



July 22, 2008

COMPLIANCE ADVISORY

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

On October 18, 2007, amendments adopted by the California Air Resources Board (CARB) to the statewide Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines (Section 93115, Title 17, California Code of Regulations) became effective. This regulation limits diesel particulate matter emissions from stationary diesel-fueled engines.

As background, in 1998, CARB identified diesel particulate matter emissions from diesel-fueled engines as a toxic air contaminant. CARB adopted the Diesel Risk Reduction Plan in 2000 to establish the goal of reducing diesel particulate matter emissions from diesel-fueled engines within California by 85 % by 2020.

As part of this plan, on February 26, 2004, CARB adopted the ATCM for Stationary Compression Ignition Engines. The ATCM became effective on December 8, 2004, and a District advisory was mailed out shortly thereafter explaining the new requirements. The following year (2005), amendments were made to the ATCM to address concerns regarding emergency engine testing hours at schools and healthcare facilities, requirements for new fire pumps, and requirements for new agricultural engines along with other minor changes. A second District advisory was mailed out in October 2005, explaining the amendments. Copies of both advisories can be viewed on the District's website at <http://www.sdapcd.org/rules/advise/advise.html>.

A public workshop was held by the District on February 17, 2008, to explain the most recent changes. Key amendments are summarized below:

- Allow the sale or lease of in stock new engines that do not meet the current tiered off-road engine emission standard provided certain conditions are met.
- Upon District approval, exempt engines used as test cells and test stands for testing burners or engine components; for performance testing of fuels, fuel additives, or emission control devices at research facilities; for maintenance, repair, or rebuild training at educational facilities.

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- Upon District approval, allow additional maintenance and testing hours for emergency standby engines to perform testing on an engine that experienced a breakdown or failure during maintenance.
- Delete requirements to maintain engine-specific fuel use records for in-use emergency standby engines, including a representative's signature.
- Delete the requirement to notify the District of non-compliance with ATCM standards.
- Add an alternative compliance demonstration for engines required to meet the emission limit of 0.01 grams per brake-horsepower-hour for diesel particulate matter.
- Changes and additions to definitions.

In addition, the regulation was renumbered from title 17, California Code of Regulations section 93115 to title 17, California Code of Regulations sections 93115 through 93115.15.

To implement the ATCM revisions, the former requirement to maintain engine-specific fuel use records for in-use emergency standby engines, including a representative's signature, and the former requirement to notify the District of non-compliance with ATCM standards will be removed from your permit prior to renewal. The District stopped enforcing these requirements when the ATCM modifications became effective. Please note that documentation is still necessary, to be retained at a central location or at the engine's location, to demonstrate CARB-certified fuel is used or an approved alternative diesel fuel.

Copies of the ATCM can be obtained from ARB's website at <http://www.arb.ca.gov/diesel/ag/documents/finalreg101807.pdf>, or you may contact Janet McCue at (858) 586-2712. If you have questions concerning the ATCM, please contact Cara Bandera at (858) 586-2751, Gary Hartnett at (858) 586-2671, or John Annicchiarico at (858) 586-2733.

GMH:jlm