



#### Air Pollution Control Board

Greg Cox	District 1
Dianne Jacob	District 2
Pam Slater-Price	District 3
Ron Roberts	District 4
Bill Horn	District 5

## COMPLIANCE ADVISORY

### AIRBORNE TOXIC CONTROL MEASURE (ATCM) FOR STATIONARY COMPRESSION IGNITION ENGINES

In 1998, the California Air Resources Board (CARB) identified diesel particulate matter emissions from diesel-fueled reciprocating internal combustion engines as a toxic air contaminant. CARB adopted the Diesel Risk Reduction Plan in 2000 to establish the goal of reducing emissions from virtually all diesel engines within the State of California by the year 2010.

As part of this plan, on February 26, 2004, CARB adopted the Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines (Section 93115, Title 17, California Code of Regulations). This regulation is specifically designed to reduce particulate emissions from stationary diesel-fired engines. The ATCM became effective on December 8, 2004, and local air districts have 120 days to implement and enforce the ATCM requirements. The San Diego County Air Pollution Control District (District) will now begin implementing all aspects of the ATCM.

The new ATCM includes the following:

**Applicability** All new stationary diesel engines offered for sale or lease, sold, leased, installed, or operated in California after January 1, 2005.

All in-use stationary diesel engines rated more than 50 brake horsepower (bhp). In-use engines are those that were installed prior to January 1, 2005, or had been issued an Authority to Construct by the District prior to December 8, 2004.

**Exemptions From Some or All Requirements** Portable diesel engines or diesel engines used to power on-road or off-road vehicles (i.e. non-stationary engines).

Diesel engines used for propulsion of marine vessels or auxiliary diesel engines used on marine vessels.

Agricultural diesel engines which were installed prior to January 1, 2005.

In-use emergency engines which will be removed from service or replaced prior to January 9, 2009, in accordance with an Office of Statewide Health Planning Development (OSHPD) Compliance Plan.

Emergency engines at nuclear facilities.

In-use, dual-fueled diesel pilot engines using alternative fuel or alternative diesel fuel.

Dual-fueled diesel pilot engines using diesel fuel and digester gas or landfill gas.

In-use engines that have selective catalytic reduction systems.

In-use diesel engines that directly drive emergency fire pump assemblies.

Diesel engines used in training Department of Defense or military personnel.

**Requirements** Requires that all new diesel engines, including diesel engines used in agricultural operations, meet specified diesel particulate matter (PM), hydrocarbon (HC), oxides of nitrogen (NO<sub>x</sub>), and carbon monoxide (CO) emission standards.

Requires that in-use stationary emergency standby diesel engines greater than 50 bhp comply with the regulation through limiting the number of hours used for maintenance and testing purposes per calendar year. The ATCM limits maintenance and testing hours as a function of the engine's emission rate. For example, if an existing stationary emergency diesel engine can be limited to **20 hours** or less per calendar year for maintenance and testing then there are no emission standards, but if an engine requires up to **50 hours** per year the engine must meet more stringent emission standards.

Requires that in-use diesel engines that are not emergency standby engines and are greater than 50 bhp meet specified diesel PM, HC, NO<sub>x</sub> and CO emission standards. This is likely to require installation of add-on emission control systems for these engines.

After January 1, 2006, requires all stationary diesel engines greater than 50 bhp use CARB diesel fuel or a verified alternative diesel fuel. (Note: Current District rules already require that stationary diesel engines' use of CARB Diesel Fuel except for agricultural operations.)

Specifies what constitutes emergency operation for emergency standby engines during rolling blackouts.

Does not allow operation of emergency standby diesel engines that are located within 500 feet of a school for non-emergency purposes between the hours of 7:30 a.m. and 3:30 p.m. on days when school is in session.

Does not allow operation of emergency standby diesel engines that are located on school grounds for non-emergency purposes whenever there is a school-sponsored activity.

Addresses operation of stationary emergency standby diesel engines enrolled in the Rolling Blackout Reduction Program. (This is a specialized program that will only affect a limited number of facilities in San Diego County. Contact the District for additional information, if necessary.)

**Reporting  
Requirements**

By **July 1, 2005**, requires owners or operators of in-use diesel engines greater than 50 bhp to report specified engine information including emission factors, fuel type, and operational information to the District. (Note: The District will provide the Engine Data Report Form to facilitate and streamline this process.) New engines are required to submit this information prior to installation. Completing all required fields in the District's supplemental application Form 34A-J will satisfy this requirement.

No later than 180 days prior to the earliest applicable compliance date specified in the ATCM (July 1, 2005, for most engines), each owner or operator must inform the District how the engine will comply with the emission standards. (Note: The District will provide the Compliance Strategy Reporting Form to facilitate and streamline this process.)

By **January 31, 2006**, and every January 31 thereafter, requires sellers of diesel engines 50 bhp or smaller and sellers of diesel engines greater than 50 bhp to agricultural operations annually report specified engine information regarding engines sold during the previous year to CARB.

**Monitoring  
Equipment**

By **January 1, 2005**, requires all diesel engines to have installed a non-resettable engine hour meter.

**Record  
Keeping  
Requirements**

Beginning **January 1, 2005**, owners of stationary emergency diesel engines must keep a monthly log of usage for the following:

- a. emergency use hours of operation;
- b. maintenance and testing hours of operation;
- c. hours of operation for emission testing;
- d. initial start-up hours; and
- e. hours of operation for all other uses not described in a-d above.

For in-use stationary emergency diesel engines, the following fuel usage records are also required:

- a. fuel type (i.e. CARB Diesel, alternative diesel fuel, etc.);
- b. amount of fuel purchased;
- c. date fuel was purchased;
- d. signature of owner, operator, or representative who received fuel; and
- e. signature of fuel provider.

The above log entries must be retained for a minimum of 36 months from the date of entry. Log entries made within 24 months of the most recent entry must be retained on-site, either at a central location or at the engine's location and made immediately available to the District upon request. Log entries made from 25 months to 36 months from the most recent entry shall be made available to District staff within 5 working days of the request.

**Test Methods** Various testing methods and sampling procedures are specified for the pollutants regulated by this ATCM

The District is planning on holding another public meeting on May 18, 2005, to further discuss this ATCM and assist facilities with the reporting requirements. Reporting Forms will be available during the meeting or can be obtained by visiting the following web site:

<http://www.sdapcd.org/comply/DieselATCM/ATCMrequire.html>.

Copies of the ATCM can be obtained from ARB website at:

<http://www.arb.ca.gov/regact/statde/statde.htm>;

or you may call Luann Serbesku at (858) 650-4544. If you have questions concerning the ATCM, please contact Cara Bandera at (858) 650-4592, Kevin Heiss at (858) 650-4549, or Gary Hartnett at (858) 650-4553, or see the District website at:

<http://www.sdapcd.org/comply/DieselATCM/ATCMDiesel.html>.

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# **COMPLIANCE ADVISORY**

## **SECOND NOTICE OF**

### **JULY 1, 2005, REPORTING REQUIREMENTS** (see page 3)

### **FOR ENGINES SUBJECT TO**

### **AIRBORNE TOXIC CONTROL MEASURE (ATCM)**

### **FOR STATIONARY COMPRESSION IGNITION ENGINES**

In 1998, the California Air Resources Board (CARB) identified diesel particulate matter emissions from diesel-fueled reciprocating internal combustion engines as a toxic air contaminant. CARB adopted the Diesel Risk Reduction Plan in 2000 to establish the goal of reducing emissions from virtually all diesel engines within the State of California by the year 2010.

As part of this plan, on February 26, 2004, CARB adopted the Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines (Section 93115, Title 17, California Code of Regulations). This regulation is specifically designed to reduce particulate emissions from stationary diesel-fired engines. The ATCM became effective on December 8, 2004, and local air districts have 120 days to implement and enforce the ATCM requirements. The San Diego County Air Pollution Control District (District) has implemented all aspects of the ATCM.

The new ATCM includes the following:

<b>Applicability</b>	All <u>new</u> stationary diesel engines offered for sale or lease, sold, leased, installed, or operated in California after January 1, 2005.
	All <u>in-use</u> stationary diesel engines rated more than 50 brake horsepower (bhp). In-use engines are those that were installed prior to January 1, 2005, or had been issued an Authority to Construct by the District prior to December 8, 2004.
<b>Exemptions From Some or All Requirements</b>	Portable diesel engines or diesel engines used to power on-road or off-road vehicles (i.e. non-stationary engines).
	Diesel engines used for propulsion of marine vessels or auxiliary diesel engines used on marine vessels.

Agricultural diesel engines which were installed prior to January 1, 2005.

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Emergency engines at nuclear facilities.

In-use, dual-fueled diesel pilot engines using alternative fuel or alternative diesel fuel.

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In-use engines that have selective catalytic reduction systems.

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Diesel engines used in training Department of Defense or military personnel.

**Requirements** Requires that all new diesel engines, including diesel engines used in agricultural operations, meet specified diesel particulate matter (PM), hydrocarbon (HC), oxides of nitrogen (NO<sub>x</sub>), and carbon monoxide (CO) emission standards.

Requires that in-use stationary emergency standby diesel engines greater than 50 bhp comply with the regulation through limiting the number of hours used for maintenance and testing purposes per calendar year. The ATCM limits maintenance and testing hours as a function of the engine's emission rate. For example, if an existing stationary emergency diesel engine can be limited to **20 hours** or less per calendar year for maintenance and testing then there are no emission standards, but if an engine requires up to **50 hours** per year the engine must meet more stringent emission standards.

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Specifies what constitutes emergency operation for emergency standby engines during rolling blackouts.

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Does not allow operation of emergency standby diesel engines that are located on school grounds for non-emergency purposes whenever there is a school-sponsored activity.

Addresses operation of stationary emergency standby diesel engines enrolled in the Rolling Blackout Reduction Program. (This is a specialized program that will only affect a limited number of facilities in San Diego County. Contact the District for additional information, if necessary.)

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- c. date fuel was purchased;
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The above log entries must be retained for a minimum of 36 months from the date of entry. Log entries made within 24 months of the most recent entry must be retained on-site, either at a central location or at the engine's location and made immediately available to the District upon request. Log entries made from 25 months to 36 months from the most recent entry shall be made available to District staff within 5 working days of the request.

**Test Methods** Various testing methods and sampling procedures are specified for the pollutants regulated by this ATCM

Reporting Forms can be obtained by visiting the following web site:

<http://www.sdapcd.org/comply/DieselATCM/ATCMrequire.html>.

If you have questions concerning the ATCM, please contact Cara Bandera at (858) 650-4592, Kevin Heiss at (858) 650-4549, or Gary Hartnett at (858) 650-4553, or see the District website at:

<http://www.sdapcd.org/comply/DieselATCM/ATCMDiesel.html>.





# Regulatory Advisory

August 2005



## AMENDMENTS TO THE AIRBORNE TOXIC CONTROL MEASURE FOR STATIONARY COMPRESSION IGNITION ENGINES (ATCM)

### What is the purpose of these amendments?

On May 26, 2005, the Air Resources Board (ARB or Board) approved amendments to the Stationary Diesel Engine Airborne Toxic Control Measure (ATCM). These amendments make permanent the changes approved under emergency regulatory action in March 2005. The temporary emergency revisions and the permanent amendments are summarized below.

### What were the emergency regulation revisions?

On March 17, 2005, the Board approved emergency regulatory changes replacing the ATCM's 0.15 grams per brake horsepower-hour (g/bhp-hr) particulate matter (PM) emission limits for greater than 50 to less than 175 hp new stationary diesel agricultural pump engines with ARB and federal new off-road/nonroad engine PM certification standards. ARB and federal PM certification standards during the 120-day period when the emergency regulation is in effect are 0.30 g/bhp-hr PM for engines greater than 50 to 99 hp and 0.22 g/bhp-hr PM for engines 100 to less than 175 hp. The emergency regulation expires on August 3, 2005.

### Why was this emergency regulatory action taken?

During an extensive investigation, the ARB staff found very limited availability of 0.15 g/bhp-hr PM-compliant new stationary diesel agricultural pump engines in the greater than 50 to 99 hp size range and limited availability in the 100 to less than 175 hp size range. The limited availability of compliant engines posed technical and cost issues, particularly regarding engine replacement. The emergency action averted these issues and allowed older, dirtier, uncontrolled diesel engines to continue to be replaced with new, cleaner engines certified to ARB and federal standards. This emergency action was taken to protect public health and to prevent disruption and economic hardship for farmers and agricultural equipment distributors and dealers.

### When do the permanent amendments go into effect?

The permanent amendments discussed below have been forwarded to the Office of Administrative Law (OAL) for review (up to 30 days). The emergency regulation mentioned above remains in effect throughout OAL review. The ARB anticipates that OAL will approve the amendments and has requested the earliest possible effective date. Should the emergency regulation not be in effect at any time before the amendments become official, the ARB expects the local air districts to use enforcement discretion.

### Who is affected by the amendments?

Those affected by the amendments include local air districts; stationary diesel engine manufacturers, distributors, and dealers; and the following stationary diesel engine owners/operators: the agricultural industry, the fire protection industry, the U.S. Department of Defense, healthcare facilities, and boarding schools.

### What are the permanent amendments?

In addition to the revised PM emission limits for new stationary diesel agricultural pump engines, further amendments were made to clarify the ATCM and to provide flexibility for certain operations. The following is a summary of the amendments (please see "For more information" below to obtain a copy of the actual regulatory language):

**PM Emission Limit Revisions** The 0.15 g/bhp-hr PM emission limits for greater than 50 to less than 175 hp new stationary diesel agricultural engines (except generator sets) and direct-drive emergency standby fire pump engines have been replaced with ARB and federal new off-road/nonroad engine certification standards for engines of the same brake horsepower rating and model year. Through 2011, ARB and federal certification standards are 0.30 g/bhp-hr PM for engines greater than 50 to 99 hp and 0.22 g/bhp-hr PM for engines 100 to less than 175 hp. In 2012, the ARB and federal PM certification standards are scheduled to become more stringent, i.e., 0.02 g/bhp-hr PM for engines greater than 50 to 99 hp and 0.01 g/bhp-hr PM for engines 100 to less than 175 hp.

This amendment should ensure the continued availability of cleaner new stationary diesel agricultural and direct-drive emergency standby engines in a variety of makes, models, and sizes.

Direct-drive Emergency Standby Fire Pump Engine Compliance Extension The dates for new stationary diesel direct-drive emergency standby fire pump engines to comply with ARB and federal new off-road/nonroad engine Tier 3 and Tier 4 certification standards have been extended an additional three years beyond the effective dates of those standards. This amendment provides fire pump manufacturers with the additional time they need to design, produce, test, and certify fire pump engines to meet both Tier 3-Tier 4 and National Fire Protection Association emission and performance requirements. In addition, ARB staff is committed to work with fire pump manufacturers and the U.S. Environmental Protection Agency (U.S. EPA) to evaluate if Tier 4 engine control technology is feasible for this application.

Emergency Standby Engine Operation During Missile Launching The definition of "Emergency Use" has been modified to allow U.S. Department of Defense emergency standby engines to operate in parallel with electric grid power during missile launch tracking. This amendment protects people and property by ensuring that power is immediately available to destroy a missile if it deviates from an expected path.

Emergency Standby Engine Maintenance and Testing at Healthcare Facilities The local air districts are allowed to approve up to 40 total hours per year of stationary diesel emergency standby engine maintenance and testing operation at hospitals and other healthcare facilities. This amendment will enable healthcare facilities to comply with January 1, 2005 Joint Commission on Accreditation Manual for Healthcare Organizations requirements for more frequent and extensive testing of emergency standby engines.

Emergency Standby Engine Maintenance and Testing at Schools Schools where students live on-site, e.g., boarding schools, have been exempted from the provisions prohibiting stationary diesel emergency standby engine maintenance and testing at or near schools in the presence of students. This amendment will allow a limited number of hours per year of emergency standby engine maintenance and testing at or near the exempt schools and will ensure that these engines will work during power failures and other emergencies.

New Stationary Diesel Engines Acquired or Submitted for Approval, But Not Installed, Prior to the January 1, 2005 Effective Date for New Emission Limits Local air districts are allowed to determine the time at which emission limit compliance requirements are triggered based on the date of new stationary diesel engine acquisition or the date an application was submitted for a district permit or registration program for stationary sources. This amendment addresses, at least partially, the potential disruption and severe economic hardships in consequence of new emission limits becoming effective during the long lead time from new engine purchase commitment to installation.

The concerns and issues associated with the date of new stationary diesel engine acquisition or approval and the phase in of more stringent emission limits are complex and require information gathering and extensive discussions with the districts and engine manufacturers, distributors, dealers, and end-users. It is not possible to conduct extensive discussions within the timeframe for finalizing the proposed amendments. Therefore, ARB staff plans to return to the Board with possible amendments to address these timing and compliance requirement issues in early 2006.

Non-substantive Amendments Several non-substantive amendments were made to correct referencing errors or otherwise clarify the intent of the original ATCM.

#### **For more information**

To obtain a copy of the amendments, ARB staff report, and other related documents, visit our web site at <http://www.arb.ca.gov/regact/stade05/stade05.htm>. A fact sheet and other information are also available at <http://www.arb.ca.gov/diesel/ag/ag.htm>.

If you are a person who needs assistance in a language other than English, please contact the Bilingual Coordinator at (916) 324-5049.

Additional questions may be addressed to Mr. Tony Andreoni, Manager, Process Evaluation Section, Stationary Source Division, at (916) 324-6021 or [tandreon@arb.ca.gov](mailto:tandreon@arb.ca.gov), or Barbara Cook, Process Evaluation Section, Stationary Source Division, at (916) 327-1507 or [bcook@arb.ca.gov](mailto:bcook@arb.ca.gov).

## HOW DO I APPLY FOR A REGISTRATION?

- 1) Obtain application forms and other information at:  
[www.arb.ca.gov/perp/perp.htm](http://www.arb.ca.gov/perp/perp.htm)
- 2) Complete forms thoroughly.
- 3) Calculate the fees and enclose your payment.
- 4) Send to: ARB / PERP  
P.O. Box 2038  
1001 I Street  
Sacramento, CA 95812
- 5) If you need help, call: (916) 324-5869 or  
e-mail [portable@arb.ca.gov](mailto:portable@arb.ca.gov)

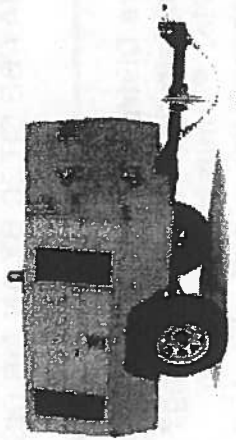
Registration Number	Expiration Date
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### STATEWIDE PORTABLE EQUIPMENT REGISTRATION REGULATION:

For the text of the PERP regulation, visit:  
[www.arb.ca.gov/regact/portreg/portreg.pdf](http://www.arb.ca.gov/regact/portreg/portreg.pdf)

For more information on PERP,  
contact Mike Guzzetta: (916) 322-6025  
or via e-mail at [mguzzett@arb.ca.gov](mailto:mguzzett@arb.ca.gov).

## Registration and Permitting of Portable Engines and Equipment Units



## What You Need to Know

California Environmental Protection Agency



[www.arb.ca.gov/perp/perp.htm](http://www.arb.ca.gov/perp/perp.htm)

California Air Resources Board  
PERP  
P.O. Box 2038  
Sacramento, CA 95812

Did you know that any portable engine, 50 horsepower or greater, may need a district permit or registration in the California Air Resources Board's (CARB) Statewide Portable Equipment Registration Program (PERP) to operate in California?

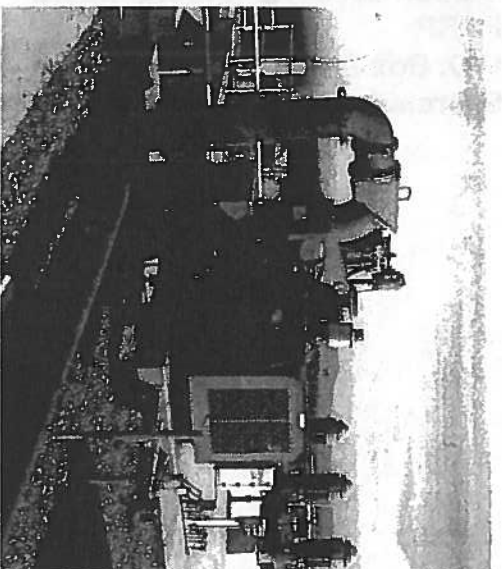
**IF YOU DO NOT HAVE A PERMIT OR VALID PERP REGISTRATION, YOU MAY BE CITED BY AN AIR DISTRICT INSPECTOR!**

**1) Are District Permits and Statewide Registrations the same thing?**

- No. Permits are issued in accordance with the local air district's rules and in most instances are only valid within the district's boundaries.
- PERP Registrations are issued by CARB and are valid statewide. PERP is a voluntary program that allows statewide operation of portable engines and associated equipment units without having to obtain multiple district permits.

**2) How do I apply for a district permit?**

- Permits are issued by local air districts. To find your district's contact information go to:  
[www.arb.ca.gov/capcoal/roster.htm](http://www.arb.ca.gov/capcoal/roster.htm)



**3) Is there a deadline for registering non-certified portable engines in PERP?**

- Yes. Applications for registration of portable engines that do not meet the current U.S. EPA off road standards, and which resided in California between July 1, 2003 and July 1, 2004, must be received by ARB no later than December 31, 2005.
- After that date, only applications for engines meeting the current U.S. EPA off road standards will be accepted.

**4) How do I apply for a PERP registration?**

- Registrations for the PERP program are issued by CARB. See the back panel of this brochure for information on obtaining application forms.

**THE OWNERS/OPERATORS OF PORTABLE ENGINES THAT DO NOT MEET THE CURRENT U.S. EPA OFF ROAD STANDARDS WILL NOT BE ABLE TO REGISTER IN PERP AFTER DECEMBER 31, 2005**

**5) How long does the PERP Registration process take?**

- For most engines, it typically takes from 2 to 4 weeks to process the application. Submit your applicator as early as possible.

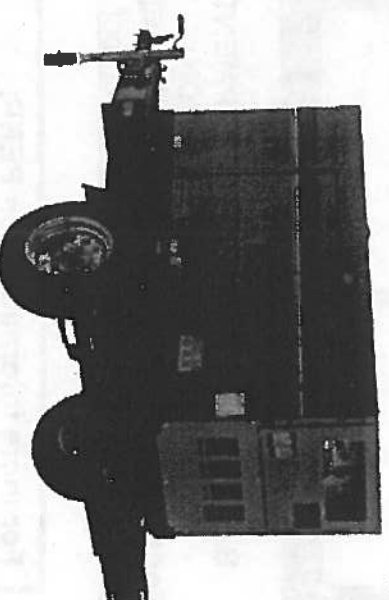
**6) What does PERP registration cost?**

- New Participants- \$370 for a 3-year registration until December 31, 2005.
- Existing Participants- \$270 for a 3-year registration.

**7) Where can I get more information about PERP?**

- Go on-line to view a fact sheet about the program and lists of eligible uses of portable engines and associated equipment units. The site is located at:

[www.arb.ca.gov/perp/perp.htm](http://www.arb.ca.gov/perp/perp.htm)



## HOW TO APPLY TO PERP:

- 1) Obtain application forms and other information at [www.arb.ca.gov/perp/perp.htm](http://www.arb.ca.gov/perp/perp.htm)
- 2) Complete forms and supply all requested information
- 3) Calculate the fees and enclose your payment
- 4) Send to: ARB / PERP  
P.O. Box 2038  
1001 I Street  
Sacramento, CA 95812
- 5) If you need help, call: (916) 324-5869  
or e-mail [portable@arb.ca.gov](mailto:portable@arb.ca.gov)

## REGULATIONS:

For the text of the PERP regulation, visit:  
[www.arb.ca.gov/regact/portreg/portreg.pdf](http://www.arb.ca.gov/regact/portreg/portreg.pdf)

California Air Resources Board  
PERP  
P.O. Box 2038  
Sacramento, CA 95812



## STATEWIDE PORTABLE EQUIPMENT REGISTRATION PROGRAM (PERP) CHANGES

California Environmental Protection Agency



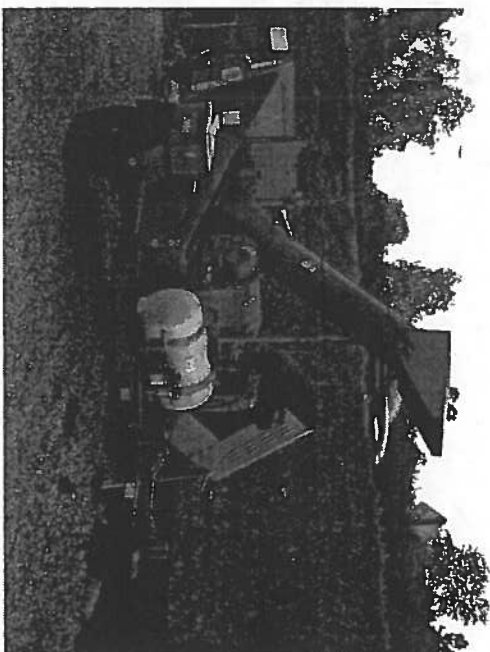


# INTRODUCTION

On February 26, 2004, ARB adopted Amendments to the Statewide Portable Equipment Registration Program (PERP).

The amended provisions are effective on September 1, 2005.

On this date, we will begin accepting applications under the new amendments. The amendments are summarized in this pamphlet.



- Applicability
  - PERP-registered generators may not provide power to the electric utility grid, stationary sources, or stationary equipment except during:
    - an unforeseen loss of power
    - maintenance and repair operations
    - electrical upgrade operations
    - operations where specific frequency or current requirements are not available
    - remote operations
  - Equipment units and associated engines that are part of a permitted stationary source are ineligible
  - Any unit losing its PERP eligibility has 90 days to apply for a district permit upon notification
- Fees
  - New Registration Fees
    - \$270 for a 3-year registration
  - Renewal Fees
    - \$225 for a 3-year renewal
  - New Program Participants pay an additional \$100 per unit until December 31, 2005
  - Administrative fees, such as change of ownership, sticker replacements, and modifications, have increased -- for details, go to:  
[www.arb.ca.gov/perp/perp.htm](http://www.arb.ca.gov/perp/perp.htm)
- A Resident engine is one which resided in California at any time during the period of July 1, 2003 to July 1, 2004
- After December 31, 2005, only certified engines meeting the most stringent off-road standards can apply
- Reminder: After January 1, 2010, portable diesel-fueled engines registered in the program must be certified engines

## Recordkeeping

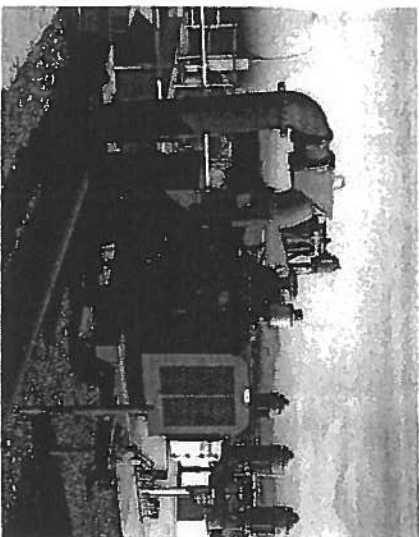
- Annual reports no longer need to be submitted to ARB
- Daily records must be maintained for five years and be available upon request
- Fuel meters are required for all newly registered resident engines that are required to maintain daily records of fuel use

Note: certified engines are not required to maintain daily records

## Miscellaneous Changes

- Identical replacement will be allowed for mechanical breakdown only
- Non-operational registrations must be converted to "operational", or the registration will be cancelled
- A five-year renewal cycle option has been added

For more information on PERP, contact Mike Guzzetta at (916) 322-6025 or via e-mail at [mguzzett@arb.ca.gov](mailto:mguzzett@arb.ca.gov).



- Requirements
  - Until December 31, 2005 an uncertified engine can register in PERP only if it qualifies as a resident engine



## **Air Pollution Control Board**

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# **Compliance Advisory**

## **Amendments to the Airborne Toxic Control Measure for Stationary Compression Ignition Engines**

Recently the California Air Resources Board (ARB) approved amendments to the Stationary Compression Ignition Engine Airborne Toxic Control Measure (ATCM) (Section 93115, Title 17, California Code of Regulations) which was adopted in February 2004 and became effective in December 2004. These amendments came about in response to concerns raised by diesel engine owners and operators. A Regulatory Advisory issued by the ARB dated August 2005 has been included with this summary.

Two specific amendments of special note are summarized below:

### **Emergency Standby Engine Maintenance and Testing at Schools**

For schools where students live onsite (e.g. boarding schools), the prohibition has been removed for maintenance and testing operations only during specified hours. This amendment will allow maintenance and testing operation to occur at any time during the year and not be restricted to certain hours or during times when there are no school activities taking place.

### **Emergency Standby Engine Maintenance and Testing at Healthcare Facilities**

This amendment allows local air districts to approve up to 40 hours of operation per calendar year for maintenance and testing of emergency standby engines located at Healthcare facilities. The previous requirement had limited most engines to either 20 or 30 hours per calendar year depending on the particulate matter emission rate. Health care facilities include but are not limited to hospitals, skilled nursing facilities, convalescence homes, rehabilitation facilities, intermediate care facilities, and congregate living health facilities. For a complete list of health care facilities eligible for this amendment please refer to California Health and Safety Code Section 1250.

If a Healthcare Facility would like to request up to 40 hours of operation for maintenance and testing please contact Sharen Eden in the Air Pollution Control District's Mechanical Engineering Division at (858) 586-2744. Potential adverse health impacts will be evaluated prior to approval of the additional operating hours. An application along with an application fee of \$375 will be required to be submitted.

If you have questions concerning the amendments to the ATCM, please contact Cara Bandera at (858) 586-2751 (Cara.Bandera@sdcounty.ca.gov) or Gary Hartnett at (858) 586-2671 (Gary.Hartnett@sdcounty.ca.gov). Copies of the ATCM can be obtained from the District's website at:

<http://www.sdapcd.org/comply/DieselATCM/ATCMDiesel.html>

GMH:ls

10-28-05