

California Air Resources Board

2013

Enforcement Report



2013 ANNUAL ENFORCEMENT REPORT

CALIFORNIA AIR RESOURCES BOARD ENFORCEMENT DIVISION

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Table of Contents

SECTION	PAGE
Executive Summary	1
Introduction	5
Overview of Enforcement Programs	6
2013 Enforcement Accomplishments.....	8
2014 Action Items.....	10
Mobile Source Enforcement Programs	12
Overview of Mobile Source Enforcement Programs.....	12
Statewide Diesel Fleet Enforcement Programs.....	13
Specialized Diesel Fleet Enforcement Programs	14
Diesel Equipment Enforcement Programs	15
On-Road Enforcement Programs	17
Vehicle and Motorcycle Enforcement Programs	20
Engine and Aftermarket Parts Enforcement Programs.....	21
Other Mobile Source Enforcement Programs	24
Fuels Enforcement Programs	24
Overview of Fuels Enforcement Programs.....	24
Fuels Program.....	25
Reformulated Gasoline & Diesel Notification Program	25
Cargo Tank Vapor Recovery Program.....	25
Red-Dyed Diesel Program.....	26
Goods Movement Enforcement Programs.....	26
Overview of Goods Movement Enforcement Programs	26
Railroad Memorandum of Understanding Program	26
Commercial Harbor Craft and Marina Fuel Dock Programs	27

Table of Contents

SECTION	PAGE
Cargo Handling Equipment Inspections.....	27
Ocean-Going Vessel Program.....	27
Consumer Products Enforcement Programs	28
Overview of Consumer Products Enforcement Programs.....	28
Consumer Products Program	28
Composite Wood Products Program.....	28
Indoor Air Cleaning Device Program.....	29
Air District Enforcement Support Services.....	29
Overview of Air District Enforcement Support Services.....	29
Air District Rule Review Services.....	29
Air District Variance Review Services	29
Air Facility System Services	30
Continuous Emissions Monitoring System Services	30
Stationary Source and Equipment Inspection Services.....	30
Asbestos National Emissions Standards Program.....	31
Greenhouse Gas Enforcement Programs	31
Overview of Greenhouse Gas Enforcement Programs	31
Landfill Methane Gas Program	31
Refrigerant Management Program	32
Sulfur Hexafluoride Reduction Program.....	32
Enforcement Program Support Services	33
Overview of Enforcement Program Support Services	33
Citation Administration Program	33
Environmental Tip and Complaint Hotline Services	33

Table of Contents

SECTION	PAGE
Mobile Source Complaints.....	33
California Training Program.....	34
Fundamentals of Enforcement and Visible Emissions Evaluation Program.....	35
Surveillance Services	35
Appendix A 2013 Enforcement Program Statistics	36
Appendix B 2013 Investigation and Case Resolution Statistics	37
Appendix C 2013 Field Operations Statistics	39
Appendix D 2013 Enforcement Support Statistics	41
Appendix E 2013 Training Program Statistics	42
Appendix F 2013 Significant Environmental Program Settlements.....	44
Appendix G List of Acronyms	52
Appendix H Alphabetical Listing of ARB Programs¹	53

Executive Summary

The California Air Resources Board (ARB, Board) coordinates California's efforts to achieve health-based federal and state air quality standards. During the Board's 46 year history, California's air quality has improved significantly. For example, emissions from passenger vehicles have been reduced by over 95 percent through the use of clean engine and fuel technologies and the number of clean air days has doubled statewide during the past two decades notwithstanding a significant increase in population during this period. Despite this progress, however, California continues to experience severe air quality problems, with over 90 percent of California's population, 34 million Californians, living in regions with unhealthy air.

In its fight for clean air, ARB focuses its efforts on reducing emissions from a growing universe of emission sources, including:

- Mobile sources, such as commercial trucks and buses, passenger vehicles, motorcycles, diesel-powered off-road equipment, off-highway recreational vehicles (OHRV), and off-road engines such as generators and lawn and garden equipment.
- Goods movement sources, such as railroads, ocean-going vessels, commercial harbor craft (CHC), cargo handling equipment, drayage trucks, and transport refrigeration units (TRU).
- Gasoline, diesel and other fuels, and cargo tanks used to transport these products
- "Area" sources which individually emit small quantities of pollutants, but collectively emit significant emissions, including chemically formulated consumer products, aerosol coating products, and composite wood products.

ARB also oversees the efforts of 35 local air pollution control and air quality management districts (local air districts) in controlling air pollution caused by large industrial sources located within their jurisdictions, such as power plants, refineries, and manufacturing facilities, and smaller but more numerous stationary sources such as gasoline service stations, dry cleaners, and chrome platers.

While the sources are numerous and diverse, common to every ARB regulation is the basic principle that air quality goals cannot be attained unless compliance is achieved.

Motor Vehicles

Californians set the pace nationwide in their love affair with vehicles. The state's 38 million residents collectively own about 25 million motor vehicles, and drive more than most other Americans. Motor vehicles and other mobile sources constitute California's number one cause of air pollution. Clearly, controlling pollution from mobile sources cars and trucks is essential to reducing smog and particulate pollution.

Due to ARB's regulations, today's new cars pollute far less than their predecessors of 30 years ago. Nonetheless, over one-half of the state's current smog-forming emissions come from vehicles powered by gasoline and diesel fuel.

Toxic Air Contaminants

California's air toxics program began in 1983 with the adoption of the Toxic Air Contaminant (TAC) Identification and Control Act (AB 1807, Tanner, Chapter 1047, Statutes of 1983). The Act established a process to identify a substance as a TAC and, if necessary, develop additional control measures to reduce emissions of the substance.

The Air Toxics Program has identified over 200 substances as TACs and the list continues to grow. The most pervasive TAC is diesel exhaust. ARB's Diesel Risk Reduction Plan provides a foundation for reducing these harmful emissions.

Diesel Activities

California's over one million diesel engines are predominant in California's heavy vehicle and equipment population. They are found on our highways, at construction sites and farms, in schoolyards, trash collection areas in our neighborhoods, and at cargo hauling sites located at air and maritime ports and at rail yards.

Rules for diesel fuel and engine specifications adopted between 1990 and 1998 have dramatically cut diesel particulate emissions. However, data shows that diesel particulate is the most common airborne toxic air contaminant in California's air. The Diesel Risk Reduction Plan (DRRP), adopted in 2000, called for the reduction of the public's exposure to diesel exhaust by 75 percent by 2010, and by 85 percent by 2020. Today, California benefits from the results of DRRP and will continue to for many years.

While ARB successfully imposed strict emission standards on new models, the longevity of diesel engines enables older, higher-polluting engines to remain in use. To address this issue, ARB adopted a series of diesel vehicle and equipment fleet rules that require owners to repower (i.e., install a new engine), retrofit (i.e., install diesel exhaust filters that reduce soot by a minimum of 85 percent), or replace their diesel equipment or vehicles with new, clean engine models. ARB also invests in incentive programs for owners of diesel engines to promote the upgrade or replacement of outmoded equipment with cleaner-burning alternatives, such as compressed natural gas or electric-powered technology. The implementation and enforcement of these diesel emission reduction programs has resulted in further reductions of these harmful emissions.

Goods Movement

Enforcement of goods movement regulations is a significant and growing responsibility for ARB. The purpose of these regulations is to reduce public exposure to health risks associated with diesel-powered engine particulate matter (PM) emissions. Field inspections of cargo-handling equipment, commercial harbor craft, drayage trucks, marina fuel docks, rail yards, ocean going vessels, and transport refrigeration units help to ensure compliance with these regulations.

ARB received \$1 billion from Proposition 1B to fund reduction of emissions from activities related to goods movement along California's four major trade corridors. To distribute these funds, ARB

partnered with local agencies to reduce emissions from goods movement by providing incentives to upgrade to cleaner technologies.

Consumer Products

Smaller air pollution sources, known as consumer products, also affect our air quality. Products such as deodorants, hair spray, and cleaning products contain ozone-forming chemicals known as volatile organic compounds (VOC). ARB estimates that emissions from consumer products produce approximately 205 tons of VOCs per day, which comprises about 12 percent of the state's total burden of these smog-forming compounds. As part of California's clean air plan, ARB adopted technologically and commercially feasible VOC limits for different types of chemically formulated products. Additional standards have been adopted to reduce the emissions of TACs such as formaldehyde from composite wood products and chlorinated compounds in consumer products.

Stationary Sources

Large industrial sources, such as power plants, refineries, and factories must meet state and federal air quality standards. These and other stationary sources, including gasoline service stations, dry cleaners, and bakeries, for example, are regulated by local air quality officials.

Industrial sources must use the best available control technology to achieve the greatest feasible emission reductions. In addition to using advanced control technology in new factories, many older facilities have reduced their emissions by using retrofit equipment and switching to cleaner burning fuels.

Into the 21st Century

The United States is one of the largest emitters of greenhouse gases (GHG) in the world. To combat the threat of climate change caused by GHG, California enacted AB 32, the *Global Warming Solutions Act* (Pavley, Chapter 488, Statutes of 2006), which established a comprehensive GHG reduction program.

AB 32 assigned responsibility to ARB for monitoring and reducing GHG emissions to 1990 levels by 2020. These goals are expected to be achieved through a GHG cap and trade program and other regulations that are expected to serve as prototypes for governmental jurisdictions throughout North America. California also has a long term goal of achieving an 80 percent reduction of the 1990 GHG emissions level by 2050.

Conclusion

As a result of ARB's work to limit air pollution paired with the efforts of the local air districts, the air that Californians breathe today is the cleanest since air quality measurements have been recorded, despite significant increases in population and an ever-increasing number of motor vehicles on the road. For example, in the 1970s, the number of Stage 1 ozone episodes in the South Coast Air Basin exceeded 100 per year. Since 1998, there has been only one episode, confirming the effectiveness and value of these collaborative efforts. ARB continues to lead the world in the

development of innovative air pollution control strategies that help protect California's public health from illnesses caused by air pollution.

Introduction

ARB coordinates California's efforts to achieve and maintain the health-based federal and state air quality standards and protect the public from exposure to toxic air contaminants. Since its inception, ARB has been charged with overseeing the efforts of the local air districts in controlling air pollution caused by stationary sources.

In particular, ARB is mandated to address the serious problems caused by mobile sources (cars, motorcycles, trucks, buses, and off-road vehicles and equipment) and the fuels that power them, which are major sources of air pollution in the most populous parts of the state. ARB's responsibilities also include controlling emissions from smaller but more numerous sources of air pollution. These sources include consumer products, other types of mobile sources such as lawn and garden equipment and utility engines, and any sources of toxic air pollutants.

To carry out its responsibilities, ARB has undertaken a multifaceted program of planning, regulation development, implementation, compliance assistance and training, and enforcement. This final component helps ensure that anticipated emissions reductions are achieved and that a level playing field is provided for all participants.

Violations of California air quality laws and regulations span a wide spectrum ranging from nominal breaches of the State's statutes and regulations to deliberate criminal acts. While varying degrees of pollution result from these violations, what remains constant is the unfair economic disadvantage suffered by members of affected industries that do comply. To address these varying levels of noncompliance and their effects on the state's public and environmental health and economic welfare, ARB has adopted the following enforcement mission statement:

"The Enforcement Division seeks to protect public health and provide safe, clean air to all Californians by reducing emissions of air contaminants through the fair, consistent and comprehensive enforcement of statutory and regulatory requirements, and by providing training and compliance assistance."

This report focuses on ARB's enforcement efforts. It provides brief summaries of several dozen air quality programs currently enforced by the Enforcement Division as well as highlights of the Division's major accomplishments during the past year. Additional workload and statistical performance data and a list of settled cases are included in the appendices. Case settlement summaries further describing all settled cases may be viewed on ARB's website at <http://www.arb.ca.gov/enf/casesett/casesett.htm>.

For more information on ARB, the Enforcement Division and its programs, please contact James R. Ryden, Enforcement Division Chief, at (916) 322-7061 or email Mr. Ryden at jryden@arb.ca.gov. Questions relating to specific programs may also be directed to the appropriate Enforcement Division contact shown on the Enforcement Program Contact List available on ARB's website at <http://www.arb.ca.gov/enf/contacts.htm>.

Overview of Enforcement Programs

The Enforcement Division (ED) is responsible for enforcing regulations adopted by the Board. The scope of ED's responsibility encompasses more than 60 separate air quality programs and related support services, including programs structured to:

- Reduce emissions from mobile sources, including emissions generated from commercial trucks and buses, passenger vehicles, motorcycles, diesel-powered off-road equipment, off-highway recreational vehicles, off-road engines like generators and lawn and garden equipment, and aftermarket parts for on and off-road vehicles;
- Reduce emissions from goods movement sources, such as railroads, ocean going vessels, commercial harbor craft, cargo-handling equipment, drayage trucks, and transport refrigeration units;
- Regulate the formulation of gasoline, diesel, and other fuels and to reduce liquid and vapor releases from cargo tanks used to transport these products;
- Reduce emissions from large industrial sources, such as power plants, petroleum refineries, and manufacturing facilities as well as smaller, but more numerous, stationary sources such as gasoline service stations, dry cleaners, and chrome platers;
- Reduce emissions from "area" sources which individually emit small quantities of pollutants, but collectively emit significant emissions, including chemically formulated consumer products such as air fresheners, hair sprays, and deodorants; aerosol coating products such as paints and solvents; composite wood products; and specialty products such as indoor air cleaning devices and portable fuel containers;
- Provide education and training, as well as technical support services to public agency and industry staff involved in regulating, monitoring, or controlling emissions.

Additionally, ED's close working relationship with ARB's Office of Legal Affairs (OLA) is integral to the success of the Enforcement Program. Division staff develop the cases, most of which are settled directly between ED and the company in violation, resulting in the violator meeting the terms of the settlement, coming into compliance, and paying appropriate civil penalties. For cases that cannot be resolved through this informal process, OLA attorneys help negotiate settlements and, when necessary, prepare cases for referral to the California State Attorney General's Office, a local district or city attorney, or the U.S. Attorney's Office for civil litigation or criminal prosecution.

Environmental Justice

State law defines environmental justice (EJ) as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. The Board's "Environmental Justice Policies and Actions" established a framework for incorporating EJ into ARB's programs consistent with the directives of State law. Although these policies apply to all communities in California, EJ issues have been raised more in the context of low-income and minority communities.

ARB's EJ policies are intended to promote the fair treatment of all Californians and cover the full spectrum of ARB's activities. Underlying these policies is the recognition that ARB needs to engage community members in a meaningful way as the Board's activities are carried out. All Californians should have access to the most accurate information possible about steps being taken to reduce air pollution in our communities. ARB recognizes the Board's obligation to work closely with all stakeholders, communities, environmental and public health organizations, industry, business owners, other agencies, and other interested parties to successfully implement these policies.

Over the last year, ED continued its coordinated effort with federal, state, and local enforcement agencies, city leaders, and local community groups to improve the quality of life for people living in communities that have been identified as EJ areas.

2013 Enforcement Accomplishments

- In 2013, 14 Notices of Violations (NOV) were issued to companies that were found to be in violation of the Cargo Handling Equipment Regulation. Staff met with many of those companies to discuss the NOVs, the violations, and future actions taken to bring them into compliance.
- Eleven roadside strike forces were held to conduct enforcement of the State's diesel emission regulations. The events included staff from many of ED's sections, the Mobile Source Control Division, and the Public Information Office. ARB staff, with assistance from the California Highway Patrol (CHP), inspected thousands of vehicles throughout California.
- On July 25, 2013, ARB adopted amendments to the Cargo Tank Vapor Recovery Certification Procedures. The changes eliminated the need to certify individual components or entire vapor recovery systems on cargo tanks, allowing greater flexibility in using ARB or U.S. EPA test procedures, and harmonize State and federal test timelines.
- Enforcement of the Regulation to Control Emissions from In-Use On-Road Diesel Fueled Heavy-Duty Drayage Trucks began in July 2013 and continued through the end of the year at the California/Mexico Border Crossings of Otay-Mesa, Calexico, and Tecate. This enforcement effort was aimed at leveling the playing field between American trucking companies and their Mexican counterparts, which resulted in a significant decrease of noncompliant trucks entering and exiting the United States.
- Roadside strike forces to inspect heavy-duty diesel (HDD) vehicles were conducted in two of Fresno's environmental justice communities during October and November 2013. This activity was part of a joint effort between Cal/EPA and ARB. Local media attended the October event, helping spread the word that diesel regulations are routinely enforced in the area. Together, these strike forces resulted in 214 vehicle inspections and 35 citations.
- In 2013, an interdivisional study was initiated to assess the performance of diesel particulate filters. The study is expected to continue into February 2014, and results will be presented at ARB's April 2014 Board Meeting.
- Non-diesel vehicle enforcement resulted in 26 cases closed for a total of \$3,335,500 in penalties (in the Non-certified Vehicle, Motorcycle, Off-Highway Recreational Vehicle, and Dealership and Fleet Tampering Programs).
- As mandated by Senate Bill 1402 (SB 1402, Dutton, Chapter 413, Stats. 2010), case settlement agreements continue to be posted on ARB's website at:
<http://www.arb.ca.gov/enf/casesett/casesett.htm>.

- The Diesel Program Enforcement Branch closed 1,162 investigations (up from 560 in 2012) and collected approximately \$2.2 million in penalties during 2013.
- The Diesel Program Enforcement Branch closed 268 statewide Truck and Bus Program investigations (up from 73 in 2012) and collected approximately \$900,000 in penalties from cases in 2013.
- ED leverages its enforcement capability throughout the state by conducting joint enforcement operations with the U.S. EPA, the California Highway Patrol, and local air districts, and through Memorandums of Understanding (MOU) that enable local agencies to enforce ARB regulations. ED is negotiating a similar agreement with the San Diego County Air Pollution Control District to perform vehicle, engine, and equipment emissions inspections and to participate in joint enforcement operations within their jurisdiction.

Additional Enforcement Program accomplishments during 2013 are highlighted throughout this report, and program statistics for 2013 are provided in Appendices A through E. A summary listing of all significant enforcement settlement agreements reached during 2013 is provided in Appendix F.

2014 Action Items

Planned 2014 Enforcement Program action items include all of the following improvement initiatives.

1. **Implementation of the At-Berth Regulation** – Beginning January 1, 2014, to reduce diesel particulate emissions from ocean-going vessels at berth in California ports. At that time, carriers subject to the Regulation will be required to maintain records demonstrating at least 50 percent compliance. On April 1, 2014, ports located throughout California will be required to submit annual wharfinger data for 2013. An informational webinar will be held on March 6, 2014, to discuss the new recordkeeping requirements.
2. **Increase On-Road Diesel Vehicle and Equipment Enforcement Program Effectiveness** – ED's field enforcement staff will target locations where noncompliance with regulations governing heavy-duty diesel vehicles and equipment is greatest. ED will conduct joint and separate field enforcement operations utilizing other public agencies, such as local air districts and port authorities, and will continue enforcement at ports, rail yards, distribution centers and other locations.
3. **Enforce the In-Use Off-Road Diesel Vehicle Regulation** – The U.S. EPA has authorized the enforcement of the In-Use Off-Road Diesel Vehicle regulation, including performance requirements, such as turnover requirements and restrictions on adding older, dirtier Tier 0 and Tier 1 vehicles. Enforcement of the restrictions on adding Tier 0 and Tier 1 vehicles will begin January 1, 2014. Enforcement of the first fleet average requirements for large fleets (greater than 5,000 total fleet horsepower) will begin on July 1, 2014.
4. **Implement New Diesel Risk Reduction and Greenhouse Gas Enforcement Programs** – Air quality improvement programs that will continue to be implemented in 2014 include the SmartWay Truck Technology Program, pending a waiver from the U.S. EPA, the Statewide Truck and Bus Program, the Landfill Methane Gas Program, the Refrigerant Management Program, the Sulfur Hexafluoride Reduction Program, the Refrigerant Canister Program, and the Cargo Handling Equipment Program.
5. **Non-Diesel Vehicle and Recreational Marine Enforcement Programs** - The U.S. EPA waiver that will allow ARB to enforce the Spark Ignition Marine Engine Regulation is likely to be published in 2014. When this occurs, ED can move forward on investigations in the category of greater than 500 horsepower engines that have been pending the waiver's approval. Newly acquired engine computer module scanners will allow ED to move forward with inspections of taxi and shuttle fleets, a sector known for a high noncompliance rate.
6. **Consumer and Specialty Product Enforcement Programs** – ED staff will enforce the newly effective requirements in the Consumer Products Regulation including new lower VOC limits and prohibited compounds. The focus will be on private label/store brands, address product categories with high initial test results, monitor sampling rates for consumer products and composite wood products to balance workload. In addition, staff will re-initiate aerosol coatings enforcement efforts.
7. **Aftermarket Parts and Engine Programs** – In 2014, ED Staff will continue seeking industry-wide compliance with its investigations involving aftermarket parts, especially, but

not limited to, off-road vehicles and on-road motorcycles and diesel light-duty trucks, and will pursue enforcement actions where appropriate. Enforcement staff will also ensure compliance of the Large Spark-Ignition Fleet Regulation by auditing companies subject to this regulation.

8. **Installation of “No Idling” Signs** - Pursuant to requirements set forth in AB 233 (Jones, Chapter 592, Statutes of 2007), ED staff is partnering with CalTrans, local cities, and counties to identify and install “No Idling” signs in appropriate locations throughout the State. This is an on-going multi-year project.
9. **Asbestos Demolition and Renovation Training** – Because of recent EPA cut-backs, required asbestos training will be provided by ED staff. The ED training section will conduct classes for contractors and regulators as required by the Asbestos National Emissions for Hazardous Air Pollutants (NESHAP).
10. **Online Fundamentals of Enforcement Training Program** - Training staff are working with an online program vendor to convert the classroom portion of ARB’s Fundamentals of Enforcement (FOE) training into an interactive online training program. The online FOE course is expected to be available to students in early 2015.
11. **ARB / CAPCOA Training Working Group** – Enforcement staff are working with the California Air Pollution Control Officers Association (CAPCOA) to establish and schedule fiscal year (FY) 2014/2015 air quality management training so that air districts may prepare for training classes in accordance with their FY 2014/2015 budget.
12. **U.S. EPA Region 9 Truck and Bus Enforcement Pilot Project** - Establish and implement a pilot project with the U.S. EPA Region 9 to target out-of-state and country non-compliant diesel truck and bus fleets operating in California using Federal Clean Air Act authority.

Mobile Source Enforcement Programs

Overview of Mobile Source Enforcement Programs

California has long been the world leader in combating air pollution generated from motor vehicles and other mobile sources. Because of the state's severe air quality problems, California is the only state authorized under the Federal *Clean Air Act* to set its own mobile source emissions and fuels standards. Under this authority, ARB has established an aggressive program to reduce emissions from numerous mobile sources.

Although heavy-duty diesel vehicles comprise less than two percent of California's on-road fleet, they produce over 45 percent of the nitrogen oxide (NO_x) and over 65 percent of the particulate matter (PM) emissions attributed to motor vehicles. Because of the toxic nature of the sooty particles found in diesel exhaust, the emissions from these vehicles are of particular concern, especially in populated areas. Diesel-powered vehicle and equipment programs that ED is responsible for enforcing include:

Statewide Diesel Fleet Programs – Statewide Truck and Bus Program, SmartWay Truck Technology Program, and Periodic Smoke Inspection Program;

Specialized Diesel Fleet Programs – Solid Waste Collection Vehicle Program, Urban Transit Bus Program, Transit Fleet Vehicle Program, Public Agency and Utility Fleet Program, and Drayage Truck Program;

Diesel Equipment Programs – Transport Refrigeration Unit Program, Verified Diesel Emission Control Strategies Program, and Off-Road Diesel Vehicle Program;

In-Use Inspection Programs – Heavy-duty Vehicle Inspection Program, Emission Control Label Program, and Commercial Vehicle Idling Program, along with any other applicable diesel fleet or equipment programs.

ED's mobile source enforcement responsibilities also encompass programs structured to reduce emissions from other mobile sources, including:

- Passenger vehicles, including cars, trucks, motorcycles, and kit cars;
- Off-highway recreational vehicles, including all-terrain vehicles, sand rails, sand carts, utility carts, golf carts, dirt bikes, and other OHRVs with greater than 25 horsepower engines;
- Large spark ignition, compression ignition, and small off-road engine equipment, such as generators, pumps, scooters, lawn mowers, leaf blowers, and chain saws;
- Watercraft, inboard and outboard marine engines, and jet skis;
- Aftermarket parts used for on-road and off-road vehicles and equipment.

A summary of each of these programs and ED's significant accomplishments during 2013 is provided below.

Statewide Diesel Fleet Enforcement Programs

Periodic Smoke Inspection Program

The Periodic Smoke Inspection Program (PSIP) encompasses all heavy-duty diesel truck and bus fleets (defined as two or more vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 pounds and in certain instances greater than 6000 pounds GVWR). PSIP requires that fleet operators complete annual Society of Automotive Engineers (SAE) J1667 electronic opacimeter inspections of vehicle exhaust opacity and repair vehicles with excessive emissions. Additionally, vehicle engines must be EPA-certified and labeled accordingly. Fleet owners that fail to perform required PSIP tests are subject to penalties of \$500 per vehicle per year. About 14,000 diesel truck and bus fleets with roughly 800,000 vehicles are subject to this program.

2013 Accomplishments

- ✓ Closed 335 PSIP investigations with \$634,830 in penalty assessments.
- ✓ Conducted monitoring and tracking on companies that tamper with in-use diesel PM filters (e.g. running empty canisters, removing back pressure wires, or improperly swapping components).

Statewide Truck and Bus Program

The Statewide Truck and Bus Program encompasses all heavy-duty diesel trucks and buses with a GVWR of greater than 14,000 pounds, including federal government and private business fleets. This program supersedes legacy fleet programs that targeted specialized diesel fleets such as solid waste collection vehicles (SWCV), urban transit buses, transit fleet vehicles (TFV), and public agency and utility (PAU) vehicles. The program requires that fleet operators either retrofit or repower or replace diesel vehicle engines, and that they maintain them. The program also requires specified disclosures by dealers whenever a used diesel truck or bus is sold. Implementation of the program commenced January 1, 2012, with compliance deadlines extending to 2023. About one million trucks and buses are subject to this program.

2013 Accomplishments

- ✓ Closed 268 Truck and Bus Program cases with \$886,900 in penalty assessments.

SmartWay Truck Technology Program

The SmartWay Truck Technology Program, adopted pursuant to the *Global Warming Solutions Act* (AB 32, Chapter 488, Statutes of 2006), requires tractors and trailers to have enhanced aerodynamic equipment (e.g., low rolling resistance tires and aerodynamic skirts) that reduce wind resistance, improve fuel economy, and decrease carbon dioxide, nitrogen oxide, and other emissions. These technologies, collectively referred to as *SmartWay Technologies*, will continue to be phased in over the next several years. The program also requires specific disclosure whenever used tractors or trailers are sold that do not have the new aerodynamic equipment. About 1.5 million trucks and trailers are subject to this program.

2013 Accomplishments

- ✓ Participated in the development of industry outreach and education strategies. Enforcement of this program will begin when ARB receives a U.S. EPA waiver.

Carl Moyer & Proposition 1B Incentive Grant Programs and other Statewide Programs

The Carl Moyer Program provides incentive grants to reduce emissions from HDD engines. The grants help to offset the cost of replacing older, high-polluting engines with newer engines certified to more stringent emission standards. The Proposition 1B Program provides grants to upgrade diesel equipment that is used for freight movement. Before the grant funds are released, ED staff complete compliance status checks to determine whether there are any outstanding violations involving the vehicle or the vehicle's registered owner. If an outstanding violation is found, the vehicle's owner must provide proof of compliance and pay all civil penalties before the grant funds will be released.

California Code of Regulations 2183 requires that no heavy-duty diesel powered vehicles will operate in California without a legible Emission Control Label.

2013 Accomplishments

- ✓ Closed 346 funding and other statewide program investigations with \$45,300 in penalty assessments.

Specialized Diesel Fleet Enforcement Programs

Solid Waste Collection Vehicle Program

The Solid Waste Collection Vehicle (SWCV) Program requires that solid waste haulers retrofit or repower diesel-powered SWCV engines or replace the vehicles. The regulations apply to diesel-powered residential and commercial SWCVs with a GVWR of 14,000 pounds or more with model year 1960 through 2006 engines. Program requirements were initially adopted during 2003 and phased in over a multi-year period extending from 2004 through 2010. About 200 fleets and 12,500 vehicles are subject to this program.

2013 Accomplishments

- ✓ Closed 51 SWCV fleet cases with \$143,295 in penalty assessments.

Urban Transit Bus and Transit Fleet Vehicle Programs

The Urban Transit Bus and Transit Fleet Vehicle (TFV) Programs require that urban transit bus and TFV operators retrofit or repower diesel-powered vehicle engines, or replace the vehicles, and maintain them. The UB regulations apply to diesel or alternative fuel-powered vehicles greater than 35 feet in length. The TFV regulations apply to vehicles weighing more than 8,500 pounds and less than 35,000 pounds, including service vehicles, tow trucks, dial-a-ride buses, paratransit buses, charter buses, and specified "commuter service" buses. Gasoline-powered TFVs are exempt. Fleet operators may be public agencies or their independent contractors. Program requirements were

phased in over a multi-year period extending from 2001 through 2010. About 175 fleets and 12,600 vehicles are subject to these programs.

2013 Accomplishments

- ✓ Closed two TFV investigations with \$10,000 in penalty assessments.

Public Agency and Utility Fleet Program

The Public Agency and Utility (PAU) Fleet Program encompasses state and local government fleets and fleets operated by public utilities. The program requires that fleet operators retrofit or repower diesel-powered vehicle engines, or replace the vehicles, and maintain them. Program requirements were adopted during 2005 and are phased in over a multi-year period extending through 2014 (or 2017 in the case of smaller population counties). About 574 fleets and 30,000 vehicles are subject to this program.

2013 Accomplishments

- ✓ Closed ten PAU investigations with \$45,000 in penalty assessments.

Drayage Truck Program

The Drayage Truck Program focuses on diesel-powered vehicles that transport cargos arriving from or being delivered to California's ports and intermodal rail yards. Oftentimes, this cargo is containerized and is transported over short distances between an ocean port, rail ramp, or shipping dock and another nearby location, such as a distribution center. Specialized trucking firms are usually used for these services. The program requires that fleet operators retrofit or repower diesel-powered vehicle engines, or replace the vehicles, and maintain them.

Program requirements became effective during 2010 and have been phased in over a multi-year period extending through 2013. About 100,000 vehicles, including 80,000 vehicles based outside of California, are subject to this program.

2013 Accomplishments

- ✓ Closed 40 drayage truck investigations with more than \$111,538 in penalty assessments.

Diesel Equipment Enforcement Programs

Transport Refrigeration Unit Program

The focus of the Transport Refrigeration Unit (TRU) Program is on trucks, truck trailers, rail cars, and containers equipped with diesel-powered cooling systems. The program includes requirements, beginning during 2009, to register California-based TRUs in ARB's Equipment Registration (ARB-ER) system. TRU engines must meet either the Low Emission TRU or the Ultra-Low Emission TRU in-use performance standards. The requirements are to be phased in over a multi-year period

extending from 2010 through 2019, depending on the model year of the engine. About one million TRUs are subject to this program. Owners of TRUs found in violation of applicable standards are subject to penalties ranging from \$300 to \$1000 per violation.

2013 Accomplishments

- ✓ Completed 6,481 TRU inspections and issued 960 citations.
- ✓ Closed 41 TRU investigations with \$69,375 in penalty assessments.
- ✓ Continued coordinated efforts through the California Community College based California Council on Diesel Education and Technology (CCDET) enabled the Santa Ana College Diesel Technology Program to install donated diesel particulate filters on and repair TRUs used by the not-for-profit Montebello, California-based Heart of Compassion (HOC) Food Bank. Another CCDET college, LA Trade Tech College, conducted PSIP tests on the food bank's trucks. As a result of these efforts, this food bank continues to serve the greater Los Angeles region while reducing diesel particulate emissions.

Verified Diesel Emission Control Strategies Program

The Verified Diesel Emission Control Strategies (VDECS) Program focuses on requirements related to repowering or retrofitting older diesel-powered vehicles by installing additional ARB-verified emissions control devices on the vehicle's engine or exhaust system. The requirements are intended to ensure compatibility between the emissions control device and the vehicle's engine and to ensure compliance with emissions reduction, equipment durability, and warranty standards. Most diesel-powered vehicles in California are required to have an ARB-verified retrofit installed unless the vehicle is specifically exempted or is equipped with a diesel particulate filter from the manufacturer.

2013 Accomplishments

- ✓ Closed 12 VDECS investigations with more than \$218,075 in penalty assessments.

Off-Road Heavy-duty Diesel Vehicle Program

The Off-Road Heavy-duty Diesel (HDD) Vehicle Program encompasses diesel-powered construction equipment, such as bulldozers and backhoes, and other off-road, self-propelled, diesel-powered equipment such as airport ground support and mining equipment. The program's requirements were phased in beginning during 2008, beginning with five-minute time limits on idling. Additionally, off-road HDD equipment dealers were required to disclose to new and used equipment buyers if the equipment sold is not compliant with the program's requirements. Beginning in 2009, all off-road HDD equipment was required to be registered with ARB through the Diesel Off-Road On-Line Reporting System (DOORS) and labeled with an ARB-assigned equipment identification number. The program's regulations require owners to repower, replace, or retrofit the equipment and keep it properly maintained. Approximately 180,000 pieces of equipment are subject to this program.

2013 Accomplishments

- ✓ ARB received U.S. EPA authorization to enforce the Off-Road Diesel Vehicle Regulation.
- ✓ Closed 57 off-road HDD equipment investigations with \$13,500 in penalty assessments.

On-Road Field Enforcement Programs

Overview of On-Road Field Enforcement Programs

Every heavy-duty diesel vehicle traveling on California roadways is subject to inspection and testing. Enforcement staff conducts these inspections, sometimes in cooperation with other governmental agencies at the federal, state, or local level, including U.S. Immigration Customs Enforcement, the U.S. EPA, the California Highway Patrol, the California Department of Toxic Substances Control, the State Board of Equalization, and local law enforcement agencies. ARB has also developed enforcement agreements and/or contracts with several air districts, including the San Joaquin Valley, Bay Area, and North Coast air districts to enable district inspectors to perform specified mobile source enforcement services. The Bay Area AQMD provides targeted enforcement services, including inspections of marine craft, drayage trucks, cargo-handling equipment, and TRUs at the Port of Oakland. ARB has also developed an agreement with the Port of Los Angeles (POLA) granting the Port Authority the ability to issue citations to port trucks in their jurisdiction. Similar agreements are being explored with other air districts and with the Port of Long Beach. ARB also provides training and support to the local partners to enable them to effectively enforce ARB's regulations.

On average, enforcement staff inspects about 25,000 to 30,000 vehicles (or other equipment) per year. Profiles of the major categories of roadside inspections performed by enforcement staff are provided below.

Heavy-duty Vehicle Inspection Program

The Heavy Duty Vehicle Inspection Program (HDVIP) Enforcement Program focuses on identifying HDD powered trucks and buses that have tampered engines or are emitting excessive smoke. Owners of vehicles found in violation of applicable standards are subject to minimum penalties of \$300 per violation. The citations must be cleared by repairing the engine, performing an additional opacity test to confirm reduced smoke levels, submitting repair receipts, and paying penalty assessments.

2013 Accomplishments

- ✓ Completed 7,655 HDVIP inspections and issued 97 citations.

Emission Control Label Program

The Emission Control Label (ECL) Program requires that all HDD powered vehicles be equipped with engines that meet California or U.S. EPA-equivalent emissions standards. Additionally, a compliant ECL containing the engine's emissions certification profile and other pertinent information must be properly affixed to the vehicle/engine. Inspections for compliance with ECL Program

requirements are usually completed concurrent with HDVIP inspections. Owners of vehicles found in violation of applicable standards are subject to minimum penalties of \$300 per violation.

2013 Accomplishments

- ✓ Completed 9,216 ECL inspections and issued 583 citations.

In-Use On-Road Diesel-Fueled Vehicle (Truck and Bus) Program

The Truck and Bus regulation applies to privately or federally owned diesel-fueled trucks and buses that are not already subject to other ARB regulations. This regulation was designed to significantly reduce particulate matter (PM) and oxides of nitrogen (NOx) by requiring fleets to install exhaust retrofits and accelerate vehicle replacements with cleaner engines. This regulation also has a phase-in option to allow more flexibility in complying with the requirements. Owners of vehicles found in violation of the applicable standards are subject to penalties starting at \$1000 per vehicle per month of violation.

2013 Accomplishments

- ✓ Conducted 5,875 truck and bus inspections and issued 638 citations.

Selective Catalytic Reduction Program

The Selective Catalytic Reduction Program focuses on the chemical concentration of the diesel exhaust fluid used with new truck catalysts. The urea concentration of the diesel exhaust fluid must be greater than 32.5 percent and is checked during inspection. Owners of vehicles found in violation of this standard are subject to minimum penalties of \$300 per violation.

2013 Accomplishments

- ✓ Performed 233 diesel exhaust fluid inspections and found no violations.

Drayage Truck Regulation

This regulation applies to on-road diesel-fueled trucks that transport cargo to and from California's ports and rail yards. Communities situated near these locations are heavily impacted by truck emissions which contribute to many adverse health effects, including asthma and cancer. The regulation applies regardless of a vehicle's state or country of origin and requires recordkeeping and reporting in the State's Drayage Truck Registry and emission reductions through retrofits and newer engines.

2013 Accomplishments

- ✓ Conducted 1,463 inspections at ports, rail yards, and various other roadside locations throughout the state, with 267 citations issued.

Commercial Vehicle Idling Program

California has a regulation aimed at curbing the length of time diesel vehicles idle their engines. This regulation is structured to reduce public exposure to diesel particulates. The Commercial Vehicle Idling (CVI) Program applies to HDD powered vehicles weighing greater than 10,000 pounds and generally prohibits these vehicles from idling for more than five minutes. In lieu of idling a vehicle's main engine, drivers can utilize on-board auxiliary power systems, battery systems, truck stop electrification systems, and other alternative power sources. CVI inspections are oftentimes completed at truck stops or at loading/unloading facilities such as distribution centers. Drivers found in violation of applicable vehicle idling standards are subject to minimum penalties of \$300 per violation.

2013 Accomplishments

- ✓ Completed 1,683 CVI inspections were completed and 615 citations were issued for CVI violations. Additionally, pursuant to requirements set forth in AB 233 (Jones, Chapter 592, Statutes of 2007), "No Idling" signs are being installed in EJ communities that are assigned the highest priority.

In-Use Off-Road Diesel Vehicle Program

Off-road diesel-powered construction equipment, such as bulldozers and backhoes, and other off-road self-propelled, diesel-powered equipment, such as airport ground support and mining equipment, must be registered with ARB through DOORS and labeled with an ARB-assigned equipment identification number. Additionally, off-road diesel vehicles (ORDVs) are subject to limits on idling. Owners (or operators) of equipment found in violation of applicable standards are subject to minimum penalties of \$300 per violation.

2013 Accomplishments

- ✓ Completed 534 ORDV inspections and issued 119 citations.

Environmental Justice Community and Mexican Border Programs

Enforcement staff targets many of their on-road enforcement operations on HDD trucks operating within designated EJ communities, including seaports in Los Angeles, Long Beach, Port Hueneme, Oakland, and Stockton, and at major distribution centers, rail yards, and truck stops in and nearby residential communities. A primary focus of EJ community inspections is on drayage trucks and TRUs. To mitigate excessive toxic emissions from Mexico-domiciled vehicles, enforcement staff maintains on-road vehicle inspection sites at the Otay Mesa, Calexico, and Tecate border crossings and at other nearby locations.

2013 Accomplishments

- ✓ Completed 3,933 inspections in EJ community and Mexican Border areas including HDVIP, CVI, ECL, TRU, and drayage truck inspections. Issued 370 citations as a result of completing these inspections.

Specialized Fleet Vehicle Inspection Programs

Trucks and buses may also be subject to fleet-specific regulations. Specialized fleets include solid waste collection vehicles, urban and transit buses, and public agency and utility fleet vehicles. For a vehicle of this type, the scope of the inspection encompasses applicable specialized fleet requirements.

2013 Accomplishments

- ✓ Completed 137 specialized fleet inspections and issued 16 citations.

Vehicle and Motorcycle Enforcement Programs

Non-certified Vehicles (49-State) and Motorcycle Programs

New on-road vehicle and motorcycles must meet specified exhaust and evaporative emissions standards and be certified by ARB. Certifications are issued by the Mobile Source Operations Division (MSOD). ED is responsible for investigating cases involving the manufacture, distribution, and sale of uncertified on-road vehicles and motorcycles and cases involving modifiers (e.g., fuel conversions).

Enforcement staff investigates cases involving illegal imports and sales of noncertified new cars and trucks, defined as vehicles with fewer than 7,500 miles, with various exceptions such as for military service personnel. Some of these investigations are initiated based on receipt of Certificates of Noncompliance (CNC) from smog check stations. About 10 to 20 percent of CNCs are issued to dealerships or fleets and are further reviewed for compliance. Most of the remaining CNCs are issued to individuals, government agencies, or emergency first responders and are not further reviewed as these CNCs rarely involve noncompliant activity.

2013 Accomplishments

- ✓ Closed 21 49-state (Non-certified Vehicle Program) vehicle cases with \$574,000 in penalty assessments.
- ✓ Closed two on-road motorcycle cases with \$175,000 in penalty assessments.

Off-Highway Recreational Vehicle (OHRV) Program

New Off-Highway Recreational Vehicles (OHRV), such as off-road motorcycles and all-terrain vehicles, must meet specified exhaust and evaporative emissions standards and be certified by ARB. Enforcement staff works with the U.S. EPA, U.S. Immigration and Customs Enforcement, and foreign governments to ensure that imported products fully comply with California's environmental regulations.

2013 Accomplishments

- ✓ Closed two OHRV cases with \$36,000 in penalty assessments.
- ✓ Received \$2,550,000.00 for a second judgment for a case closed in December 2012 in April 2013.

Dealership and Fleet Tampering Programs

Section 43012 of the Health and Safety Code (H&SC) provides ARB with authority to enter any new or used car dealership to ensure that vehicles offered for sale are equipped with required emission controls. A violation is subject to a \$500 penalty along with proof of correction. Section 43008.6 of H&SC provides ARB with the authority to enter any commercial fleet operator to ensure that their vehicles are equipped with required emission controls and, for 1996 and later model year vehicles, a functional onboard diagnostic system. A violation is subject to a \$1,500 penalty and removal of the vehicle from service until corrected. Enforcement staff inspects automobile dealerships and commercial fleets to ensure compliance with these requirements and that emissions control systems are not tampered.

2013 Accomplishments

- ✓ Closed one dealership and fleet tampering cases with \$500 in penalty assessments.
- ✓ Recently acquired electronic scanners now allow inspectors to better interact with a vehicle's engine control module. These are essential tools needed to detect tampering and will allow for enhanced inspection of taxi and shuttle fleets.

Marine Craft and Outboard Engine Programs

The Recreational Marine Engine Program requires that new recreational watercraft such as fishing boats and ski boats, personal watercraft such as jet skis, and outboard marine engines, must meet specified exhaust and evaporative emissions requirements and be certified by ARB. Certifications are issued by MSOD.

2013 Accomplishments

- ✓ The U.S. EPA Waiver that will enable ARB to enforce the Spark Ignition Marine Engine Regulation is likely to be published in 2014. When this occurs, ED can move forward on investigations in the category of greater than 500 horsepower engines that have been pending the waiver's approval.

Engine and Aftermarket Parts Enforcement Programs

Engine Programs

Large spark ignition (LSI) engines (those rated 25 horsepower or more), compression ignition (CI) engines, and small off-road engines (SORE) (those rated less than 25 horsepower) are required to be certified by ARB and must meet specified exhaust and evaporative emissions standards.

LSI Engines – There are more than 90,000 off-road LSI engines in California. Many LSI engines have no emission controls and some remain in operation for decades. One uncontrolled LSI engine can emit as much hydrocarbon (HC) and NO_x in three eight-hour shifts as a new car certified to California's cleanest emission standard does over its entire lifetime. On January 1, 2010, new emission standards and test procedures for off-road LSI engine powered equipment were enacted.

The new standards establish more stringent combined HC and NOx emission standards for off-road LSI engine manufacturers and verification procedures for manufacturers of retrofit emission control systems intended for use on LSI engines.

In-Use LSI Fleet Regulation - The In-Use Off-Road Large Spark-Ignition Engine Fleet Regulation (LSI Fleet Regulation) requires fleet operators to conduct a baseline inventory of their fleet and then achieve fleet average emission standards. The vehicles containing these engines are found in public and private industries as diverse as manufacturing, wholesale and retail goods movement, utilities, and construction.

2013 Accomplishments

CI Engines – This program focuses on new CI engines which are found in a wide variety of off-road farming, construction, and industrial vehicles and equipment, including tractors, excavators, dozers, scrapers, portable generators, TRUs, irrigation pumps, welders, compressors, scrubbers, and sweepers. Off-road CI engine certification provisions include requirements to demonstrate compliance with the applicable emission standards as well as labeling and warranty obligations.

SOREs – SOREs are used with lawn mowers, trimmers, edgers, leaf blowers, weed whackers, chainsaws, generators, small gas-powered scooters, and numerous other products. New SORE standards, which became effective in 2010, reduce these engines' emissions by 70 percent. SORE manufacturers also must demonstrate that their equipment's emission levels remain low after extended use (ranging from 50 hours for residential equipment to 500 hours for commercial products).

2013 Accomplishments

- ✓ Closed 27 LSI, CI, and SORE cases with \$1,581,875 in penalty assessments.
- ✓ The LSI Fleet Regulation received EPA authorization in April 2012. Since that time staff has been working to develop a process to audit fleets for compliance. Audits will begin in early 2014.

Aftermarket Parts Program

The Aftermarket Parts Program encompasses a broad range of aftermarket parts, including catalytic converters, fuel injectors, turbo chargers, superchargers, computer devices, sensors, and other engine performance enhancers. New aftermarket parts must demonstrate that they do not adversely affect emissions or emission control systems and must be certified by ARB. Aftermarket parts are sold by automobile dealers, retail auto parts stores, general merchandise retailers, marine equipment stores, motorcycle shops, and many other types of businesses.

2013 Accomplishments

- ✓ Closed 20 aftermarket parts cases with \$1,203,175 in penalty assessments.
- ✓ Enforcement staff settled the first aftermarket parts case against a distributor of aftermarket parts, for a penalty of \$500,000. Not only are dealers and retailers of aftermarket parts responsible for selling legal parts, but the distribution chain is also liable for selling illegal aftermarket parts.

Refrigerant Canister Program

The Refrigerant Canister Program (Do-It-Yourself Automotive Refrigerant Can Emissions Reduction Program) is structured to reduce GHG emissions by reducing the emissions of fluorinated hydrocarbons normally used in automobile air conditions, and focuses on do-it-yourself motor vehicle repair and air conditioning suppliers. The program requires that aftermarket automotive refrigerant be packaged in cans that will not leak the unused portion after the can is opened. Additionally, to encourage recycling and collection of unused refrigerant, the program requires deposits on all purchases.

2013 Accomplishments

- ✓ Enforcement staff continued to inspect retail locations and educate retailers on the requirements of the program. Additionally, staff ensured that retailers complied with requirements that they report annual sales and return container data.

Portable Fuel Container Program

This program regulates portable fuel containers (including utility jugs, etc.) of up to ten gallons which are used for gasoline, diesel, kerosene, and other fuels. The regulations require that these containers and spouts meet performance standards for durability, meet diurnal emission standards, are leak-proof, and have automatic closures. Manufacturers must apply for certification and obtain an Executive Order to sell these containers in California.

2013 Accomplishments

- ✓ Closed six portable fuel container cases with \$37,432 in penalty assessments.

Marine Fuel Tank Program

This program regulates portable outboard marine tanks and their components, including fuel hoses and fittings, primer bulb assemblies, and caps, which are used to store and supply fuel to outboard marine engines. The regulations require that new fuel tanks and their components meet performance standards for durability, diurnal emission standards, are leak-proof, and have self-sealing caps. Manufacturers must apply for certification and obtain an Executive Order in order to sell marine fuel tanks and components in California.

2013 Accomplishments

- ✓ Enforcement staff prepared for audit testing of performance standards and other requirements by gathering information on manufacturers that are certified with ARB .

Laboratory and Certification Fraud Program

The Laboratory and Certification Fraud Program focuses on investigating and building criminal and/or civil cases against manufacturers, laboratories, and certification contractors that prepare ARB certification applications using false emissions test data or improperly use carry-across laboratory data.

2013 Accomplishments

- ✓ Continued investigation on two Laboratory and Certification Fraud Program cases: completed investigation of one case (on which the U.S. Federal Court in Los Angeles is pursuing resolution), and completed investigation on a second case (for which a settlement offer is being drafted).

Other Mobile Source Enforcement Programs

California Council on Diesel Education and Technology

Fleets, firms, and individuals that perform smoke opacity testing to comply with HDVIP and PSIP requirements must have a full understanding of these programs' regulations and the capability to correctly administer the SAE J1667 opacity test. In 1992, to help address these needs, ARB created the California Council on Diesel Education and Technology (CCDET). CCDET is a partnership among ARB, the diesel trucking industry, and six California community colleges. The College of Alameda, San Joaquin Delta College, Santa Ana College, Los Angeles Trade Technology College, Palomar College and American River College offer a low-cost, one-day class in the proper application of SAE J1667. Additionally, a one day class is offered for diesel exhaust after treatment systems and their maintenance. (This class is referred to as CCDET II). The Peralta Community College District administers the program and distributes funding in equal shares to participating community colleges. Certifications obtained through CCDET must be renewed every four years.

2013 Accomplishments

- ✓ Generated \$417,167 in funding from 137 settled diesel cases; this funding was disbursed to support 69 CCDET classes.

Fuels Enforcement Programs

Overview of Fuels Enforcement Programs

The Fuels Program regulates motor vehicle fuels, including California reformulated gasoline (RFG) and diesel fuel, as well as cargo tank vapor recovery systems. The Program's enforcement

activities include sampling and testing of fuel produced or imported for use in California, sampling and testing of fuels at key distribution nodes and retail service stations, evaluation of compliance data submitted by regulated entities, registration of fuel distributors and oxygenate blenders, registration and inspection of cargo tanks, investigation of violations, and resolution of these cases. Such enforcement activity also involves outreach and support to clarify complex aspects of the regulations through training seminars, individual company meetings, website information, and telephone support to the regulated industry and the general public. A summary of each of these programs and ED's significant accomplishments during 2013 is provided below.

Fuels Program

The Fuels Program primarily focuses on sampling gasoline and diesel fuel products from a cross-section of industry locations, including refineries, import vessels, distribution and storage facilities, bulk purchaser/consumer facilities, and retail service stations. Within California there are two main import centers (i.e. Service Port - Los Angeles/Long Beach Seaport and San Francisco Seaport), 13 production centers (refineries), about 100 distribution nodes (terminals and bulk plants), and about 10,000 retail gasoline stations.

2013 Accomplishments

- ✓ Collected 1,474 samples of gasoline and 283 samples of diesel fuel, for a total of 1,757 samples, representing about 1.58 billion gallons of gasoline and 389 million gallons of diesel fuel; completed approximately 14,000 analyses of the samples collected.
- ✓ Closed five fuels cases with a total of \$445,000 in penalty assessments.

Reformulated Gasoline & Diesel Notification Program

The California Reformulated Gasoline and California Diesel regulations establish standards for gasoline and diesel used in motor vehicles. Each regulation provides fuel producers and importers with alternative compliance options to comply with California's standards. Compliance monitoring and enforcement is accomplished principally by reviewing the data submitted for compliance with applicable rules.

2013 Accomplishments

- ✓ Reviewed and received 3,134 formulation reports submitted by producers and importers of diesel and RFG.

Cargo Tank Vapor Recovery Program

The Cargo Tank Vapor Recovery Program is responsible for ensuring the reduction of VOC emissions from gasoline cargo tanks. The Cargo Tank Program requires that cargo tank owners both test and self-certify compliance with vapor and leak control standards as well as register their cargo tanks with ARB. Cargo tank inspections are conducted at fuel terminals and loading racks throughout California.

Enforcing compliance with cargo tank certification requirements includes reviewing submitted data for anomalies, observing testing at industry facilities to verify that proper equipment and procedures

are used, and conducting random inspections of ARB-certified testers to ensure that leak tests are conducted properly. Enforcement staff also conducts random inspections of cargo tanks for compliance with liquid and vapor release standards. The majority of cargo tank inspections are conducted at fuel terminals and loading racks by pressurizing the cargo tank with nitrogen gas after it is loaded with fuel and then inspecting the tank for liquid and vapor releases.

2013 Accomplishments

- ✓ Registered 5,225 cargo tanks with ARB.
- ✓ Inspected 370 cargo tanks--pressured tested 179 cargo tanks, observed 132 tests, issued 21 citations, closed 29 cases, and collected \$11,000 in penalties .

Red-Dyed Diesel Program

The Board of Equalization (BOE) contracts with ARB to conduct field inspections to identify the illegal use of nontaxed diesel fuel. Nontaxed fuel is dyed red so that it can be distinguished from nonexempt fuel. Visual inspections for red-dyed diesel fuel are usually completed concurrent with HDVIP inspections. Field inspectors obtain a sample of the fuel if it appears to be red-dyed so that ARB laboratory staff may then analyze the samples for the presence of red dye. If a violation is found, the case is referred to BOE. When requested, enforcement staff conducts investigations of companies suspected of illegally using red-dyed diesel fuel.

2013 Accomplishments

- ✓ Completed 6,069 red-dyed diesel fuel inspections. ARB identified one violation and referred the case to BOE to pursue enforcement action.

Goods Movement Enforcement Programs

Overview of Goods Movement Enforcement Programs

To reduce public exposure to health risks associated with diesel particulate matter, during 2006 new regulations were implemented governing rail yards, ports, and marinas, collectively referred to as the Goods Movement Program. Goods Movement Program enforcement is a major, growing responsibility involving field inspections of rail yards and locomotives, ocean going vessels (OGV), commercial harbor craft (CHC), marina fuel docks, cargo handling equipment, and transport refrigeration unit (TRU), investigation of identified violations, and resolution of these cases. A summary of each of these programs and ED's significant accomplishments during 2013 is provided below.

Railroad Memorandum of Understanding Program

In 2005, ARB entered an agreement with Union Pacific Railroad and BNSF Railway to reduce diesel PM emissions from idling locomotives. One of the most significant elements of the ARB/Railroad Statewide Agreement (Agreement) is the statewide idle-reduction program. This program limits the amount of time locomotives are allowed to idle, reducing the emissions in and around the rail yards. Another element essential to emissions reduction is the requirement of low sulfur diesel fuel for

locomotives operating in California. Inspections are conducted twice a year, during the spring and fall, to evaluate locomotives for compliance with the standards identified in the Agreement. In addition, Railroad and Marine Enforcement staff collect samples of locomotive diesel fuel to verify compliance with the sulfur fuel standards.

2013 Accomplishments

- ✓ Inspected 2,393 locomotives--closed 69 cases, and collected \$19,600 in penalties.

Commercial Harbor Craft and Marina Fuel Dock Programs

The CHC Program encompasses about 3,325 harbor craft operating at roughly 120 shoreline and inland harbors throughout the state. CHC include tugboats, crew boats, and excursion (tour) vessels. Enforcement staff inspects vessels for compliance with emission, fuel, and recordkeeping requirements.

The Marina Fuel Dock Program focuses on harbor refueling facilities and equipment. Enforcement staff collects samples of marine diesel fuel and reviews records at fueling docks located on both coastal and inland waterways.

2013 Accomplishments

- ✓ Inspected 57 fuel docks.
- ✓ Completed 71 CHC inspections--issued one violation , and closed one case with a \$500 penalty assessment.

Cargo Handling Equipment Inspections

The CHE Program focuses on diesel powered mobile CHE used at the major port and rail facilities throughout California, including yard trucks, rubber tire gantries, side picks, and forklifts.

2013 Accomplishments

- ✓ Completed 631 inspections, issued 14 violations, and closed 4 cases.

Ocean-Going Vessel Program

In 2008, ARB adopted a regulation focusing on the reduction of PM, NOx, and sulfur oxide emissions from OGVs within regulated California waters (RCW). Inspections of OGVs are conducted at the ports of Los Angeles, Long Beach, San Pedro, Oakland, Richmond, Stockton, Sacramento, Hueneme, Benicia, and San Diego.

2013 Accomplishments

- ✓ Inspected 1,004 vessels, issued 46 NOVs, closed 45 cases, and collected \$1,081,300 in penalties.

Consumer Products Enforcement Programs

Overview of Consumer Product Enforcement Programs

To achieve air quality standards and reduce the public's exposure to TACs, it is necessary to reduce emissions from many small sources such as consumer products and specialty products. ARB has enforced statewide regulations to reduce VOC emissions from consumer products and aerosol coatings for over 15 years and has also regulated TACs and global warming compounds (GWC). Additionally, ED is increasingly responsible for enforcement of newer regulations governing composite wood products and indoor air cleaning devices. A summary of each of these programs and ED's significant accomplishments during 2013 is provided below.

Consumer Products Program

The Consumer Product Program encompasses more than 25,000 products in 165 product categories (129 chemically formulated product categories and 36 aerosol coating product categories), including aerosol paints, adhesives, antiperspirants and deodorants, cleaning and degreasing products, polishes, personal and beauty care products, lawn and garden products, lubricants, disinfectants, sanitizers, automotive specialty products, paint thinners, and solvents. These products are examples of common everyday products that are made with ozone-forming VOCs. To reduce smog and public exposure to hazards associated with smog, ARB regulates the amount of VOCs permissible in these products. The regulations also help to reduce emissions of TACs and GWCs.

Enforcement staff travels throughout California to inspect and collect product samples for laboratory analysis. Staff also purchases samples online and through mail order outlets. Following receipt of the results of the laboratory analysis or performance testing, staff conducts an additional investigation to determine whether the product violates applicable regulations. If a violation is found, staff negotiates a settlement with the product's manufacturers or retailers, or refers the case for civil litigation or criminal prosecution.

2013 Accomplishments

- ✓ Closed 63 consumer products cases and collected \$1,594,625 in penalties.
- ✓ Provided expertise during the rulemaking process to improve the clarity and the enforceability of new amendments to the Consumer Products Regulation and the Aerosol Coating Regulations.

Composite Wood Products Program

The Composite Wood Products Program encompasses a broad range of products, such as hardwood plywood, particle board, and medium-density fiberboard, and other finished goods that are made from these materials, including decorative wall coverings, cabinetry, subflooring, shelving, household and office furniture, and children's toys. Composite wood panel manufacturers are required to have a third party verification program. The regulations, which are structured to reduce formaldehyde emissions, were adopted during 2008 with implementation beginning in subsequent years.

2013 Accomplishments

- ✓ Provided assistance to the Stationary Source Division and the Monitoring and Laboratory Division in preparing samples for the interlab study and equivalency testing and commented on enforceability issues during regulatory development activities with U.S. EPA.
- ✓ Initiated investigations on composite wood in laminate and engineered hardwood flooring.

Indoor Air Cleaning Device Program

This program limits the ozone emitted from indoor air cleaning devices. All air cleaning devices, including ozone-generating devices and electrostatic precipitator devices, sold in California after October 18, 2010, must certify using independent laboratory testing to meet a 0.05 ppm ozone emission limit and also comply with specified labeling and notification requirements.

2013 Accomplishments

- ✓ One major air cleaning device case was settled in principle.

Air District Enforcement Support Services

Overview of Air District Enforcement Support Services

Enforcement support services provided by ED to local air districts include rule reviews, variance reviews, Air Facility System and Continuous Emissions Monitoring (CEM) System support services, stationary source and equipment inspection services, and specialized investigation services. A summary of each of these support services and ED's significant accomplishments during 2013 is provided below.

Air District Rule Review Services

Proposed revisions to existing air district rules and proposed new air district rules are reviewed by ARB. ED's review focuses on enforceability issues and ensures that the rules contain definitions of all key terms and phrases, appropriate test methods, control efficiencies, recordkeeping, and averaging periods for verifying compliance with any limits and/or exemptions contained in the rule. Enforcement staff's review of the rules reduces the need to amend previously adopted rules along with the need for ARB to identify rule deficiencies at public hearings.

2013 Accomplishments

- ✓ Reviewed 64 air district rules for enforceability.

Air District Variance Review Services

Air districts are responsible for permitting stationary sources and reviewing and approving planned and unplanned emissions variances from permitted standards. Enforcement staff reviews reports submitted by the air districts, documenting planned and unplanned emissions variances, and reviews all air district hearing board variance orders for compliance with H&SC requirements. When

a variance order is not compliant with these requirements, enforcement staff prepares and issues correspondence to the air district and hearing board requiring corrective action. Enforcement staff also maintains a database tracking activity related to hearing board orders and provides training and workshops to educate air district staff and hearing board members about the variance hearing process.

2013 Accomplishments

- ✓ Reviewed 297 variances and 396 hearing board meeting notifications.
- ✓ Returned 27 variances for rehearing or revision

Air Facility System Services

The U.S. EPA's Air Facilities System (AFS) is used to store permit, compliance, and enforcement data pertaining to more than 100,000 stationary source emitters nationwide and monitor each facility's compliance status. Enforcement staff reviews facility inspection data posted to the AFS by the air districts. In some cases (e.g., about 30 smaller, nondelegated air districts), enforcement staff compile and review facility inspection data submitted by the air districts and post updates to the AFS on behalf of these agencies. Enforcement staff also prepares and distributes bi-monthly AFS reports and monthly high priority violator reports to selected air districts, prepares and submits quarterly reports to the U.S. EPA, and assists the U.S. EPA in training air district personnel to effectively use the AFS.

2013 Accomplishments

- ✓ Received and reviewed 150 Air Facility System reports.
- ✓ Recorded 98 reports into the Air Facility System.
- ✓ Prepared 552 Air Facility System reports and sent to air districts.

Continuous Emissions Monitoring System Services

The U.S. EPA's CEM System is used to monitor stationary source facility emissions. Any stationary source that an air district requires to install and operate a CEM is required to report any violation of emission limits to the air district. The air district, in turn, must report the violations to ARB. Enforcement staff is responsible for reviewing the emissions data reports submitted by some smaller, nondelegated air districts.

2013 Accomplishments

- ✓ Received and reviewed 88 CEM System reports.
- ✓ Forwarded 31 CEM System reports to U.S. EPA.

Stationary Source and Equipment Inspection Services

Enforcement staff periodically assist air districts with stationary source inspections (e.g., inspections of sawmills or agricultural facilities during peak operating seasons), stationary diesel engine

inspections (e.g., quarry generators and pumps), and inspections and registrations of portable equipment (such as diesel generators).

2013 Accomplishments

- ✓ Responded to three public and district concerns.
- ✓ Conducted one general stationary source inspection.

Asbestos National Emissions Standards Program

This program is structured to prevent the release of asbestos into the environment when buildings are renovated or demolished. The primary objectives of ED's program are to provide training, building inspection, and project oversight services related to renovation or demolition of buildings containing asbestos. These services are usually provided within smaller, nondelegated air districts. Other services provided include reviewing demolition/renovation notifications, investigating complaints, and conducting statewide task force workshop meetings for representatives of the air districts and the U.S. EPA, Region 9.

2013 Accomplishments

- ✓ Received and reviewed 518 notifications.
- ✓ Conducted 13 inspections.
- ✓ Issued four NOVs, three of which were settled.
- ✓ Completed six complaint investigations.
- ✓ Conducted three training sessions and three task force workshops.

Greenhouse Gas Enforcement Programs

Overview of Greenhouse Gas Enforcement Programs

ED is responsible for monitoring compliance and enforcing multiple GHG emission reduction programs established pursuant to the *Global Warming Solutions Act* (AB 32, Chapter 488, Statutes of 2006). The SmartWay Truck Technology Program, the Tire Pressure Inflation Program, and the Refrigerant Canister Program were discussed previously (see *Mobile Source Enforcement Programs*). Below we discuss the Landfill Methane Gas Enforcement Program, the Refrigerant Management Program, the Sulfur Hexafluoride Reduction Enforcement Program, and several other current and prospective GHG enforcement programs.

Landfill Methane Gas Program

The Landfill Methane Gas Program requires collection of methane gas generated from landfills. The air districts generally have authority over stationary source emissions, including landfills. ARB has developed enforcement agreements with several air districts allowing them to enforce the requirements directly. ED's compliance monitoring and enforcement responsibilities under the

Landfill Methane Gas Program are expected to be limited to landfills located in other parts of the state.

2013 Accomplishments

- ✓ Held methane Gas Program training class for air district staff.
- ✓ Participated in developing cooperative agreements with local air districts for the enforcement of the Landfill Methane Gas Program.

Refrigerant Management Program

The Refrigerant Management Program (RMP) is structured to reduce refrigerant (halogenated compound) leaks from commercial and industrial refrigeration systems and equipment. The program focuses on larger refrigeration systems and equipment. It is estimated that about 12,000 refrigeration units are subject to the program. The program requires facilities to check for and repair leaks, maintain records, and report data to ARB's Research Division. ED's RMP compliance monitoring and enforcement responsibilities are expected to be limited to regulated businesses that operate facilities with refrigeration systems throughout the state, such as grocery store chains.

2013 Accomplishments

- ✓ Conducted 14 inspections and investigated one complaint.
- ✓ ED staff collaborated with other ARB program staff to establish an effective RMP enforcement program.

Sulfur Hexafluoride Reduction Program

The Sulfur Hexafluoride Reduction Program comprises three separate regulations structured to limit the use of sulfur hexafluoride in semi-conductor applications, nonelectric applications, and at electricity generation and transmission facilities dispersed throughout the state. The program also requires reporting by distributors, annual reporting for research users, and record-keeping by purchases and users. ED's compliance monitoring and enforcement responsibilities are limited to the electricity transmission facility component of the program.

2013 Accomplishments

- ✓ Conducted four investigations resulting in four issued NOVs.
- ✓ Inspected five facilities.
- ✓ ED staff collaborated with ARB program staff to establish an effective sulfur hexafluoride emission reduction enforcement program.

Enforcement Program Support Services

Overview of Enforcement Program Support Services

ED Enforcement Program Support Services responsibilities include citation administration and collection services, complaint hotline services, Visible Emissions Evaluation (VEE) Program services, training services, surveillance services, and Environmental Crimes Task Force support services. A summary of each of these support services and ED's significant accomplishments during 2013 are provided below.

Citation Administration Program

The Citation Administration Program is responsible for resolving citations resulting from violations of California emission regulations and for conducting investigations of HDD fleets that have demonstrated noncompliance by failing to clear citations issued in the field. Citations issued in the field are processed using a system that checks for multiple citation types, such as citations written for noncompliance with the TRU, the Truck and Bus, and ECL regulations. The process also checks for citations issued in previous years. Unresolved citations may result in investigation of the entire fleet in addition to the cited truck as well as additional penalties. Citations may be issued by ARB field inspectors, district enforcement personnel, or special agencies.

Environmental Tip and Complaint Hotline Services

Stationary Source Complaints

ARB responds to citizen tips and complaints via a 24 hour dedicated complaint line. The tip and complaint line receives communication from citizens regarding potentially dangerous emission releases, persistent odors, visible emissions from businesses, and problems with vapor-recovery equipment at gas stations. ED is responsible for answering, screening, redirecting, and responding to phone and on-line complaints and tips, and for following-up to ensure that the issues are appropriately addressed. ARB also responds to tips and complaints received through the Cal/EPA hotline system where similar communications are logged.

2013 Accomplishments

- ✓ Reviewed and responded to 1,193 stationary source complaints.

Mobile Source Complaints

ED operates ARB's Web-based, on-line system Smoking and Idling Vehicle Complaint Hotlines. All complaints received are screened and processed. Complaints for smoking vehicles are processed using the license plate information reported to system. Staff identifies owners of the vehicles and sends notices requesting that the vehicle be checked for proper engine operation. For complaints of excessive idling, information about the Commercial Idling Regulation is sent to the registered owner. Where appropriate, complaints are referred to the air districts or to ED's Field Operations Branch for follow-up.

2013 Accomplishments

- ✓ Responded to and closed more than 5,000 Smoking and Idling Vehicle Complaint Hotline tips.

California Training Program

Historically, the primary purpose of ARB's Training Program was to teach air district staff to develop rules, issue permits, complete inspections, detect violations, and perform enforcement. In recent years the Training Program broadened its mission to provide comprehensive education to further the professional development of environmental professionals.

The Training Program achieves its mission by providing entry-level training which focuses on a standardized core curriculum and continuing education classes. Available courses cover pollution history, air pollution control regulations, procedures for evaluating emissions and analyzing industrial processes, emission control application and theory, and waste stream reduction. Videos, digital presentations, guest speakers, and field or site visits are incorporated into specific course offerings, as appropriate. The courses are designed to provide skills that may be applied in the field and to encourage networking between participants to facilitate collaboration outside of the classroom. ARB's Training Program serves as a model for training programs across the country.

ED staff continuously improves the Training Program by updating existing programs and developing new courses to respond to the evolving needs of customer agencies and industry. Additionally, the program's instructors remain informed of participants' concerns and keep up-to-date by attending training themselves. ED's Training Program includes about 65 different classroom courses, seminars, and workshops focusing on stationary source emissions topics.

2013 Accomplishments

- ✓ **Air Quality Training** – The Enforcement Training team held 159 classes in 35 subject areas and 3,593 students enrolled. Over 60 percent of the classes were held in the most populated air basins, including the South Coast, Bay Area, Sacramento, San Joaquin Valley, and San Diego air basins. The three online classes accounted for 1,680 students' completion of the courses.
- ✓ **Online Air Quality Training Program** - ARB's online Air Quality Training Program (course #102) is a series of 14 self-paced modules providing an introduction to air pollution control and enforcement. The comprehensive course is intended for entry and mid-level stationary source inspectors, regulatory agency staff, and environmental specialists in business and government. Since ARB launched the course in 2012, over 1,600 students from locations all over the world have enrolled in the training and over 900 have completed the training program.
- ✓ **200 Series Courses** – These courses combine a higher level of technical information provided in the classroom with field visits to regulated commercial or industrial sites to provide students with the opportunity to interact with the regulated community and ask questions that are industry-specific in nature. During 2013, 61 classes were offered to 1,197 public agency and private industry students.

- ✓ **300 Series Courses** – These courses, designed for experienced environmental professionals, include workshops, seminars, and symposiums focusing on current, and at times controversial, environmental issues such as cross media training, legal issues, case development, and variance/hearing board requirements. During 2013, 20 classes were offered to 1,134 public agency and private industry students.
- ✓ **400 Series Courses** – During 2013, 11 of these advanced level courses were offered to 343 public agency and private industry students.

Fundamentals of Enforcement and Visible Emissions Evaluation Program

The Fundamentals of Enforcement (FOE) and Visible Emissions Evaluation (VEE) Program is a specialized training and certification program, commonly referred to as “Smoke School.” This program was developed many years ago to standardize the methods utilized by air district and ARB inspectors to visually assess visible emissions (smoke, fumes, dust, etc.) originating from any source. These methods are most commonly applied to stationary sources, but can also be applied to construction sites and mobile sources.

VEE training and certifications are required to comply with EPA-prescribed Method 9. The basic training consists of a day and a half of classroom instruction followed by a half-day of training in the field, which includes certification testing. The VEE Program has two mobile, trailer-mounted smoke generators that produce both black and white smoke for the certification segment of the training. Training and certification sessions are held throughout the state. Approximately 80 percent of FOE program participants are members of the regulated community and roughly 20 percent are air district representatives. Certifications are valid for six months.

2013 Accomplishments

- ✓ Conducted 11 Smoke School classes to 344 public and private industry participants.
- ✓ Conducted 48 VEE Day Certification and 7 VEE Night Certification sessions to 2,277 public and private industry participants.

Surveillance Services

Surveillance support services, typically involving a stationary source, are provided to air districts and sometimes to other public agencies such as the Department of Toxic Substances Control, Department of Fish and Game, and numerous other federal, state, and local agencies.

2013 Accomplishments

- ✓ Opened five new surveillance cases, closed five cases, and three cases remain ongoing in Southern California.
- ✓ Crimson Pipeline Oil Spill – ARB collected \$26,000 in cost recovery for its efforts assisting the City of Los Angeles and the Department of Fish and Game on a case involving a large oil spill in Wilmington, California.

Appendix A

2013 Enforcement Program Statistics

Program Category	Total Closed Enforcement Actions ¹	Penalties ²		Total Penalties ²
		Judgments	Settlements	
Cargo Tank Program	29	\$0	\$11,000	\$11,000
Consumer and Aerosol Coating Product Programs	63	\$0	\$1,594,625	\$1,594,625
Diesel Equipment Programs	110	\$0	\$300,950	\$300,950
Engine and Parts Programs	56	\$0	\$2,822,482	\$2,822,482
Fuels Programs	5	\$0	\$445,000	\$445,000
HDD Field Inspection Programs	2,210	\$0	\$1,336,880	\$1,336,880
Marine Programs	71	\$0	\$1,089,600	\$1,089,600
Railroad MOU Program	69	\$0	\$19,600	\$19,600
Specialized Diesel Fleet Programs	103	\$0	\$309,833	\$309,833
Statewide Diesel Truck and Bus Programs	949	\$0	\$1,567,030	\$1,567,030
Vehicle Programs	26	\$2,550,000	\$785,500	\$3,335,500
Total Closed Enforcement Actions	3,677	\$2,550,000	\$10,282,500	\$12,832,500

¹ Includes enforcement actions rescinded, closed compliant or no further action (NFA), settled, or referred to collections.

² The amounts shown include penalties assessed for all Case Investigation and Resolution Programs (see Appendix B) and penalties collected, including delinquent account collections, for all Field Inspection Programs (see Appendix C).

Appendix B

2013 Investigation and Case Resolution Statistics

Program Category			Product Samples		Pending Cases 01/01/13	Cases Opened	Case Dispositions			Pending Cases 12/31/13	Penalties Collected
			Collected	Uncertified or Test greater than Limit			Rescinded, Compliant, or NFA	Settled	Total Closed		
Consumer Product Programs	Chemically Formulated Product Program		1,961	571	82	73	12	51	63	92	\$1,594,625
	Aerosol Coating Product Program		3	0	0	0	0	0	0	0	\$0
	Composite Wood Product Program		40	14	0	0	0	0	0	0	\$0
	Indoor Air Cleaning Device Program		0	0	2	0	0	0	0	2	\$0
	Total – Consumer Products Programs		2,004	585	84	73	12	51	63	94	\$1,594,625
Vehicle Programs and Engine & PartsPrograms	Vehicle Programs	Noncertified Vehicle Program (Non-CNC)			15	18	4	8	12	21	\$557,500
		Noncertified Vehicle Program (CNC)			9	13	1	8	9	13	\$16,500
		Motorcycle Programs			2	4	1	1	2	4	\$175,000
		Dealership and Fleet Tampering Programs			0	3	0	1	1	2	\$500
		Marine Craft and Outboard Engine Programs			0	0	0	0	0	0	\$0
		Off-Highway Recreational Vehicle Program ³			4	3	1	1	2	5	\$2,586,000*
	Engine & Parts Programs	Compression Ignition Engine Program			4	5	0	4	4	5	\$45,100
		Large Spark Ignition Engine Program			1	0	1	0	1	0	\$0
		Small Off-Road Engine Program			7	28	14	8	22	13	\$1,536,775
		On-Road Aftermarket Parts Programs			27	22	10	9	19	30	\$1,203,175
		Off-Road Aftermarket Parts Programs			2	1	1	0	1	2	\$0
		Portable Fuel Container Program			8	6	5	1	6	8	\$37,432
		Canned Refrigerant Program			0	2	2	0	2	0	\$0
		Marine Fuel Tank Program			1	0	1	0	1	0	\$0
		Laboratory and Certification Fraud Program			1	1	0	0	0	2	\$0
Total - Vehicle Programs and Engine & Parts Programs ³				81	106	41	41	82	105	\$6,157,982	

³ OHRV Ricardo Motors second judgment for \$2,550,000 July 2013. (Ricardo originally closed December 2012 for \$2,550,000.)

Appendix B

2013 Investigation and Case Resolution Statistics *(continued)*

Program Category			Pending Investigations 01/01/13	Investigations Opened	Investigations Dispositions ⁴			Pending Investigations 12/31/13	Penalties Collected
					Rescinded, Compliant, or NFA	Settled	Total Closed		
Heavy Duty Diesel Fleet Programs	Statewide Diesel Fleet Programs	Periodic Smoke Inspection Program	431	222	198	137	335	318	\$634,830
		SmartWay Truck Technology Program (<i>New 2012 Program</i>)	0	0	0	0	0	0	0
		Other Statewide Programs (ECL, Funding, etc.)	443	233	323	23	346	330	\$45,300
		Statewide Truck and Bus Program (<i>New 2012 Program</i>)	330	212	218	50	268	274	\$886,900
	Specialized Diesel Fleet Programs	Solid Waste Collection Vehicle Program	52	22	36	15	51	23	\$143,295
		Urban Transit Bus Program	1	2	0	0	0	3	0
		Transit Fleet Vehicle Program	2	4	1	1	2	4	\$10,000
		Public Agency and Utility Fleet Program	10	12	7	3	10	12	\$45,000
		Drayage Truck Program	54	51	33	7	40	65	\$111,538
	Diesel Equipment Programs	Transport Refrigeration Unit Program	65	70	29	12	41	94	\$69,375
		Verified Diesel Emission Control Strategies Program	12	15	10	2	12	15	\$218,075
		Off-Road Diesel Vehicle Program	90	43	51	6	57	76	\$13,500
	Total - Heavy Duty Diesel Fleet Programs ⁵		1,490	886	906	256	1,162	1,214	\$2,177,813
Total - Investigation and Case Resolution Programs			1,655	1,065	959	348	1,307	1,413	\$9,930,420

⁴ Investigations typically include numerous programs (e.g. PSIP, TRU, ECL, Drayage, etc.).

⁵ Calendar Year Total figures are slightly higher due to closed case information reconciled via QA/QC or entered into the database after the quarterly reporting periods.

Appendix C

2013 Field Operations Statistics

Program Category		Product Samples Tested	Inspections Completed	Citations and NOV's Issued	Compliance Rate	Pending Citations and NOV's 01/01/13	Citation and NOV Dispositions			Pending Citations and NOV's 12/31/13	Penalties Collected	
							Rescinded, Compliant, or NFA	Closed	Total			
Fuels Programs	Refineries	287	44	5	89%	8	1	3	4	9	\$240,000	
	Terminals	554	107	3	97%	1	0	1	1	3	\$205,000	
	Service Stations	742	229	1	100%	0	0	0	0	1	\$0	
	Marine Vessels	13	1	0	100%	1	0	0	0	1	\$0	
	Railcars	4	4	0	100%	0	0	0	0	0	\$0	
	RFG Certifications	N/A	3,134	0	100%	0	0	0	0	0	\$0	
	Red-Dyed Diesel Fuel	2	6,069									
	Other	227	114	0	100%	10	0	0	0	0	\$0	
	Total - Fuels Programs	1,829	9,702	9	98%	20	1	4	5	14	\$445,000	
Cargo Tank Programs	Cargo Tank Inspection Program		370	0	100%	0	0	0	0	0	\$0	
	Cargo Tank Pressure Test Program		179	21	88%	19	7	29	29	12	\$11,000	
	Annual Test Observation Program		132	0	100%	n/a	0	0	0	0	\$0	
	Total - Cargo Tank Programs		681	21	96%	19	7	29	29	12	\$11,000	
Railroad MOU Programs	Railroad Locomotive Inspection Program		2,393	30	99%	44	21	48	69	5	\$19,600	
	Other Railroad MOU Programs (e.g., Fuel)		12	0	100%	0	0	0	0	0	\$0	
	Total - Railroad MOU Programs		2,436	30	99.5%	44	21	48	69	5	\$19,600	
Marine Programs	Ocean-Going Vessel Program		1,004	46	95%	11	0	45	45	12	\$1,081,300	
	Commercial Harbor Craft Program		71	1	99%	1	0	1	1	1	\$500	
	Fuel Dock/Marina Fuel Program		57	0	100%	0	0	0	0	0	\$0	
	Cargo Handling Equipment Program		631	14	98%	7	4	0	4	17	\$0	
	TRU Program (see also HDD Field Inspection Programs)		3,368	8	100%	6	0	14	14	0	\$7800	
	DT Program (see also HDD Field Inspection Programs)		0	0	N/A	7	0	7	7	0	\$0	
	Total - Marine Programs		5,131	69	99%	32	4	67	71	30	\$1,089,600	
Total – Fuels, Cargo, RR & Marine Programs			8,248	120	99%	115	14	148	174	61	\$1,565,200	

Appendix C

2013 Field Operations Statistics *(continued)*

Program Category		Inspections Completed	Citations and NOV's issued	Compliance Rate	Pending Citations / NOV's 01/01/13	Citations and NOV Dispositions			Pending Citations / NOV's 12/31/13	Penalties Collected
						Rescinded, Compliant, NFA	Closed	Total		
Heavy Duty Diesel Inspection Programs	Heavy-duty Vehicle Inspection	7,655	97	99%	34	11	81	92	64	\$33,750
	Emission Control Label	9,216	583	94%	211	17	520	537	474	\$209,800
	Commercial Vehicle Idling	1,683	615	63%	320	18	410	428	606	\$117,630
	Solid Waste Collection Vehicle	111	13	88%	8	2	15	17	0	\$10,200
	Truck & Bus	5,875	638	89%	178	83	320	403	600	\$334,900
	SmartWay	4	0	100%	0	0	0	0	0	\$0
	Drayage Truck	1,463	267	82%	115	15	153	168	233	\$169,350
	Transport Refrigeration Unit	3,113	946	70%	876	46	352	398	1432	\$424,250
	Off-Road Diesel Equipment	534	119	78%	20	21	142	163	55	\$37,000
	Diesel Exhaust Fluid /Selective Catalytic Reduction	233	0	100%	0	0	0	0	0	\$0
	SBI Program	0	0	N/A	0	0	0	0	0	\$0
	Other	26	3	88%	0	0	4	4	0	\$0
	Total – HDD Field Inspection Program	29,913	3,281	89%	1,762	213	1,997	2,210	3,464	\$1,336,880
Environmental Justice Community Program (Included Above)		3,933	370	91%						

Appendix D

2013 Enforcement Support Statistics

Table D.4 - Cal/EPA and ARB Hotline Services		Table D.11 - Asbestos Program Services	
Complaints Received in 2013	1,229	Inspections Completed	13
Stationary Source Complaints Referred to Air Districts	734	Complaint Investigations Completed	6
Vapor Recovery Complaints Referred to Air Districts	271	Violations Referred to EPA	0
Complaints Answered By Enforcement Division	77	Training Sessions Conducted	8
Complaints Referred to Other ARB Divisions	21	Task Force Workshops Conducted	2
Complaints Referred to Other Agencies	142	Table D.12 - Landfill Methane Gas Program Services	
Other Dispositions	343	Inspections Completed	0
Complaints Closed	1,269	Complaint Investigations Completed	1
Table D.5 - Air District Rule Reviews		Violations resolved	0
Rules Received	64	Table D.13 – Refrigerant Management Program Services	
Rules Reviewed	64	Inspections Completed	14
Rules with Formal Comments	0	Complaint Investigations Completed	2
Table D.6 - Air District Variance Reviews		Violations resolved	0
Variances Reviewed	297	Training Sessions Conducted	2
Notices Reviewed	396	Table D.14 - Sulfur Hexafluoride Reduction Program Services	
Variances Returned for Rehearing	27	Inspections Completed	5
Table D.7 - Full Compliance Evaluation (FCE) AFS Services		Complaint Investigations Completed	4
FCE Reports Received and Reviewed	82	Violations resolved	4
FCE Reports Entered	63	Training Sessions Conducted	0
FCE Reports Sent to Air Districts	189	Table D.15 - Perchloroethylene Program Services	
Table D.8 - Federally Enforceable Violations AFS Services		Inspections Completed	3
Federally Enforceable Violation Reports Received	58	Complaint Investigations Completed	1
Federally Enforceable Violation Reports Entered	35	Violations resolved	1
Federally Enforceable Violation Reports Sent to Air Districts	363	Table D.17 - Stationary Source and Equipment Inspection Services	
Table D.9 - Continuous Emissions Monitoring System Services		Stationary Source Inspections (Non-PERP)	1
Total Reports Received	88	Stationary Diesel Equipment Inspections	0
CEM 105 Grant Reports Received	31	Portable Equipment Inspections (PERP)	0
CEM 105 Reports Sent to U.S. EPA	31	South Coast AQMD Dry Cleaner Verifications	0
		Total Inspections	1
		Table D.18 - Other Air District Enforcement Support Services	
		Air District Investigation Reports Reviewed	0
		Environmental Crimes Task Force Meetings Attended	0
		New Surveillance Equipment Set-Ups	5

Appendix E

2013 Training Program Statistics

California Based Classroom Training Programs	No. of Classes	Students Per Class		
		Classroom	Webcast	Total
100 Series Courses				
100 - Fundamentals of Enforcement (FOE)	11	344	0	344
100.1 - Visible Emissions Evaluation (Day) Certification	48	2,133	0	2,133
100.2 - Visible Emissions Evaluation (Night) Certification	7	144	0	144
102 - Air Quality Training Program (AQTP) (Online)	1	---	919	919 ⁶
200 Series Courses				
200 - The CA Air Pollution Professional	2	30	0	30
202 - Health & Safety	1	7	0	7
220 - Compliance Assurance Monitoring (CAM)	7	155	0	155
224 - Observing Source Tests	3	56	0	56
230.4 - Graphic Arts	1	11	0	11
231 - Coatings: Auto, Metal Parts & Products	3	16	0	16
250 - Asbestos Demolition & Renovation for Contractors	1	19	0	19
252 - Fugitive Dust	3	26	0	26
261 - Plastic Composites Manufacturing	6	93	0	93
268 - Above Ground Storage Tanks	5	134	0	134
271 - Reciprocating Internal Combustion Engine Technology	7	110	0	110
272 - Stationary Gas Turbines & Power Plants	2	37	0	37
273 - Industrial Boilers	1	23	0	23
290.7 - Chrome Plating ATCM: Certification (Recorded)	1	---	102	102
296 - Health Risk Assessment & Dispersion Modeling	5	88	0	88
297 - New Source Review (NSR)	4	100	0	100
298 - Title V Permitting Program Overview	5	136	0	136
299 - Theory & Application of Air Pollution Devices	3	54	0	54
300 Series Courses				
300 - Fundamental Inspector Course (FIC) - (Online)	1	---	659	659
301 - Stationary Diesel ATCM	10	197	0	197
302 - Portable Equipment Registration (PERP)/Portable Diesel Engine ATCM	2	80	0	80
304 - RICE NESHAP / IC NSPS	12	299	0	299

⁶ This number represents the number of students who enrolled in the class and completed the entire program.

Appendix E

2013 Training Program Statistics *(continued)*

California Based Classroom Training Programs	No. of Classes	Students Per Class		
		Classroom	Webcast	Total
300 Series Courses				
304.1 - RICE NESHAP / IC NSPS - Area Sources Only	1	75	0	75
304.2 - RICE NESHAP / IC NSPS - For Major Sources Only	1	27	0	27
310 - Cal/EPA Basic Inspector Academy	9	195	0	195
310.1 - One-Day Cal/EPA Basic Inspector Academy	1	19	0	19
321 - Introductory Variance/Hearing Board Workshop	2	38	0	38
322 - Variance Workshops	1	23	0	23
340 - Gasoline Facilities Phase I and II Seminar	3	50	0	50
395 - Fugitive Emissions Operator Training	1	48	0	48
400 Series Courses				
401 - Continuous Emissions Monitoring	11	343	0	343

Appendix F

2013 Significant Environmental Program Settlements

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
Adoro-Triple Image Cosmetics	Consumer Products	Sale of noncompliant nail polish remover.	December	\$12,000			\$12,000
Akropovic	Aftermarket Parts (On-Road)	Sold, offered for sale, and/or advertised in California, aftermarket critical emission control parts without an Executive Order.	April	\$88,000			\$88,000
Alterna Holdings corporation	Consumer Products	Sale of noncompliant aerosol and pump hair styling products	December	\$12,850			\$12,850
Alto Brothers Trucking	PSIP, ECL, ORDV	Failure to properly self-inspect diesel trucks, to properly affix emission control labels, and report and label off-road vehicles.	June	\$,7875	\$2,625		\$10,500
Amador Transit	TFV	Failure to meet the 80% reduction of PM emissions.	June	\$7,500	\$2,500		\$10,000
A.M. Ortega Constr., Inc.	STB	Failed to meet in-use performance standards.	October	\$27,282	\$9,093		\$36,375
Apple Valley Unified SD	PSIP	Failure to properly self-inspect diesel trucks.	August	\$10,969	\$3,656		\$14,625
Arctic Glacier Ice, Inc.	PSIP, ECL	Failure to properly self-inspect diesel trucks, and to properly affix emission control labels.	March	\$10,800	\$3,600		\$14,400
BAF Technologies	Vehicle	Modified and sold CNG converted vehicles without the issuance of an Executive Order.	April	\$403,125		\$134,375 ⁷	\$537,500
Beacon Adhesives Company	Consumer Products	Sale of noncompliant adhesive products.	March	\$12,000			\$12,000
Bear Valley Electric Service	PAU, PSIP	Failure to properly self-inspect diesel trucks, and to meet in-use performance standards.	December	\$10,700	\$3,550		\$14,250
Berryessa Garbage Service	PSIP, SWCV	Failure to properly self-inspect diesel trucks. Failed to install BACT to solid waste collection vehicles.	March	\$8,250	\$2,750		\$11,000
Bumble and Bumble	Consumer Products	Sale of noncompliant aerosol and pump hair styling products.	December	\$88,000			\$88,000

⁷ Heart of Compassion Supplemental Environmental Project

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
California American Water	PAU, PSIP	Failure to properly self-inspect diesel trucks, and to meet in-use performance standards.	October	\$26,150	\$8,725		\$34,875
California Gas Transport	PSIP, STB, ECL	Failure to properly self-inspect diesel trucks, and meet in-use performance standard.	August	\$102,094	\$34,031		\$136,125
Capital Drum, Inc.	PSIP	Failed to properly self-inspect diesel trucks, to meet in-use performance standards, and register off-road equipment.	April	\$7,875	\$2,625		\$10,500
Cardenas Markets, Inc.	PSIP	Failure to properly self-inspect diesel trucks.	August	\$7,500	\$2,500		\$10,000
Colomer USA	Consumer Products	Sale of noncompliant hair styling products.	June	\$12,800			\$12,800
Core Products Company	Consumer Products	Sale of noncompliant graffiti removers.	February	\$45,000			\$45,000
Cosco Maritime (UK) Ltd.	OGV	Vessel <i>Cosco Antwerp</i> failed to operate on compliant distillate fuel upon entry into RCW on multiple visits.	August	\$34,500			\$34,500
CR&R Waste & Recycling	PSIP	Failure to properly self-inspect diesel trucks.	June	\$12,375	\$4,125		\$16,500
Crowley Technical Management, Inc.	OGV	Vessel <i>Ocean Crescent</i> failed to operate on compliant distillate fuel upon entry into RCW.	November	\$27,750			\$27,750
DASH Transport, Inc.	PSIP, STB	Failure to properly self-inspect diesel trucks, and meet in-use performance standards.	October	\$14,440	\$4,810		\$19,250
Daly Movers, Inc.	PSIP	Failure to properly self-inspect diesel trucks.	July	\$7,875	\$2,625		\$10,500
Dolphin Express/ Dolphin Transport	PSIP, DTR	Failure to properly self-inspect diesel trucks and meet in-use performance standards. Dispatch and use of noncompliant drayage trucks.	September	\$12,038	\$4,012		\$16,050

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
ESTES West	DTR, STB	Failure to meet in-use performance standards. Dispatch and use of noncompliant drayage trucks.	October	\$37,950	\$12,650		\$50,600
EZ Hold, LLC	Portable Fuel Container	Sale of noncompliant portable fuel containers.	April	\$37,432			\$37,432
File Keepers, LLC	PSIP	Failure to properly self-inspect diesel trucks.	December	\$17,325	\$5,775		\$23,100
Finish Line Technologies	Consumer Products	Sale of noncompliant general purpose cleaners and degreasers.	April	\$157,000			\$157,000
F.N.F. Roll off Services	PSIP, SWCV	Failure to properly self-inspect diesel trucks and install BACT to solid waste collection vehicles.	July	\$7,875	\$2,625		\$10,500
Freedom Performance Exhaust, Inc.	Aftermarket Parts (On-Road)	Sold aftermarket performance parts for highway motorcycles without an Executive Order.	December	\$26,250			\$26,250
GC Harvesting, Inc.	PSIP, STB	Failure to properly self-inspect diesel trucks, and meet in-use performance standards.	November	\$90,000	\$30,000		\$120,000
Hansen & Adkins Auto Transport	PSIP	Failure to properly self-inspect diesel trucks.	January	\$8,156	\$2,719		\$10,875
Harbor Freight Tools	Small Off-Road Engine	Sold, offered for sale, and/or advertised small off-road engines prior to issuance of an Executive Order.	December	\$94,200			\$94,200
Höegh Autoliners Shipping AS	OGV	Vessel <i>Höegh Incheon</i> failed to operate on compliant distillate fuel upon multiple entries into RCW.	February	\$299,500			\$299,500
Husqvarna	Small Off-Road Engine	Sold, offered for sale, and/or advertised small off-road engines prior to issuance of an Executive Order.	November	\$778,500		\$259,500 ⁸	\$1,038,000
Jerry Melton & Sons Construction Inc.	PSIP, ECL, STB, ORDV	Failure to properly self-inspect diesel trucks, to properly affix emission control labels. Failed to meet in-use performance standards, and to report and label off-road vehicles.	June	\$31,612	\$10,538		\$42,150

⁸ Husqvarna Supplemental Environmental Project

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
JLV Transport LLC	PSIP, STB, TRU	Failure to properly self-inspect diesel trucks, comply with in-use performance standards and update changes to TRU fleet.	July	\$12,825	\$4,275		\$17,100
KS Industries, Inc.	PSIP	Failure to properly self-inspect diesel trucks.	August	\$172,688		\$57,562 ⁹	\$230,250
Lakeport Disposal Company, Inc.	PSIP, SWCV	Failure to properly self-inspect diesel trucks. Failed to install BACT to solid waste collection vehicles.	April	\$8,250	\$2,750		\$11,000
Lancaster Colony Corporation (Candle-Lite Division)	Consumer Products	Sale of noncompliant air fresheners.	February	\$48,000			\$48,000
Lucas Oil Products	Consumer Products	Sale of noncompliant automotive wax/polish/sealant/glaze, a multi-purpose lubricant, a metal polish or cleanser, and a rubber/vinyl protectant.	May	\$48,400			\$48,400
Midway Importing, Inc.	Consumer Products	Sale of noncompliant hair styling products.	May	\$213,000			\$213,000
Mike Tamana Freight Lines, LLC	PSIP, STB, TRU	Failure to properly self-inspect diesel trucks, and meet in-use performance standards, and update changes to TRU fleet.	October	\$9,000	\$3,000		\$12,000
Mitsubishi Heavy Industry	Compressed Ignition Diesel	Sold, offered for sale, and/or advertised, off-road compressed ignition engines prior to issuance of an Executive Order.	August	\$20,000			\$20,000
MK Shipmanagement Co., Ltd.	OGV	Vessel <i>Ocean Seagull</i> failed to operate on compliant distillate fuel upon entry into RCW.	February	\$53,000			\$53,000
Motovox	Small Off-Road Engine	Sold, offered for sale, and/or advertised, small off-road engines prior to issuance of an Executive Order.	December	\$65,500			\$65,500
Mountainside Disposal, Inc.	PSIP, SWCV	Failure to properly self-inspect diesel trucks. Failed to install BACT to solid waste collection vehicles.	April	\$28,968	\$9,657		\$38,625
MVP Trucking, Inc.	STB	Failure to comply with in-use performance standards.	November	\$13,500	\$4,500		\$18,000

⁹ San Joaquin Valley APCD school bus retrofit Supplemental Environmental Project

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
Northern Tool & Equipment	Small Off-Road Engine	Sold, offered for sale, and/or advertised, small off-road engines prior to issuance of an Executive Order.	January	\$23,625			\$23,625
Old Durham Wood Co.	PSIP	Failure to properly self-inspect diesel trucks.	May	\$7,875	\$2,125		\$10,000
Oltmans Construction	PSIP, STB	Failure to properly self-inspect diesel trucks and comply with in-use performance standards.	July	\$22,688	\$7,562		\$30,250
OPI Products, Inc.	Consumer Products	Sale of noncompliant nail polish remover.	May	\$58,000			\$58,000
P&F Marine Co., Ltd.	OGV	Vessel <i>Thorco Svendborg</i> failed to operate on compliant distillate fuel upon entry into RCW.	March	\$35,250			\$35,250
Pacific Green Trucking	PSIP, DTR	Failure to properly self-inspect diesel trucks. Dispatch and use of noncompliant drayage trucks.	September	\$23,850	\$7,950		\$31,800
Pemer Packing company	PSIP, STB	Failure to properly self-inspect diesel trucks and comply with in-use performance standards.	December	\$32,906	\$10,969		\$43,875
Piaggio Group America, Inc.	Motorcycle	Offered for sale and/or sold motorcycles that either: 1) had adjustable parameters not disclosed during the certification process; 2) were allowed to be adjusted by dealers outside of their emission-certified configurations; or 3) were imported and offered for sale prior to obtaining an Executive Order.	March	\$175,000			\$175,000
Pier 1 Imports and Scent Shop, Inc.	Consumer Products	Sale of noncompliant air fresheners.	April	\$138,000			\$138,000
Providence Products, LLC	Consumer Products	Sale of noncompliant shoe polishes, shoe creams and leather lotions.	June	\$12,000			\$12,000
R & F Disposal	PSIP, SWCV	Failure to properly self-inspect diesel trucks. Failed to install BACT to solid waste collection vehicles.	February	\$11,334	\$5,666		\$17,000
Rainbow Maritime Co., Ltd.	OGV	Vessel <i>Global Forwarder</i> failed to operate on compliant distillate fuel upon entry into RCW.	May	\$15,750			\$15,750

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
RC Components, Inc.	Aftermarket Parts (On-Road)	Sold aftermarket performance parts for highway motorcycles without an Executive Order.	September	\$11,625			\$11,625
Redwood Debris Box	PSIP, SWCV	Failure to properly self-inspect diesel trucks. Failed to install BACT to solid waste collection vehicles.	January	\$29,438	\$9,813		\$39,250
Reeve Trucking	STB, Drayage, ECL	Failure to properly self-inspect diesel trucks.	February	\$7,875	\$2,625		\$10,500
Ricardo Motors LLC	Noncertified OHRV	Importation, sale, and registration of uncertified off-road vehicles	August	\$2,550,000			\$2,550,000
Rickmer Shipmanagement (Singapore) Pte., Ltd.	OGV	Vessel <i>Kaethe C. Rickmeres</i> did not switch over to compliant distillate fuel while in RCW.	July	\$13,500			\$13,500
Rodolfo Nunez DBA Nunez Transport	PSIP, STB, TRU	Failure to properly self-inspect diesel trucks and meet in-use performance standard.	July	\$28,969	\$9,656		\$38,625
Roly's Trucking Inc.	STB	Failure to meet in-use performance standard.	September	\$43,500	\$14,500		\$58,000
Samson Motorcycle Products, Inc.	Aftermarket Parts (On-Road)	Sold, offered for sale, and/or advertised in California, aftermarket critical emission control parts without an Executive Order.	December	\$33,500			\$33,500
Santoku Senpaku Co., Ltd.	OGV	Vessel <i>Momi Arrow</i> did not switch over to compliant distillate fuel prior to entry into RCW.	April	\$38,750			\$38,750
Sears	Small Off-Road Engine	Advertised and offered for sale scooters with uncertified small off-road engines.	March	\$285,200			\$285,200
Seaquest Oriental Shipmanagement	OGV	Vessel <i>Raven Arrow</i> failed to operate on compliant distillate fuel upon entry into RCW.	March	\$52,500			\$52,500
Selma Disposal & Recycling, Inc.	PSIP, SWCV, ORDV	Failure to properly self-inspect diesel trucks, to install BACT to solid waste collection vehicles, and to register off-road equipment.	June	\$14,062		\$4,688 ¹⁰	\$18,750
Shoei Kisen Kaisha Ltd.	OGV	Vessel <i>Columbia Highway</i> failed to operate on compliant distillate fuel upon entry into RCW.	February	\$10,000			\$10,000
Smartway Express Inc.	PSIP, STB, TRU	Failure to properly self-inspect diesel truck and comply with in-use performance standard.	July	\$16,594	\$5,531		\$22,125

¹⁰ San Joaquin Valley APCD school bus retrofit Supplemental Environmental Project

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
SpecChem, LLC	Consumer Products	Sale of noncompliant general purpose cleaner.	April	\$20,000			\$20,000
Spirit Halloween Superstores	Consumer Products	Sale of noncompliant temporary hair color.	June	\$15,500			\$15,500
Sterling Express Services	PSIP	Failure to properly self-inspect diesel trucks.	June	\$21,656	\$7,219		\$28,875
Swisher Inc.	Small Off-Road Engine	Sold, offered for sale, and/or advertised, small off-road engines prior to issuance of an Executive Order.	July	\$16,125			\$16,125
Thermo King Corporation	VDECS	Failed to comply with the Verification Procedure of the diesel particulate filters as certified by ARB.	May	\$213,200	N/A		\$213,200
THX Transport	STB, Drayage, ECL	Failed to properly affix emission control labels. Failed to meet in-use performance standards. Use of noncompliant drayage trucks.	March	\$37,500	\$12,500		\$50,000
Transloading Express, Inc.	PSIP, STB	Failure to properly self-inspect diesel trucks, and meet in-use performance standards.	April	\$13,687	\$4,563		\$18,250
Tucker Rocky	Aftermarket Parts (On-Road)	Sold, offered for sale, and/or advertised, in California, aftermarket critical emission control parts without an Executive Order.	June	\$500,000			\$500,000
Two Brothers Racing	Aftermarket Parts (On-Road)	Sold, offered for sale, and/or advertised, in California, aftermarket critical emission control parts without an Executive Order.	August	\$34,000			\$34,000
Unified Western Grocers	Consumer Products	Sale of noncompliant automotive windshield washer fluids.	February	\$23,000			\$23,000
Unilever Motions Oil Sheen	Consumer Products	Sale of noncompliant aerosol and pump hair styling products.	December	\$355,000			\$355,000
Univan Maritime Ltd.	OGV	On two separate occasions vessel <i>Maersk Wolfsburg</i> failed to switch over from fuel oil to compliant distillate prior to entry into RCW.	August	\$78,250			\$78,250
Valero Wilmington Refinery	Fuels	Loaded cargo tanks with uncertified diesel	October	\$22,500			\$22,500
Vance & Hines Racing	Aftermarket Parts (On-Road)	Sold, offered for sale, and/or advertised, in California, aftermarket critical emission control parts without an Executive Order.	January	\$500,000			\$500,000

Appendix F

2013 Significant Environmental Program Settlements *(continued)*

Company	Program	Summary of Violations	Month	Penalties Assessed			
				APCF	Supplemental Environmental Project		Total Penalties
					CCDET	Other	
Victor Nunez DBA Nunez Transport	PSIP, STB, TRU	Failure to properly self-inspect diesel truck and comply with in-use performance standard.	August	\$24,188	\$8,062		\$32,250
Vigold Transport Systems, Inc.	PSIP, STB, TRU	Failure to properly self-inspect diesel trucks. Failure to comply with applicable in-use performance standards.	April	\$8,268	\$2,757		\$11,025
Volvo Construction Equipment (VCE)	Compressed Ignition Diesel	Violated previous U.S. EPA Consent Decree and ARB Settlement Agreement for nonroad compression ignition engines.	September	\$23,600			\$23,600
W. Bockstiegel GmbH & Co. Reederei KG	OGV	Vessel <i>BBC Arizona</i> failed to operate on compliant distillate fuel upon entry into RCW.	October	\$55,500			\$55,500
Wal-Mart Stores, Inc.	Consumer Products	Sale of noncompliant charcoal lighter material products.	November	\$34,000			\$34,000
Water Reclamation Equipment, Inc.	ECL, PSIP, ODVR, STB	Failure to properly self-inspect diesel trucks, comply with in-use performance standards. Failure to properly affix emission control labels, and report and label off-road vehicles.	December	\$8,888	\$2,962		\$11,850
White Arrow	PSIP, Drayage, ECL	Failure to properly self-inspect diesel trucks. Failed to properly affix emission control labels. Use of noncompliant drayage trucks.	March	\$38,025	\$12,675		\$50,700
Wilhelmsen Ships Service (Singapore)	OGV	Vessel <i>Ikan Bawal</i> visited multiple California ports during an 11 day trip without switching to compliant distillate fuel.	May	\$87,750			\$87,750
Williams Tank Lines, Inc.	PSIP, STB	Failure to properly self-inspect diesel trucks and comply with in-use performance standards.	October	\$31,875	\$10,625		\$42,500
YA-SA Tanker and Transportation	OGV	Vessel <i>Golden Horn</i> failed to operate on complaint distillate fuel upon entry into RCW on multiple occasions in 2012 and 2013.	November	\$20,000			\$20,000
Yamaha Motor Corporation, U.S.A.	Off-Highway Recreational Vehicle	Sale of mislabeled ATVs. Labels listed incorrect manufacture dates and model year designations for various engine families and models.	March	\$36,000			\$36,000

Excludes cases settled for less than \$10,000. Case settlement summaries describing all settled cases can be viewed at ARB's Enforcement Program website located at: <http://www.arb.ca.gov/enf/casesett/casesett.htm>.

Acronym	Definition	Acronym	Definition
AB	Assembly Bill	MLD	Monitoring and Laboratory Division
AFS	Air Facility System	MOU	Memorandum of Understanding
AG	Attorney General	MSCD	Mobile Source Control Division
APCD	Air Pollution Control District	MSOD	Mobile Source Operations Division
APCF	Air Pollution Control Fund	MTBE	Methyl Tertiary-Butyl Ether
AQMD	Air Quality Management District	MY	Model Year
AQTP	Air Quality Training Program	NESHAP	National Emissions Standards for Hazardous Air Pollutants
ARB	Air Resources Board	NOV	Notice of Violation
ATCM	Air Toxic Control Measure	NOx	Oxides of Nitrogen
BAAQMD	Bay Area Air Quality Management District	NSR	New Source Review
BHP	Brake-horsepower	OGV	Ocean Going Vessel
BOE	Board of Equalization	OHRV	Off-Highway Recreational Vehicle
CADMV	California Department of Motor Vehicles	OLA	Office of Legal Affairs
CAPCOA	California Air Pollution Control Officers Association	ORDV	Off-Road Diesel Vehicle
CARBOB	California Reformulated Blendstocks for Oxygenate Blending	PAH	Polynuclear Aromatic Hydrocarbons
CaRFG3	California Reformulated Gasoline Phase III	PAU	Public Agency and Utilities
CCDET	California Council on Diesel Education and Technology	PERP	Portable Equipment Registration Program
CCR	California Code of Regulations	PM	Particulate Matter
CEM	Continuous Emission Monitoring	PPM	Parts per Million
CHE	Cargo Handling Equipment	PSI	Pounds per Square Inch
CHP	California Highway Patrol	PSIP	Periodic Smoke Inspection Program
CI	Compression Ignition	RCW	Regulated California Waters
CNC	Certificate of Noncompliance	RICE	Reciprocating Internal Combustion Engine
CVI	Commercial Vehicle Idling	RFG	Reformulated Gasoline
DA	District Attorney	RMP	Refrigerant Management Program
DRRP	Diesel Risk Reduction Plan	SAE	Society of Automotive Engineers
ECL	Emission Control Label	SB	Senate Bill
ED	Enforcement Division	SEP	Supplemental Environmental Project
EJ	Environmental Justice	SORE	Small Off-Road Engine
EPA	Environmental Protection Agency	SOx	Oxides of Sulfur
FCE	Full Compliance Evaluation	SSD	Stationary Source Division
FOE	Fundamentals of Enforcement	SWCV	Solid Waste Collection Vehicle
GHG	Greenhouse Gas	TAC	Toxic Air Contaminant
GVWR	Gross Vehicle Weight Rating	TFV	Transit Fleet Vehicle
GWC	Global Warming Compounds	TRU	Transport Refrigeration Unit
H&SC	Health and Safety Code	UB	Urban Bus
HC	Hydrocarbon	VC	Vehicle Code
HDD	Heavy-Duty Diesel	VDECS	Verified Diesel Emission Control Strategies
HDVIP	Heavy-Duty Diesel Vehicle Inspection Program	VEE	Visible Emissions Evaluation
LSI	Large Spark Ignition	VOC	Volatile Organic Compound

Appendix G List of Acronyms

Appendix H

Alphabetical Listing of ARB Programs¹¹

Mobile Source Programs	Additional Information	Other Programs	Additional Information
1. AfterMarket Parts Program	Click Here	1. Aerosol Coating Products Program	Click Here
2. Commercial Vehicle Idling Program	Click Here	2. Asbestos National Emissions Standards Program	Click Here
3. Compression Ignition Engine Program	Click Here	3. Cargo Tank Program	Click Here
4. Dealership and Fleet Tampering Program	Click Here	4. Commercial Fishing Vessel Program	Click Here
5. Drayage Truck Program	Click Here	5. Complaint Hotline Services	Click Here
6. Emission Control Label Program	Click Here	6. Composite Wood Products Program	Click Here
7. 49-State Vehicle Program	Click Here	7. Consumer Products Program	Click Here
8. Heavy Duty (Diesel) Vehicle Inspection Program	Click Here	8. Indoor Air Cleaning Device Program	Click Here
9. Large Spark Ignition Engine Program	Click Here	9. Fuels Program	Click Here
10. Marine Fuel Tank Program	Click Here	10. Fuel Distributor Registration Program	Click Here
11. New Motor Vehicle and Engine Program	Click Here	11. Harbor Craft Program	Click Here
12. Off-Highway Recreational Vehicle Program	Click Here	12. Landfill Methane Gas Program	Click Here
13. Off-Road Heavy Duty Diesel Vehicle Program (Construction)	Click Here	13. Ocean-Going Vessel Program	Click Here
14. Outboard Engine Program	Click Here	14. Oxygenate Blender Registration Program	Click Here
15. Periodic Smoke Inspection Program	Click Here	15. Perchloroethylene Program	Click Here
16. Portable Fuel Container Program	Click Here	16. Port/Rail Cargo Handling Equipment Program	Click Here
17. Public Agency and Utility Fleet Program	Click Here	17. Port/Rail Transport Refrigeration Unit Program	Click Here
18. Refrigerant Canister Program	Click Here	18. Railroad MOU Program	Click Here
19. School Bus Idling Program	Click Here	19. Red-Dyed Diesel Fuel Program	Click Here
20. Selective Catalytic Reduction Program	Click Here	20. Training Program	Click Here
21. Small Off-Road Engine Program	Click Here	21. Reformulated Gas Certification Program	Click Here
22. SmartWay Truck Technology Program	Click Here	22. Refrigerant Management Program	Click Here
23. Solid Waste Collection Vehicle Program	Click Here	23. Sulfur Hexafluoride Reduction Program	Click Here
24. Statewide Truck and Bus Program	Click Here	24. Vapor Recovery Program	Click Here
25. Transport Refrigeration Unit Program	Click Here	25. Visible Emissions Evaluation Program	Click Here
26. Urban Transit Bus and Transit Fleet Vehicle Program	Click Here		
27. Verified Diesel Emission Control Strategies Program	Click Here		

¹¹ The above listing is not all-inclusive and excludes a number of enforcement-related services provided by ED. For information about programs not listed, please visit the Enforcement Programs website at <http://www.arb.ca.gov/enf/enf.htm>.

