

## On Road Diesel Truck and Bus Regulation

**Background:** The Truck and Bus Regulation was adopted in 2008 to significantly reduce toxic particulate matter (PM) and oxides of nitrogen emissions (NOx) from existing diesel vehicles operating in California. In 2010, regulatory amendments provided economic relief to truckers affected by the recession. The existing regulation requires nearly all heavier trucks to have filters to reduce PM emissions beginning January 1, 2012, and replacement of older trucks starting January 1, 2015. By January 1, 2023, all trucks and buses operating in most urban areas and in regions not meeting federal clean air standards will need 2010 or newer model year engines. The 2010 engines reduce NOx and PM exhaust emissions by 90 percent relative to engines produced as recently as 2006.

The Air Resources Board (ARB or Board) is currently undertaking efforts to assist fleets with the transition to cleaner equipment to ensure the emission benefits of the regulation. This includes continued compliance assistance, incentive funding opportunities, and proposed regulatory changes.

**Compliance Assistance:** ARB provides compliance assistance to truckers through training, workshops, the Diesel hotline, and by publishing factsheets and web-based materials. Assistance is available in English, Spanish, and Punjabi.

**Current Funding Opportunities:** Available incentive programs include the Statewide truck loan assistance program for small fleets, local Carl Moyer funding for clean truck vouchers (through air districts), and Statewide Carl Moyer funding for clean log trucks (*Please see attached chart*). Additionally, the proposed regulatory changes below may provide fleets new opportunities to access incentive funding.

**Proposed Regulatory Changes (*PENDING*):** Staff has proposed amendments that will better protect the emission and health benefits of the regulation by providing new flexible compliance options for small fleets, low mileage fleets, and fleets operated exclusively in certain areas that have made substantial progress towards cleaner air. The proposed amendments will save affected fleets over \$400 million in compliance costs through 2023. A more detailed description on the proposed changes can be found at: <http://www.arb.ca.gov/msprog/onrdiesel/amend14.htm>

**Public Health, Air Quality, and Climate Benefits of the Regulation:** Diesel trucks and buses are a significant source of harmful emissions. They contributed to 43 percent of diesel PM and 29 percent of statewide NOx emissions in 2010. Diesel PM is the largest contributor of known ambient air toxic cancer risk in California. It also poses adverse health impacts, including increased hospital admissions, asthma rates, and cases of acute bronchitis.

- **Regulation provides significant health benefits:** Approximately 3,500 premature deaths statewide will be avoided from successful implementation of the regulation. The regulation, including the proposed amendments, is a key strategy in reducing the potential cancer risks associated with diesel PM by 85 percent by 2020.
- **Regulation provides significant air quality benefits:** Reductions provided by the regulation are necessary to meet the national ambient air quality standards for PM2.5 by 2014. Reductions in NOx are necessary to meet the national ambient air quality standards for ozone by 2023.
- **Regulation provides climate benefits:** Diesel engines are a source of black carbon, which increases climate warming, accelerates ice and snowmelt, and disrupts precipitation patterns. Annual black carbon emissions in California decreased about 70 percent between 1990 and 2010 because of ARB regulations related to diesel fuels, fleet rules and emissions standards.

**Funding Provided to Date:** The Carl Moyer Program has provided \$77 million in funding for cleaner-than-required on-road engines and equipment. The Goods Movement Emission Reduction Program authorized by Proposition 1B funds has provided trucks moving goods in California's four primary trade corridors \$332 million. In addition, \$143 million in clean truck projects are currently being processed. The Statewide truck loan assistance program has provided \$30 million through a loan loss reserve account. This program helps higher risk borrowers qualify for loans.

**For more information: Visit the Truck Stop at <http://www.arb.ca.gov/msprog/truckstop/truckstop.htm>, or call ARB's Diesel Hotline 866-6DIESEL**