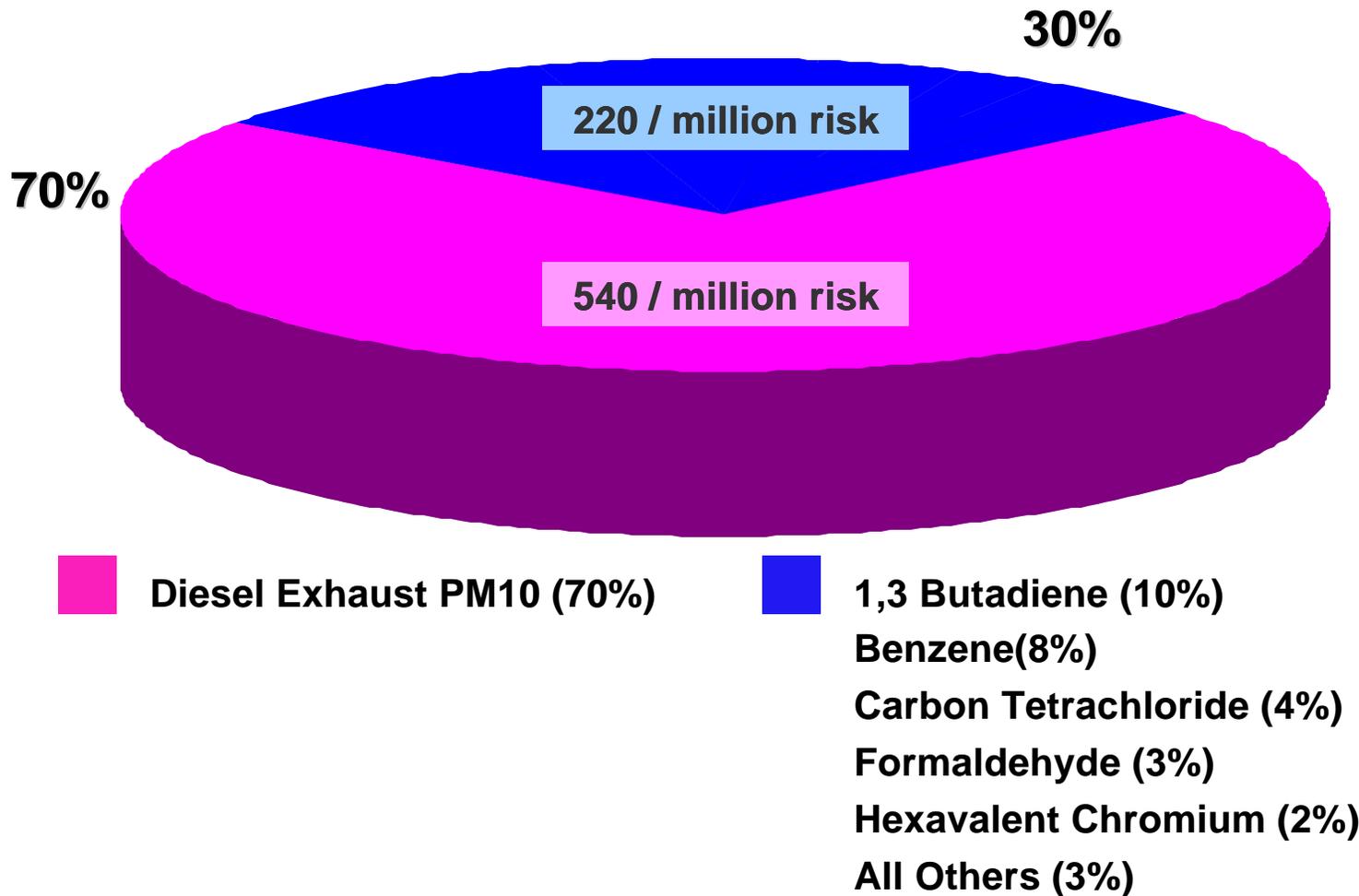
California Environmental Protection Agency

Air Resources Board

Why should we reduce emissions from diesel-fueled engines?

- Diesel emissions are a significant health concern
- Public exposure and risks are very high
- Effective diesel emissions controls are readily available

Diesel PM Responsible for 70% of Year 2000 Statewide Risk from Air Toxics Emissions

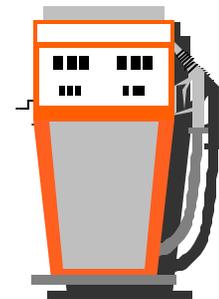
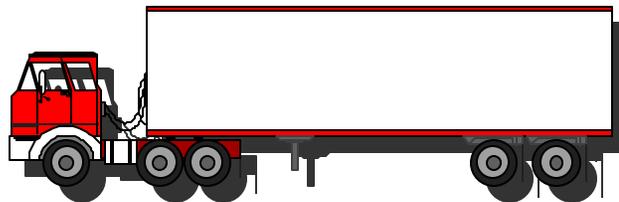
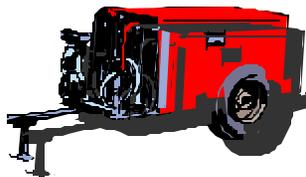


The Diesel Risk Reduction Plan

- California has authority to regulate most mobile sources
- Reduce emissions from *new* mobile, portable, and stationary engines
- Reduce emissions from *existing* mobile, portable, and stationary engines
 - ◆ retrofit where economically reasonable
- Provide very low-sulfur diesel fuel (15ppm) for diesel traps
- Undertake demonstration programs; develop incentive programs

Control Measures

- Mobile on-road and off-road engines
- Stationary and portable engines
- Fuel requirements
- Requires federal action for some categories
- Adoption beginning in 2002



Mobile Source Measures

- Lower new engine standards for on- and off-road vehicles
- Retrofit of existing on- and off-road vehicles when feasible
- Control of in-use emissions for on- and off-road vehicles
- Pleasure craft standards and test procedures for HDV certification
- Implementation (2002 -2008)



Stationary and Portable Engine Measures

- Address both new and existing engines
- Address emergency/standby, industrial, agricultural, and portable engines
- Implementation between 2002-2005



Fuel Measure

- Very low-sulfur CARB diesel fuel (15 ppm)
- Full implementation by 2006
- Provide for early introduction of very low-sulfur CARB diesel for selected applications



Reductions from Existing Engine Retrofits are Critical

- In 2010, most of the emission reductions come from retrofit of existing engines
- “Retrofits” include add-on controls, replacement, and use restrictions for older engines

Carl Moyer Program

- Incentive grants available through the local air districts to reduce emissions from heavy-duty engines
- Covers on-road, off-road, marine, locomotive, and stationary ag pump engines
- Focus on highly impacted communities
- \$114 million in funding between 1998 and 2002

Clean School Bus Program

- Statewide program to reduce emissions from California's school buses
- \$66 million in funding available between 2000-2002
- Program Goals
 - ◆ 450 new buses
 - ◆ Retrofit 2600 buses
- SCAQMD rule requires fleets of over 15 buses to acquire alternate fuel buses

Focused Environmental Inspections



- Target traffic in EJ areas
- Inspect for:
 - ◆ Hazardous materials
 - ◆ Unsecured loads
 - ◆ Smoking heavy-duty vehicles
 - ◆ Red dye fuels
 - ◆ CHP safety inspections

Federal Action Is Critical

- Locomotives
- Commercial marine vessels
- New farm and construction equipment <175 hp
- New heavy-duty vehicle standards
- Low-sulfur fuel specifications



Benefits of Plan



- Significantly reduces diesel PM emissions
- 75% reduction in potential cancer risks by 2010, 85% by 2020

- Decrease in noncancer health effects (asthma, bronchitis)
- Improve visibility
- Reduce “soiling”



More Information

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