

00-08: California Air Resources Board Draft Diesel Risk Reduction Plan and the Permitting Guidance for New Stationary Diesel Fueled Engines



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California Air Resources Board Draft Diesel Risk Reduction Plan

and

the Permitting Guidance for New Stationary Diesel Fueled Engines

INFORMATION

On July 13, 2000 the **Draft Risk Management Plan** for Diesel Fueled Engines and Vehicles (Diesel RRP) and the **Draft Risk Reduction Guidance** for the Permitting of New Stationary Diesel Fueled engines (Guidance) document were introduced at the Fuels, Mobile Source/Alternative Strategies Stationary Source and Risk Management Sub Committee at the California Air Resources Board in Sacramento.

The Risk Management plan is being issued as a result of the declaration of Diesel Particulate Matter (PM) as toxic and carcinogenic. The California Legislature in 1983 enacted AB 1807 which requires identification of the health effects of Toxic Air Contaminants (TACs), and a reduction of exposure to these contaminants. The Draft Plan is focused on **this toxic risk reduction**, and is not connected, nor does it affect the current Ozone Reduction, Air Quality Plans currently being developed or in effect. (These plans focus on the reduction of NOX and SOX - the components of smog rather than on the soot particles of diesel engines.)

The philosophy for the new plan is that all engines, no matter what air basin they operate in, should be equipped with the best available technology to reduce diesel PM emissions. New technology will be enhanced with the requirement to burn ultra low sulfur diesel fuel (<15 ppm) which will permit the use of catalysts and diesel particulate filters (DPF). These will be required on all engines greater than 50 horse power. Low sulfur fuels and DPF retrofit is the preferred strategy for reducing emissions from existing engines.

The proposed program is to consist of:

1. Developing additional regulatory emission standards for all new on-road, off road and stationary diesel fueled engines and vehicles that will reduce diesel PM emissions by and over all 90 % from current levels;
2. Developing retrofit requirements for all existing on-road, off-road and stationary diesel fueled engines and vehicles that will significantly reduce diesel PM emissions from these engines.
3. Developing requirements to significantly reduce the sulfur content of diesel fuel so that on-road, off-road, and stationary diesel fueled engines will be able to use the low sulfur diesel fuel needed by advanced diesel PM control technology.

Alternatives to diesel, such as natural gas and electricity, will be considered during the next step of the risk management process.

The ARB is calling for the U.S. Environmental Protection Agency to support the Draft Plan and to adopt standards and regulations applicable to all 50 states that are "similar in scope and stringency." The ARB Plan calls for reductions to be implemented between 2002 and 2008.

Also released was the guidance document for the permitting of New Stationary Diesel Fueled engines. This guidance document will serve as a starting point for developing an air toxic control measure (ACTM). Unlike the guidance document, the ACTM will be a regulatory document once adopted. Districts will either be required to implement the ACTM or develop their own more stringent new stationary diesel engine rule. The guidance document suggests new installations comply with exhaust emission performance requirements or minimum technology requirements. In addition, the guidance suggests that a site specific health risk assessment (HRA) be conducted and considered prior to issuance of a permit for engines greater than 50 horse power operating in excess of 400 hours per year..

The Air Resources Board staff is soliciting comments for a 30 day period ending August 13, 2000. The ARB Staff will respond to comments and update the plans as appropriate. The plans will then be presented to the full ARB in September. Upon approval of the plans, ARB Staff will begin it's formal regulatory process. This will include additional formal hearings.

The plans are available on the Air Resources Board web site at <http://www.arb.ca.gov/toxics/diesel/diesel.htm> or from Area TAPD staffs.

The next meeting of the Air Resources Board to discuss these plans is to be held on August 11, 2000 from 9:30 a.m. to 1:30 p.m. at the Sacramento Convention Center (13th and L Streets) Sacramento, California. This notice is also on the ARB web site

ACTION

Employers should study the plans, monitor the regulatory development, and comment as appropriate.