



Air Resources Board



Matthew Rodriguez
Secretary for
Environmental Protection

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Edmund G. Brown Jr.
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TO: All Interested Parties Mail-Out #MSC 15-22

DATE: September 21, 2015

SUBJECT: SECOND PUBLIC WORKSHOP TO DISCUSS PROPOSED
AMENDMENTS TO THE OFF-ROAD LARGE SPARK-IGNITION ENGINE
FLEET REGULATION

Air Resources Board (ARB) staff invites you to participate in the second set of public workshops to discuss proposed amendments to Title 13 California Code of Regulations Sections 2775 - 2775.2: Off-Road Large Spark-Ignition Engine Fleet Requirements (LSI Fleet Regulation). The current LSI Fleet Regulation focuses on reducing emissions and keeping records for equipment types, as defined in such as, most forklifts, sweepers/scrubbers, industrial tow tractors, and airport ground support equipment. In-field agricultural equipment is exempt.

At this workshop, ARB staff will discuss the proposed amendment language and the corresponding implementation. Staff has incorporated comments provided since the first round of workshops. These comments helped further align the reporting and labeling requirements with those contained in the In-Use Off-Road Diesel Fueled Fleets Regulation (also commonly known as the Off-Road Regulation or the In-Use Off-Road Diesel Vehicle Regulation).

Key elements of the LSI Fleet Regulation amendments that will be discussed at these workshops include proposals to:

- Reporting requirement starts June 30, 2017 and ends June 30, 2023.
- All large and medium fleets will be required to report.
- Fleets report to on-line reporting system.
- Label equipment with ARB issued Equipment Identification Number (EIN) with one red label with white lettering.

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption.
For a list of simple ways you can reduce demand and cut your energy costs, see our website: <http://www.arb.ca.gov>.*

California Environmental Protection Agency

Workshop Locations

The same workshop will be presented in the following three locations at the listed date and time:

Date: September 29, 2015
Time: 10:00 a.m. – 12:00 p.m.
Location: Cal EPA Building
Byron Sher Auditorium
1001 I Street
Sacramento, CA 95814

Date: September 30, 2015
Time: 10:00 a.m. – 12:00 p.m.
Location: South Coast Air Quality Management District
Auditorium
21865 Copley Drive
Diamond Bar, CA 91765

Date: October 8, 2015
Time: 10:00 a.m. – 12:00 p.m.
Location: San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726

The workshops will be webcast for those unable to attend in person. The broadcast for the Sacramento workshop may be accessed at <http://www.calepa.ca.gov/broadcast/?BDO=1>.

The broadcast for the Diamond Bar workshop may be accessed at <http://www.aqmd.gov/home/library/webcasts>.

The broadcast for the Fresno workshop may be accessed at http://www.valleyair.org/Workshops/public_workshops_idx.htm. Information on submitting questions or comments will be provided during the webcast for remote participants.

If you require a special accommodation, please contact the staff member listed below as soon as possible, but no later than 5 business days before the scheduled meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

If you have questions regarding the workshops, please contact Mr. Todd Sterling, Air Pollution Specialist, at (916) 323-2397 or Todd.Sterling@arb.ca.gov. We welcome and appreciate your participation in these workshops.

Background

To achieve its healthy air quality, climate, and sustainability goals, California must take effective, well-coordinated actions to transition to a zero emission transportation system for both passengers and freight. The freight transport system is a major economic engine for California, but also accounts for about half of toxic diesel particulate matter, 45 percent of the emissions of nitrogen oxides (NOx) that form ozone and fine particulate matter in the atmosphere, and 6 percent of the greenhouse gas emissions in California. These statistics include emissions from trucks, ships, locomotives, aircraft, harbor craft, and all types of equipment used to move freight at seaports, airports, rail yards, warehouses and distribution centers. Proposed amendments to the LSI Fleet Regulation are identified in the Sustainable Freight Strategy as a Near-Term ARB Measure.

In 1998, ARB first adopted emission standards for new spark-ignited engines used in propane forklifts and other similar industrial equipment. These engines are referred to as large spark-ignition engines. In addition to forklifts, the LSI category includes airport ground support equipment (GSE), sweepers and scrubbers, generator sets, small irrigation pumps, and a variety of other similar equipment.

The LSI Fleet Regulation applies to operators of forklifts, sweeper/scrubbers, industrial tow tractors, and airport GSE. These vehicles are found in approximately 2,000 LSI fleets in California in industries as diverse as manufacturing, wholesale, transportation and utilities, retail, services, and construction, as well as public agencies. The 2006 LSI rulemaking and 2010 amendments required operators of in-use fleets to achieve specific hydrocarbon + NOx fleet average emission level (FAEL) standards that became more stringent over time, the lowest FAEL for large and medium fleets was to be achieved in 2013. The standards are also more stringent for forklifts than they are for non-forklift LSI equipment. The stringency of the standards reflects the differences in availability of retrofit devices for the 4 categories of in-use LSI equipment as well as the greater ability of large fleets to incorporate zero and near zero-emission equipment into their operations. Since 2007, fleet operators are required to keep updated fleet records at their facilities until June 30, 2016. Small fleets and in-field agricultural equipment are exempt from the LSI Fleet Regulation.

Amendments under Consideration

Staff proposes reporting and labeling requirements similar to the existing In-Use Off-Road Diesel-Fueled Fleets Regulation for equipment covered by the LSI Fleet Regulation. Additional minor regulation language clarifications are also being proposed.

ARB is developing an on-line reporting system that LSI equipment owners will use to report engine and equipment information. The reporting system would also automatically report a fleet's compliance with the existing LSI Fleet Regulation Fleet Average Emission Level Standards (FAEL). The staff proposal for equipment labeling, similar to the In-Use Off-Road Diesel-Fueled Fleets Regulation, ensures that all equipment that operates in California is registered and continues to meet the current LSI fleet average requirements. The proposed amendments are critical to providing needed inventory updates, facilitating uniform compliance, and identifying incentive opportunities.

ARB staff will provide a presentation outlining each of the proposed amendments and will be followed by an opportunity for public comment and discussion.

Workshop Materials

The formal meeting agenda and a full detailed description of the staff's proposal will be available on our web site for your review at

<http://www.arb.ca.gov/msprog/offroad/orspark/orspark.htm> prior to the workshop.

If you did not receive this letter directly but would like to be on the mailing list for future notification, please sign up via our web site at

http://www.arb.ca.gov/listserv/listserv_ind.php?listname=orspark.

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We welcome your participation in this effort. For specific questions regarding the proposed LSI Fleet Regulation amendments you may contact Mr. John Kato, Manager, by email at John.Kato@arb.ca.gov or by phone at (916) 322-2891.

Sincerely,

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Mobile Source Control Division

cc: Maritess Sicat
Branch Chief
Mobile Source Control Division

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