

Attachment A

Final Regulation Order

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Amendments to Division 3, Chapter 1, Sections 1990, 1991, 1992, 1993, and 1994, and Adoption of new Division 3, Chapter 16, Articles 1 through 7, Sections 2900 through 2914, Title 13, California Code of Regulations

Set forth below are the proposed amendments to title 13 of the California Code of Regulations. Amendments to existing section proposed and subject to comment in this rulemaking are shown in underline to indicate additions and ~~strikeout~~ to indicate deletions. Subsections for which no changes are proposed in this rulemaking are indicated with [No change] or “* * * *”. Division 3, Chapter 16, is a new chapter, which contains new Articles 1-7, and new Sections 2900 through 2914. Proposed new regulatory language in Division 3, Chapter 16 is shown without underline for easier reading.

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Chapter 1. Motor Vehicle Pollution Control Devices

Article 2.5. California Clean Air Act Annual Certification Fees

§ 1990. Applicability.

The Executive Officer shall collect annual fees from each manufacturer or modifier of motor vehicles and engines certified pursuant to Articles 2 and 7 of this subchapter, including manufacturers of federally certified vehicles which are sold in California pursuant to Health and Safety Code Section 43102. The Executive Officer shall calculate the amount of these fees as specified in Sections 1991-1993.

Note: Authority cited: Sections 39600, 39601 and 43019, Health and Safety Code. Reference: Section 43000.5, 43013, 43018 and 43019, Health and Safety Code.

§ 1991. Calculation of Total Revenues to be Assessed for Each Fiscal Year.

(a) Total revenues of four million five hundred thousand dollars (\$4,500,000) shall be assessed in Fiscal Year 1989-90.

(b) In subsequent fiscal years, total revenues to be assessed shall be calculated using the following equation:

$$REV_n = REV_{n-1} [1 + ANN]$$

where:

REV_n means the total revenues to be assessed for the current fiscal year

REV_{n-1} means the total revenues assessed in the previous fiscal year.

$ANN = (CPI_n - CPI_{n-1}) / CPI_{n-1}$, where CPI_n is the California Consumer Price Index in April prior to the current fiscal year, as determined pursuant to Section 2212 of the Revenue and Taxation Code, and CPI_{n-1} is the California Consumer Price Index in April of the previous year, as determined pursuant to Section 2212 of the Revenue and Taxation Code.

Note: Authority cited: Sections 39600, 39601 and 43019, Health and Safety Code. Reference: Sections 43000.5, 43013, 43018 and 43019, Health and Safety Code.

§ 1992. Calculation of Per-Vehicle or Per-Engine Certification Fees.

(a) For fiscal year 1989-90, the Executive Officer shall calculate a per-vehicle or per-engine certification fee, using the equation in subsection (b), within 60 days of the effective date of this article.

~~(b) Prior to July 31 of each subsequent year, the Executive Officer shall calculate a per-vehicle or per-engine certification fee using the following equation:~~

$$\text{Fee per vehicle or engine} = \frac{\text{REV}_n}{\text{Total vehicles or engines}}$$

where:

~~REV_n means the total revenues to be collected for the current fiscal year as specified under Section 1991.~~

~~"Total vehicles or engines" means the total number of all vehicles and engines produced for California sale in the previous calendar year, as determined by totaling the vehicle and engines as reported in the manufacturers' assembly-line reports or production reports specified in Section 1993 (a) (f) of this article.~~

~~Note: Authority cited: Sections 39600, 39601 and 43019, Health and Safety Code. Reference: Sections 43000.5, 43013, 43018 and 43019, Health and Safety Code.~~

~~§ 1993. Calculation of Fees to be Collected from Each Manufacturer.~~

~~The annual fees to be collected from each manufacturer subject to this article shall be calculated by multiplying the per-vehicle fee or per-engine fee, as determined by the Executive Officer pursuant to Section 1992, by the total number of vehicles or engines produced for California sale in the previous calendar year by that manufacturer. The total number of vehicles or engines produced for California sale shall be the number that each manufacturer is required to report under the following:~~

~~(a) For passenger cars, light-duty trucks and medium-duty vehicles, Section D.6.(a), "California Assembly Line Test Procedures for 1983 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles," incorporated by reference in Section 2061, Title 13, California Code of Regulations.~~

~~(b) For heavy-duty engines and vehicles, Section 86.085-37, "Production Vehicles and Engines," last amended January 12, 1983, 40 Code of Federal Regulations as incorporated by reference in "California Exhaust Emission Standards and Test Procedures for 1985 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles" and "California Exhaust Emission Standard and Test Procedures for 1987 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles."~~

~~(c) For motorcycles, Section 1958(b)(1)(b), Title 13, California Code of Regulations.~~

~~(d) For new modifier-certified vehicles, Section V.C.4., "California Certification and Compliance Test Procedures for New Modifier-Certified Motor~~

Vehicles” as incorporated by reference in Section 1964, Title 13, California Code of Regulations.

~~(e) For used modifier certified vehicles, Section IV.C.2.a, “Licensing Requirements for Vehicle Emission Test Laboratories” as incorporated by reference in Section 2048, Title 13, California Code of Regulations.~~

~~(f) For vehicle or engines whose production numbers for California distribution are not reported in assembly line reports or whose production numbers in assembly line reports do not segregate production specifically for California:~~

~~(1) For the 1989-90 fiscal year, the manufacturer shall report California production numbers for the 1988 calendar year within 30 days of the Executive Officer's request. A manufacturer may adjust production numbers to account for those vehicles or engines which are actually sold outside of California.~~

~~(2) For subsequent fiscal years, the manufacturer shall report California production numbers for the previous calendar year not later than May 1 of the current year. A manufacturer may adjust production numbers to account for those vehicles or engines which are actually sold outside of California.~~

~~(3) For any manufacturer who fails to submit any report required under paragraphs (1) and (2) by the specified date, the processing of certification applications for that manufacturer's vehicles and engines shall be suspended until such time as the manufacturer submits the report.~~

~~Note: Authority cited: Sections 39600, 39601 and 43019, Health and Safety Code.
Reference: Sections 43000.5, 43013, 43018 and 43019, Health and Safety Code.~~

~~§ 1994. Fee Payment and Collection.~~

~~(a) Between July 1 and July 31 of each year, the Executive Officer shall assess and notify in writing each manufacturer subject to this article of the amount to be collected for the fiscal year, except for Fiscal Year 1989-90 when each manufacturer shall be notified within 60 days of the effective date of this article.~~

~~(b) For Fiscal Year 1989-90, each manufacturer shall remit the fee to the state board within 30 days after receipt of the fee assessment notice. For subsequent fiscal years, each manufacturer shall have the option to either pay the entire fee to the state board within 30 days after receipt of the fee assessment notice, or to pay the fee in four equal quarterly installments with the first installment due within 30 days after receipt of the fee assessment notice, and subsequent installments due on or before November 1, February 1, and May 1 of each fiscal year. Payment shall be made payable to the State Air Resources Board. The Executive Officer shall forward the revenues to the State Controller for deposit in the Air Pollution Control Fund.~~

~~(c) Certification of vehicles or engines for the following model year shall not be granted to any manufacturer who has failed to pay the fees-~~

~~required under this article.~~

~~Note: Authority cited: Sections 39600, 39601 and 43019, Health and Safety Code. Reference: Sections 43000.5, 43013, 43018 and 43109, Health and Safety Code.~~

Chapter 16. Certification Fees for Mobile Sources

Article 1. General Provisions

§ 2900. Applicability.

The Executive Officer shall collect a certification fee from each applicant submitting an application to the California Air Resources Board seeking certification or evaluation of any mobile source described in Articles 2 through 7 for the 2023 and subsequent model year or the 2022 and subsequent calendar year, as applicable.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2901. Definitions.

The definitions of this chapter supplement and are governed by the definitions set forth in chapter 2 (commencing with section 39010), part 1, division 26 of the California Health and Safety Code, unless a specific definition set forth therein has been revised by this chapter.

“Base fee” means the certification fee applicable to all applicants seeking certification or evaluation that do not qualify for a reduced cost certification fee, including carry-over, partial carry-over, small business, zero-emission, low California production manufacturer, low California production for sale engine family, no change renewal, administrative change, model change, aftermarket catalytic converter reduced cost application, Category I or Category VIII.

“Carry-over” means an application that is identical to the previous model year’s application that resulted in the issuance of a certification except for one or more of the following: (1) model year; (2) Test Group name, Engine family name, Vehicle family name, or Evaporative family name; (3) applicant contact information; (4) projected sales data; or (5) portions of an application that pertain to compliance with on-board diagnostics requirements set forth in sections 1968.2 and 1971.1.

“Certification” means a finding by the state board that a mobile source as described in Article 2 through Article 7 has satisfied the criteria adopted by the state board for the control of specified air contaminants from that mobile source.

“Certification fee” means the fee paid at the time of application for certification or evaluation of any mobile source described in Articles 2 through 7 for compliance with applicable emission requirements.

“Engine family” has the same meaning as in the applicable certification

regulations for each of the mobile source categories, as defined in Article 2 or Article 3, as applicable, that are found in Title 13.

“Evaporative family” has the same meaning as in the applicable certification regulations for each of the mobile source categories, as defined in Article 2 or Article 3, as applicable, that are found in Title 13. For the purpose of this section 2901, references to “evaporative family” shall include “evaporative emissions family,” as defined in section 2903.

"Executive Officer" means the Executive Officer of the California Air Resources Board (CARB) or his or her authorized representative.

“Model year” has the same meaning as in the applicable regulations for each of the mobile source categories covered in Articles 2 through 7 that are found in Title 13 and Title 17.

“Partial carry-over” means an application that is identical to the previous model year’s application that resulted in the issuance of a certification except for one or more of the following: (1) model year; (2) Test Group name, Engine family name, Vehicle family name, or Evaporative family name; (3) applicant contact information; (4) projected sales data or (5) portions of an application that pertain to compliance with on-board diagnostics requirements set forth in sections 1968.2 and 1971.1; and in addition one or more of the following: (6) model names (including additional models if the certification emission levels are not changed); (7) part numbers (including new parts if they are durable to full useful life and do not impact the certification emission levels); and (8) equipment types.

“Receipt of payment” means the date the fee that meets the criteria for the selected category and fee type is received by the California Air Resources Board, for the purpose of calculating fee refunds.

“Small business” is defined as a business that meets the definition for “small business” in California Government Code section 11346.3, subdivision (b)(4)(B) with the following additional conditions:

A business entity whose ownership interests, management and operation are not subject to control, restriction, modification or limitation by an outside source, individual, or another business entity is considered independently owned and operated. An applicant business is not considered to be independently owned and operated if evidence exists of either of the following:

- 1) An outside person or business concern owns or controls, or has the power to control, fifty percent (50%) or more of the voting stock of the applicant business, or
- 2) One or more business owners, general partners, directors, officers or members of an outside business concern controls or has the power to

control or influence the day-to-day operations of the applicant business, board of directors, and/or owner(s) of the applicant business.

“Test Group” is defined in section 2903.

“Vehicle family” has the same meaning as “heavy-duty greenhouse gas vehicle family,” as defined in section 2903.

“Zero-emission” means an application to certify a mobile source technology that inherently produces zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas, excluding emissions from air conditioning systems, under any possible operational modes or conditions.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2902. Fee Payment and Refunds.

(a) Fee Payment.

(1) Each applicant submitting an application to the California Air Resources Board seeking certification or evaluation of any mobile source described in Articles 2 through 7 for compliance with applicable emission requirements shall submit a fee as set forth in this Chapter 16.

(2) Each applicant shall remit the fee that meets the criteria for the selected category and fee type to the California Air Resources Board in conjunction with the application. Payment shall be made payable to the California Air Resources Board. The Executive Officer shall forward all payments to the State Controller’s Office for deposit in the Certification and Compliance Fund.

(3) Any submitted application will not be processed, and cannot be deemed complete, before the fee that meets the criteria for the selected category and fee type is received.

(4) The Executive Officer shall determine if the fee submitted with an application meets the criteria for the selected category and fee type, based on a review of the application and the criteria for the selected category and fee type. If the Executive Officer determines the fee does not meet the criteria for the selected category and fee type, the Executive Officer will calculate the appropriate fee, and the applicant shall be notified and allowed to remit the appropriate fee.

(5) If an applicant uses a projected sales value to qualify for either the “Low California production manufacturer” or “Low California production for sale engine family” fee type, and the manufacturer’s final California reported production for sale exceeds the limit specified in the applicable definition, the Executive Officer will bill the applicant for the difference between the fee paid and the applicable fee. No new applications shall be processed until payment is received.

(6) Each applicant submitting a fee shall include an attestation stating that any information provided is true, accurate, and complete.

(b) Refunds.

Upon written request to the California Air Resources Board, a “fee refund” shall be issued to an applicant for any certification fee paid by that applicant pursuant to Articles 2, 3, and 4, if the criteria in this subsection are met and no certification was granted. Refunds shall not be issued for application fees paid pursuant to Articles 5, 6, and 7.

Criteria for Fee Refund	Fee Refund (% of certification fee paid)
Withdrawal of application 0-15 calendar days from receipt of payment, or the date the Executive Officer notifies the applicant the submitted payment is not appropriate under subdivision (a)(4)	100%
Certification fee paid, no application submitted	100%
Withdrawal of application 16-45 calendar days from receipt of payment, or the date the Executive Officer notifies the applicant the submitted payment is not appropriate under subdivision (a)(4)	50%
Withdrawal of application 46 or more calendar days from receipt of payment, or the date the Executive Officer notifies the applicant the submitted payment is not appropriate under subdivision (a)(4)	No refund

Notwithstanding, if an applicant determines that the payment submitted pursuant to Articles 2, 3, and 4 exceeds the appropriate fee, based on the criteria for the selected category and fee type, the applicant may request a refund for the portion of the submitted fee that exceeds the appropriate fee. Any request for a refund of overpayment of fees must be requested in writing to the California Air Resources Board by no later than March 1 of the calendar year following the

close of the model year for applications submitted pursuant to Articles 2 and 3 and by no later than March 1 of the calendar year following the close of the calendar year in which an application was submitted pursuant to Article 1. The Executive Officer shall issue a refund for the portion of the submitted fee that exceeds the appropriate fee, as determined in subdivision (a)(4).

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

Article 2. Certification Fees for On-Road Mobile Sources

§ 2903. Definitions.

The following definitions shall govern the provisions of this Article 2.

“Aerodynamic technologies” is defined in Title 17, section 95302 and is used to comply with the requirements of the “California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles,” incorporated by reference in Title 17, section 95663, subsection (d).

“Engine family” is a basic classification unit that is used to demonstrate compliance with Title 13, section 1956.8.

“Evaporative emissions family” is a basic classification unit that is used to demonstrate compliance with Title 13, section 1976.

“Family emission limit (FEL)” is defined in Title 13, section 1956.8.

“Fuel-fired heater” means any idling emission reduction device subject to the certification requirements in Title 13, sections 1956.8 and 2485, subsection (c)(3)(B).

“Heavy-duty compression ignition (HD CI) engine family” means any heavy-duty compression ignition engine family subject to the heavy-duty engine certification requirements in Title 13, section 1956.8 that apply to: heavy-duty diesel engines, heavy-duty natural gas-fueled and liquefied-petroleum-gas-fueled engines derived from diesel-cycle engines, and heavy-duty methanol-fueled diesel engines.

“Heavy-duty Otto-cycle (HDO) engine family” means any heavy-duty Otto-cycle engine family subject to the heavy-duty engine certification requirements in Title 13, section 1956.8.

“Heavy-duty greenhouse gas vehicle family” means any heavy-duty vehicle family subject to the requirements of the “California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles,” incorporated by reference in Title 17, section 95663, subsection (d).

“Heavy-duty greenhouse gas (HD GHG) partial carry-over” means an application that is identical to the previous model year’s application that resulted in the issuance of an certification except for one or more of the following: (1) model year; (2) Engine or Vehicle family name; (3) applicant contact information; (4) projected sales data; and in addition one or more of the following: 5) model names (only if the CO₂ standard to which the vehicle is certified or the lowest and highest FELs are not changed); (6) part numbers (only if the CO₂ standard to which the vehicle is certified or the lowest and highest FELs are not changed); (7) Engine families, transmission families, powertrain families, and axle families (only if the CO₂ standard to which the vehicle is certified or the lowest and highest FELs are not changed); and (8) Tires (for design-based standards only, tire changes must not impact the worst case coefficient of rolling resistance).

“Heavy-duty vehicle evaporative emissions family” means any heavy-duty vehicle family subject to the certification requirements in Title 13, sections 1976 and 1978.

“Incomplete medium-duty vehicle” means any medium-duty vehicle that meets the definition of an “incomplete vehicle” in the “California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” incorporated by reference in Title 13, section 1961.2, and is subject to the emission standards in Title 13, section 1956.8.

“Incomplete medium-duty vehicle (MDV) evaporative emissions family” means any medium-duty evaporative emissions family that is incorporated in an incomplete medium-duty vehicle.

“Light-duty vehicle” means any passenger car or light-duty truck that meets the applicable definitions in Title 13, section 1900 and is subject to the certification requirements in Title 13, Division 3, Chapter 1, Article 2. A street-use motorcycle is not a light-duty vehicle.

“Low California production manufacturer” means a manufacturer that produces annually for sale in California a total of no more than 300 heavy-duty vehicles that certify to the heavy-duty greenhouse gas standards in Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 12 or a total of no

more than 300 street-use motorcycles and motorcycle engines. The annual number of units produced for sale in California for purposes of this definition shall be based on the average number of applicable heavy-duty vehicles or street-use motorcycles or motorcycle engines produced for sale in California for the three previous consecutive model years by the manufacturer that seeks certification as a low California production manufacturer. For manufacturers seeking certification for the first time in California, model-year production volume shall be based on projected California sales. If actual reported sales numbers are available, projected production of California sales cannot be used to determine compliance with this definition.

- 1) For heavy-duty vehicles that certify to the heavy-duty greenhouse gas standards, the production cap is 300 units based on final sales data reported in accordance with section 1037.250 of the “California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles,” incorporated by reference in Title 17, section 95663, subsection (d). If final sales data is not available, projected sales data reported in accordance with section 1037.205 of the procedures shall be used to determine eligibility under this definition.
- 2) For street-use motorcycles and motorcycle engines, the production cap is 300 units based on final annual production for sale volume reports submitted in accordance with Title 40, Code of Federal Regulations, Part 86, section 86.415-78, incorporated in Title 13, section 1958, subsection (c) or projected production for sale data reported in accordance with Title 40, Code of Federal Regulations, Part 86, section 86.416-80, incorporated in Title 13, section 1958, subsection (c), if final sales data is not available.

“Low California production for sale engine family” means a street-use motorcycle family or street-use motorcycle engine family with a maximum of 100 units. The maximum allowable number of units shall be calculated based on the final annual production for sale volume reports submitted in accordance with Title 40, Code of Federal Regulations, Part 86, section 86.415-78, incorporated in Title 13, section 1958, subsection (c) or projected production for sale data reported in accordance with Title 40, Code of Federal Regulations, Part 86, section 86.416-80, incorporated in Title 13, section 1958, subsection (c), if final sales data is not available.

The number of “low California production for sale engine family” applications that a manufacturer may submit for each model year is based on the average total number of units that manufacturer produced for sale in California for the three previous consecutive model years. For manufacturers seeking certification for the first time in California, model-year production volume shall be based on projected California sales.

- 1) A manufacturer that produced for sale in California more than an average of 2,500 total units for the previous three model years may submit no more than three “low California production for sale engine family” applications for each model year and may not use the low California production manufacturer provision for any other applications of the same model year.
- 2) A manufacturer that produces for sale in California an average of 2,500 or fewer total units for the previous three model years may submit up to six “low California production for sale engine family” applications for each model year and may not use the low California production manufacturer provision for any other applications of the same model year.

“Medium-duty compression ignition (MD CI) engine family” means any engine family subject to the medium-duty compression ignition engine certification requirements in Title 13, section 1956.8.

“Medium-duty Otto-cycle (MDO) engine family” means any engine family subject to the medium-duty Otto-cycle engine certification requirements in Title 13, section 1956.8.

“Medium-duty vehicle” means any vehicle that meets the definition of a medium-duty vehicle (including medium-duty passenger vehicles) in Title 13, section 1900 and is subject to the certification requirements in Title 13, Division 3, Chapter 1, Article 2.

“On-road heavy-duty exempt engine” means a federally-certified heavy-duty engine that can legally be sold in California under the provisions of Title 13, section 1956.8, subdivision (f).

“Specially constructed vehicle (SPCNS) certified engine package” is a “certified engine package,” as defined in Title 13, section 2211, that is subject to the certification requirements in Title 13, section 2212.

“Specially constructed vehicle (SPCNS) certified engine package extension” is a “SPCNS certified engine package,” that complies with the requirements in Title 13, section 2209.2, subsection (b).

“Specially produced motor vehicle (SPMV) certified engine package” is a “certified engine package,” as defined in Title 13, section 2209.1, that is subject to the certification requirements in Title 13, section 2209.2.

“Specially produced motor vehicle (SPMV) manufacturer” is described in the “California Certification Procedures for Light-Duty Engine Packages for Use in New Light-Duty Specially-Produced Motor Vehicles for 2019 and Subsequent Mode Years,” incorporated by reference in Title 13, section 2209.1.

“Street-use motorcycle or motorcycle engine” means any motorcycle or motorcycle engine subject to the certification requirements in Title 13, section 1958.

“Test group” is a basic classification unit that has the meaning given in the “California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures Passenger Cars, Light Duty Trucks, and Medium Duty Vehicles,” incorporated by reference in Title 13, section 1961.2, subsection (d).

“Trailer Family” means any trailer family subject to the certification requirements in Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 12.

“Zero-emission powertrain family” means any zero-emission powertrain family subject to the certification requirements in the “California Standards and Test Procedures for New 2021 and subsequent Model Heavy-Duty Zero-Emission Powertrain,” incorporated by reference in Title 13, section 1956.8.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2904. Certification Fees for On-Road Mobile Sources.

(a) Certification Fees for Light-Duty Vehicle Test Groups, Medium-Duty Vehicle Test Groups, Heavy-Duty Engine Families, Medium-Duty Engine Families, Heavy-Duty Vehicle Evaporative Emissions Families, Incomplete Medium-Duty Vehicle Evaporative Emissions Families, Specially Constructed Vehicle Certified Engine Packages, Specially Constructed Certified Engine Package Extensions, Specially Produced Motor Vehicle Certified Engine Packages, and Specially Produced Motor Vehicle Manufacturers.

(1) For model year 2023, the certification fees for the following on-road categories shall be set as follows. "N/a" means the fee type does not apply to that category.

Category	Fee Type			
	Base Fee	Partial Carry-Over	Carry-Over	Zero-Emission
Light-duty vehicle test group and medium-duty vehicle test group	\$23,255	\$11,627	\$11,627	\$11,627
HD CI engine family and MD CI engine family	\$60,633	\$30,316	\$30,316	n/a
HDO engine family and MDO engine family	\$21,222	\$10,611	\$10,611	n/a
Heavy-duty vehicle evaporative emissions family and Incomplete MDV evaporative emissions family	\$7,468	\$3,734	\$3,734	n/a
SPCNS certified engine package	\$0	\$0	\$0	\$0
SPCNS certified engine package extension	\$0	n/a	n/a	n/a
SPMV certified engine package	\$0	\$0	\$0	\$0
SPMV manufacturer	\$0	n/a	n/a	n/a

(2) For model year 2024, the certification fees for the following on-road categories shall be set as follows. "N/a" means the fee type does not apply to that category.

Category	Fee Type			
	Base Fee	Partial Carry-Over	Carry-Over	Zero-Emission
Light-duty vehicle test group and medium-duty vehicle test group	\$34,882	\$17,441	\$11,627	\$11,627
HD CI engine family and MD CI engine family	\$90,949	\$45,474	\$30,316	n/a
HDO engine family and MDO engine family	\$31,832	\$15,916	\$10,611	n/a
Heavy-duty vehicle evaporative emissions family and Incomplete MDV evaporative emissions family	\$11,201	\$5,601	\$3,734	n/a
SPCNS certified engine package	\$11,627	\$5,813	\$5,813	\$5,813
SPCNS certified engine package extension	\$1,000	n/a	n/a	n/a
SPMV certified engine package	\$11,627	\$5,813	\$5,813	\$5,813
SPMV manufacturer	\$1,000	n/a	n/a	n/a

(3) For model year 2025, the certification fees for the following on-road categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type			
	Base Fee	Partial Carry-Over	Carry-Over	Zero-Emission
Light-duty vehicle test group and medium-duty vehicle test group	\$46,509	\$23,255	\$11,627	\$11,627
HD CI engine family and MD CI engine family	\$121,265	\$60,633	\$30,316	n/a
HDO engine family and MDO engine family	\$42,443	\$21,222	\$10,611	n/a
Heavy-duty vehicle evaporative emissions family and Incomplete MDV evaporative emissions family	\$14,935	\$7,468	\$3,734	n/a
SPCNS certified engine package	\$17,441	\$8,720	\$5,813	\$5,813
SPCNS certified engine package extension	\$1,000	n/a	n/a	n/a
SPMV certified engine package	\$17,441	\$8,720	\$5,813	\$5,813
SPMV manufacturer	\$1,000	n/a	n/a	n/a

(4) For the 2026 and subsequent model years, the certification fees for Light-Duty Vehicle Test Groups, Medium-Duty Vehicle Test Groups, Heavy-Duty Engine Families, Medium-Duty Engine Families, Heavy-Duty Vehicle Evaporative Emissions Families, and Incomplete Medium-Duty Vehicle Evaporative Emissions Families shall be calculated in accordance with subsection (f).

(5) For the 2026 model year, the certification fees for Specially Constructed Vehicle Certified Engine Packages, Specially Constructed Certified Engine Package Extensions, Specially Produced Motor Vehicle Certified Engine Packages, and Specially Produced Motor Vehicle Manufacturers shall be set as follows.

Category	Fee Type			
	Base Fee	Partial Carry-Over	Carry-Over	Zero-Emission
SPCNS certified engine package	\$23,254	\$11,628	\$5,813	\$5,813
SPCNS certified engine package extension	\$1,000	n/a	n/a	n/a
SPMV certified engine package	\$23,254	\$11,628	\$5,813	\$5,813
SPMV manufacturer	\$1,000	n/a	n/a	n/a

(6) For the 2027 and subsequent model years, the certification fees for Specially Constructed Vehicle Certified Engine Packages, Specially Constructed Certified Engine Package Extensions, Specially Produced Motor Vehicle Certified Engine Packages, and Specially Produced Motor Vehicle Manufacturers shall be calculated in accordance with subsection (f).

(b) *Certification Fees for Heavy-Duty Greenhouse Gas Vehicle Families and Trailer Families.*

(1) For model year 2023, the certification fees for the following on-road categories shall be set as follows. "N/a" means the fee type does not apply to that category.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	HD GHG Partial Carry-Over	Carry-Over	Zero-Emission
Heavy-duty greenhouse gas vehicle family	\$8,860	\$6,645	\$4,430	\$4,430	\$4,430
Trailer family	\$1,968	n/a	\$984	\$984	n/a

(2) For model year 2024, the certification fees for the following on-road categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	HD GHG Partial Carry-Over	Carry-Over	Zero-Emission
Heavy-duty greenhouse gas vehicle family	\$13,290	\$9,968	\$6,645	\$4,430	\$4,430
Trailer family	\$2,952	n/a	\$1,476	\$984	n/a

(3) For model year 2025, the certification fees for the following on-road categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	HD GHG Partial Carry-Over	Carry-Over	Zero-Emission
Heavy-duty greenhouse gas vehicle family	\$17,720	\$13,290	\$8,860	\$4,430	\$4,430
Trailer family	\$3,936	n/a	\$1,968	\$984	n/a

(4) For the 2026 and subsequent model years, the certification fees shall be calculated in accordance with subsection (f).

(c) Certification Fees for Street-use Motorcycle Families and Motorcycle Engine Families.

(1) For model year 2023, the certification fees for street-use motorcycle families and motorcycle engine families shall be set as follows.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	Partial Carry-Over	Carry-Over	Low California Production for Sale Engine Family
Street-use motorcycle family and motorcycle engine family	\$8,724	\$6,543	\$4,362	\$4,362	\$872

(2) For model year 2024, the certification fees for street-use motorcycle families and motorcycle engine families shall be set as follows.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	Partial Carry-Over	Carry-Over	Low California Production for Sale Engine Family
Street-use motorcycle family and motorcycle engine family	\$13,085	\$9,814	\$6,543	\$4,362	\$872

(3) For model year 2025, the certification fees for street-use motorcycle families and motorcycle engine families shall be set as follows.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	Partial Carry-Over	Carry-Over	Low California Production for Sale Engine Family
Street-use motorcycle family and motorcycle engine family	\$17,447	\$13,085	\$8,724	\$4,362	\$872

(4) For the 2026 and subsequent model years, the certification fees shall be calculated in accordance with subsection (f).

(d) *Certification Fees for On-Road Heavy-Duty Exempt Engines.*

(1) For model years 2023 through 2025, the certification fee for each on-road heavy-duty exempt engine shall be \$98.

(2) For the 2026 and subsequent model years, the certification fee shall be calculated in accordance with subsection (f).

(e) *Certification Fees for Zero-Emission Powertrain Families, Aerodynamic Technologies, and Fuel-Fired Heaters.*

(1) For calendar years 2022, 2023, and 2024, the certification fees for the following on-road categories shall be set as follows:

Category	Base Fee		
	2022	2023	2024
Aerodynamic technologies	\$1,968	\$2,952	\$3,936
Zero-emission powertrain family	\$977	\$977	\$977
Fuel-fired heater	\$293	\$293	\$293

(2) For the 2025 and subsequent calendar years, the certification fees for aerodynamic technologies and fuel-fired heaters shall be equal to the fees applicable to the 2024 calendar year in subsection (e)(1). For the 2025 and subsequent calendar years, the certification fee for zero-emission powertrain families shall be calculated in accordance with subsection (f).

(f) *Calculation of Certification Fees.*

Certification fees shall be calculated using the following equation starting with the 2026 model year for the on-road categories included in subsections (a) through (d) and starting with the 2025 calendar year for the on-road categories included in subsection (e). The Executive Officer will publish the calculated fees annually prior to the start of the model year and calendar year.

$$AF_n = AF_{n-1} [1 + ANN]$$

where:

AF_n means the certification fee for the current model year, or calendar year, as applicable

AF_{n-1} means the certification fee in the previous model year, or calendar year, as applicable.

$ANN = (CPI_n - CPI_{n-1}) / CPI_{n-1}$, where CPI_n is the California Consumer Price Index for all items and all urban consumers in April that is two calendar years prior to the start of the current model year or calendar year (AF_n), as determined pursuant to Section 2212 of the Revenue and Taxation Code, and CPI_{n-1} is the California Consumer Price Index for all items and all urban consumers in April of the previous year, as determined pursuant to Section 2212 of the Revenue and Taxation Code.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

Article 3. Certification Fees for Off-Road Mobile Sources

§ 2905. Definitions.

The following definitions shall govern the provisions of this Article 3.

“Large spark-ignition (LSI) engine family” means any engine family subject to the exhaust emission standards in Title 13, Division 3, Chapter 9, Article 4.5.

“Large spark-ignition (LSI) evaporative family” means any evaporative family subject to the evaporative emission standards in Title 13, Division 3, Chapter 9, Article 4.5.

“Low California production manufacturer” means a manufacturer that produces for sale a total of no more than a specified number of off-road engines or pieces of equipment annually for sale in California. The qualifying production volume shall be based on the average number of units produced for sale in California for the following off-road categories for the three previous consecutive model years for which a manufacturer seeks certification as a low California production manufacturer. Where applicable for manufacturers seeking certification for the first time in California, model-year production volume shall be based on projected California sales. If actual reported sales numbers are available, projected production of California sales cannot be used to determine compliance with this definition. The “low California production manufacturer” category does not apply to manufacturers of off-road compression-ignition engines, small off-road engines or equipment, or to manufacturers of zero-emission golf carts.

- 1) For large spark-ignition engines, the production cap is 100 units based on quarterly production reports submitted in accordance with Title 13, section 2437, subsection (d).
- 2) For pieces of equipment that use large spark-ignition engines, the production cap is 100 units based on annual production volume reports submitted in accordance with Title 13, section 2433, subsection (b)(4)(B), which incorporates by reference Title 13, section 2761, subsection (f).
- 3) For spark-ignition marine engines, the production cap is 100 units based on quarterly production reports submitted in accordance with Title 13, section 2446, subsections (b)(4) and (c)(3)(E) or projection production estimates reported in accordance with section 14(b)(2)(E) of the “California Exhaust Emission Standards and Test Procedures for 2001 Model Year and Later Spark-Ignition Marine Engines,” incorporated by

reference in Title 13, section 2441, subsection (a)(65), if final production reports are not available.

- 4) For watercraft that use spark-ignition marine engines, the production cap is 75 units based on quarterly production reports submitted in accordance with Title 13, section 2856, subsection (d)(1)(B) or projected production reports in Title 13, section 2856, subsection (d)(1)(A), if quarterly production reports are not available.
- 5) For off-highway recreational engines and vehicles, the production cap is 300 units based on final annual production for sale volume reports submitted in accordance with Title 40, Code of Federal Regulations, Part 86, section 86.415-78, incorporated in Title 13, section 2412, subsection (c)(1) or projected production for sale data reported in accordance with Title 40, Code of Federal Regulations, Part 86, section 86.416-80, incorporated in Title 13, section 2412, subsection (c)(1), if final annual production for sale volume reports are not available.

“Off-highway recreational vehicle (OHRV) engine family” means any off-highway recreational vehicle engine family subject to the emission standards in Title 13, Division 3, Chapter 9, Article 3.

“Off-road compression-ignition (ORCI) engine family” means any engine family subject to the exhaust emission standards in Title 13, Division 3, Chapter 9, Article 4.

“Small off-road engine (SORE) family” means any engine family subject to the exhaust emission standards in Title 13, Division 3, Chapter 9, Article 1.

“Small off-road engine (SORE) evaporative family” means any engine evaporative family subject to the evaporative emission requirements in Title 13, Division 3, Chapter 15, Article 1.

“Spark-ignition marine engine (SIME) family” means any engine family subject to the exhaust emission standards in Title 13, Division 3, Chapter 9, Article 4.7.

“Spark-ignition marine watercraft (SIMW) evaporative family” means any evaporative family subject to the evaporative emission requirements in Title 13, Division 3, Chapter 15, Article 4.

“Zero-emission golf cart” means any golf cart that meets the definition of “golf cart” in Title 13, section 2411, and “zero-emission” in section 2902 and is subject to the certification requirements in Title 13, Division 3, Chapter 9, Article 3.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2906. Certification Fees for Off-Road Mobile Sources.

(a) Certification Fees for Model Year 2023.

For model year 2023, the certification fees for the following off-road mobile source categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	Partial Carry-Over	Carry-Over	Zero-Emission
LSI engine family	\$2,256	\$1,692	\$1,128	\$1,128	n/a
LSI evaporative family	\$550	\$412	\$275	\$275	n/a
OHRV engine family	\$1,494	\$1,121	\$747	\$747	\$747
ORCI engine family	\$2,077	n/a	\$1,038	\$1,038	n/a
SORE family	\$1,302	n/a	\$651	\$651	\$651
SORE evaporative family	\$606	n/a	\$303	\$303	n/a
SIME family	\$739	\$554	\$370	\$369	n/a
SIMW evaporative family	\$522	\$391	\$261	\$261	n/a
Zero-emission golf cart	n/a	n/a	n/a	n/a	\$842

(b) Certification Fees for Model Year 2024.

For model year 2024, the certification fees for the following off-road mobile source categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	Partial Carry-Over	Carry-Over	Zero - Emission
LSI engine family	\$3,383	\$2,537	\$1,691	\$1,128	n/a
LSI evaporative family	\$824	\$618	\$413	\$275	n/a
OHRV engine family	\$2,241	\$1,681	\$1,121	\$747	\$747
ORCI engine family	\$3,115	n/a	\$1,557	\$1,038	n/a
SORE family	\$1,952	n/a	\$976	\$651	\$651
SORE evaporative family	\$909	n/a	\$455	\$303	n/a
SIME family	\$1,109	\$831	\$554	\$369	n/a
SIMW evaporative family	\$782	\$587	\$392	\$261	n/a
Zero-emission golf cart	n/a	n/a	n/a	n/a	\$842

(c) *Certification Fees for Model Years 2025 and Subsequent.*

For the 2025 and subsequent model years, the certification fees for the following off-road mobile source categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type				
	Base Fee	Low California Production Manufacturer	Partial Carry-Over	Carry-Over	Zero - Emission
LSI engine family	\$4,511	\$3,383	\$2,255	\$1,128	n/a
LSI evaporative family	\$1,099	\$824	\$550	\$275	n/a
OHRV engine family	\$2,988	\$2,241	\$1,494	\$747	\$747
ORCI engine family	\$4,153	n/a	\$2,076	\$1,038	n/a
SORE family	\$2,603	n/a	\$1,302	\$651	\$651
SORE evaporative family	\$1,212	n/a	\$606	\$303	n/a
SIME family	\$1,478	\$1,108	\$739	\$369	n/a
SIMW evaporative family	\$1,043	\$782	\$522	\$261	n/a
Zero-emission golf cart	n/a	n/a	n/a	n/a	\$842

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

Article 4. Certification Fees for Evaporative Components

§ 2907. Definitions.

The following definitions shall govern the provisions of this Article 4.

“Administrative change” means a request to amend an existing Executive Order where the request is limited to one or more of the following: manufacturer name change, component name change, change to component labeling, or manufacturer contact information. The request shall not include changes to the previously certified component that could affect its ability to control evaporative emissions.

“Model change” means an application submitted for the purpose of obtaining certification for additional components or component systems to be listed on a previously-issued and valid Executive Order.

“No change renewal” means a certification application submitted for the purpose of renewing an Executive Order. A “no change renewal” application

shall not include changes to the component that could affect its ability to control evaporative emissions.

“Off-highway recreational vehicle (OHRV) evaporative emission control system component” means any evaporative emission control system component that is designed to be used in an off-highway recreational vehicle and subject to the evaporative emission requirements in Title 13, Division 3, Chapter 9, Article 3.

“Portable container product family” means any product family subject to the certification requirements in Title 13, Chapter 9, Article 6 or any portable outboard marine tank system or component subject to the certification requirements in Title 13, Division 3, Chapter 9, Article 6.5.

“Small off-road engine (SORE) evaporative emission control system component” means any evaporative emission control system component that is designed to be used in a small off-road engine and subject to the evaporative emission requirements in Title 13, Division 3, Chapter 15, Article 1.

“Spark ignition marine watercraft evaporative emission control system component” means any evaporative emission control system component that is designed to be used in a spark-ignition marine watercraft and subject to the evaporative emission requirements in Title 13, Division 3, Chapter 15, Article 4.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2908. Certification Fees for Evaporative Components.

(a) *Certification Fees for Calendar Year 2022.*

For the 2022 calendar year, the certification fees for the following evaporative component categories shall be set as follows.

Category	Fee Type	
	Base Fee	No change renewal, administrative change, or model change
OHRV evaporative emission control system component	\$459	\$229
Portable container product family	\$3,414	\$1,707
SORE evaporative emission control system component	\$1,886	\$943
Spark ignition marine watercraft evaporative emission control system component	\$459	\$229

(b) *Certification Fees for Calendar Year 2023.*

For the 2023 calendar year, the certification fees for the following evaporative component categories shall be set as follows.

Category	Fee Type	
	Base Fee	No change renewal, administrative change, or model change
OHRV evaporative emission control system component	\$688	\$229
Portable container product family	\$5,120	\$1,707
SORE evaporative emission control system component	\$2,828	\$943
Spark ignition marine watercraft evaporative emission control system component	\$688	\$229

(c) *Certification Fees for Calendar Years 2024 and Subsequent.*

For the 2024 and subsequent calendar years, the certification fees for the following evaporative component categories shall be set as follows.

Category	Fee Type	
	Base Fee	No change renewal, administrative change, or model change
OHRV evaporative emission control system component	\$917	\$229
Portable container product family	\$6,827	\$1,707
SORE evaporative emission control system component	\$3,771	\$943
Spark ignition marine watercraft evaporative emission control system component	\$917	\$229

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

Article 5. Certification Fees for Aftermarket Parts

§ 2909. Definitions.

The following definitions shall govern the provisions of this Article 5.

“Aftermarket catalytic converter” means any aftermarket catalytic converter that is subject to the requirements in Title 13, Division 3, Chapter 4, Article 2 or Title 13, Division 3, Chapter 9, Article 7.

“Aftermarket catalytic converter reduced cost application” means an application that is identical to the previous model year range and emission category application that resulted in the issuance of a certification except for one or more of the following: (1) newer model year; (2) Test Group name; (3) model name; (4) part number; or (5) marketing designation.

“Aftermarket diesel particulate filter” means any aftermarket diesel particulate filter that is subject to the requirements in Title 13, Division 3, Chapter 4, Article 2.

“Aftermarket fuel tank” means any aftermarket fuel tank that is subject to the requirements in Title 13, Division 3, Chapter 4, Article 2 or the requirements in Title 13, Division 3, Chapter 1, Article 3.

“Aftermarket part” means any add-on part and modified part that is sold, offered for sale, or advertised for sale for use on motor vehicles that are subject to California or federal emission standards.

“Aftermarket part – general” means any aftermarket part subject to the certification requirements in Title 13, Division 3, Chapter 4, Article 1; Title 13, Division 3, Chapter 4, Article 2; or Title 13, Division 3, Chapter 9, Article 7, other than an aftermarket catalytic converter, an aftermarket diesel particulate filter, or an aftermarket fuel tank.

“Alternative fuel retrofit system” means a system designed to convert a motor vehicle to use a fuel other than the original certification fuel, or to convert a motor vehicle for emission reduction credit, or to convert a hybrid electric vehicle to an off-vehicle charge capable hybrid electric vehicle subject to the certification requirements in Title 13, Division 3, Chapter 1, Article 5 or Title 13, Division 3, Chapter 9, Article 7.

“Alternative fuel retrofit system extension” means any alternative fuel retrofit system that complies with the requirements in Title 13, section 2030, subsection (c) or Title 13, section 2031, subsection (c) and that is submitted within 30 days of the issuance of the new vehicle or engine certification.

“Category I” is defined in section III, subsection (a)(1) of the “Procedures for Exemption of Add-On and Modified Part(s) for On-Road Vehicles/Engines,” incorporated by reference in Title 13, section 2222, subsection (e).

“Category VIII,” is defined in section III, subsection (a)(8) of the “Procedures for Exemption of Add-On and Modified Part(s) for On-Road Vehicles/Engines,” incorporated by reference in Title 13, section 2222, subsection (e).

“Experimental permit” means a permit for the testing of experimental motor vehicle pollution control devices installed in used motor vehicles, or for the testing of experimental or prototype motor vehicles which appear to have very low emission characteristics, in accordance with California Health and Safety Code section 43014.

“Motorcycle critical emission control part” means any aftermarket critical emission control part for use on highway motorcycles in California, where “Aftermarket critical emission control part” is defined in the “California Evaluation Procedures for Aftermarket Critical Emission Control Parts on Highway Motorcycles,” incorporated by reference in Title 13, Division 3, Chapter 4, Article 2, section 2222.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2910. Certification Fees for Aftermarket Parts.

For the 2022 and subsequent calendar years, the certification fees for the following aftermarket part categories shall be set as follows. “N/a” means the fee type does not apply to that category.

Category	Fee Type					
	Base Fee	Small Business	Zero-Emission	Carry-Over	Aftermarket catalytic converter reduced cost application	Category I and Category VIII
Aftermarket catalytic converter	\$10,000	\$5,000	n/a	n/a	\$2,500	n/a
Aftermarket diesel particulate filter	\$10,000	\$5,000	n/a	n/a	n/a	n/a
Aftermarket fuel tank	\$1,000	\$500	n/a	n/a	n/a	\$500
Aftermarket part – general	\$1,000	\$500	n/a	n/a	n/a	\$500
Alternative fuel retrofit system	\$5,161	\$3,870	\$1,290	n/a	n/a	n/a
Alternative fuel retrofit system extension	\$0	\$0	\$0	n/a	n/a	n/a
Experimental permit	\$195	n/a	n/a	n/a	n/a	n/a
Motorcycle critical emission control part	\$1,000	\$500	n/a	\$500	n/a	n/a

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

Article 6. Certification Fees for Diesel Emission Control Strategy Verifications and Approvals

§ 2911. Definitions.

The following definitions shall govern the provisions of this Article 6.

“Diesel emission control strategy verification – locomotive” means verification of a diesel emission control strategy under the procedures in Title 13, Division 3, Chapter 14, Sections 2700-2711, for use on a locomotive, as defined in section 2701.

“Diesel emission control strategy verification – other than locomotive” means verification of a diesel emission control strategy under the procedures in Title 13, Division 3, Chapter 14, Sections 2700-2711, for use with an emission control group other than “Diesel emission control strategy verification - locomotive”.

“Emission control group (ECG)” is defined in Title 13, section 2701.

“Executive Order fee for New Verifications or Major Modification” means any fee paid upon the California Air Resources Board’s approval of the Final Application prior to issuance of the Executive Order. This fee only applies to new verifications and to major modifications.

“Final application fee for new verifications or major modification” means any fee paid at the first submittal of data to be included in Final Application report to the California Air Resources Board, pursuant to Title 13, section 2702, as part of the “diesel emission control strategy verification – other than locomotive” procedure. This fee only applies to new verifications and to major modifications.

“In-use compliance emissions testing fee” – In-use compliance requirements, as described in Title 13, section 2709, require emission testing when certain conditions are met (Title 13, section 2709, subsection (a).) The “in-use compliance emissions testing fee” is paid upon submittal of the in-use compliance emissions testing proposal to CARB (Title 13, section 2709, subsection (d)).

“In-use compliance field testing fee” – In-use compliance, as described in Title 13, section 2709, requires field testing when certain conditions are met (Title 13, section 2709, subsection (a).) The “in-use compliance field testing fee” is paid upon submittal of the in-use compliance field testing proposal to the California Air Resources Board (Title 13, section 2709, subsection (d)).

“Locomotive initial application fee” means any fee paid at the submittal of a preliminary verification application pursuant to Title 13, section 2702, as

described in the “diesel emission control strategy verification – locomotive” procedure.

“Locomotive final verification letter fee” means any fee paid prior to issuance of final approval letter, which signifies a complete California Air Resources Board verification.

“Major modification” means an application for modification of an existing verification that includes an emission control group (ECG) change or requires additional testing, or an application for modification of an existing conditional verification (as described in Title 13, section 2704, subsection (l)) that includes an ECG change or requires additional testing. This applies to applications (as described in Title 13, section 2702) to do any of the following:

- 1) Applications that incorporates another ECG to an existing verification, pursuant to Title 13, section 2702, subsections (h) or (i);
- 2) Applications to make a change to an existing verification (e.g., design change, ECG change, etc.) that is not supported by the previously submitted information or data, or to make a change to the product that is not represented by the totality of the submittal for the existing verification or that requires additional testing; or
- 3) Applications to transfer ownership of an existing verification that include any change that is herein defined as major modification.

“Minor modification” means an application for modification of an existing verification that does not include an ECG change and does not require additional testing, or an application for modification of an existing conditional verification that does not include an ECG change and does not require additional testing. This does not apply to the following types of applications (as described in Title 13, section 2702):

- 1) Application for a new verification;
- 2) Application for a new conditional verification;
- 3) Application that incorporates another ECG to an existing verification, pursuant to Title 13, section 2702, subsections (h) or (i);
- 4) Application to make a change to an existing verification or other change (e.g., design change, ECG change, etc.) that is not supported by the previously submitted information or data, or to make a change to the product that is not represented by the totality of the submittal for the existing verification and/or that requires additional testing; and
- 5) Application to transfer ownership of an existing verification that include any change that is herein defined as major modification.

“Minor modification fee” means any fee paid at the submittal of a preliminary verification application pursuant to Title 13, section 2702, as described in the “diesel emission control strategy verification – other than locomotive” procedure for modification of existing verifications that are minor

modifications, or for modification of existing conditional verifications that are minor modifications.

“New verification” means an application for a diesel emission control strategy that has not been previously verified for a given company and is not a verification transfer (as described in Title 13, section 2702(k)).

“Preliminary application fee for new verifications or major modification” means any fee paid at the submittal of a preliminary verification application pursuant to Title 13, section 2702, which starts the “diesel emission control strategy verification – other than locomotive” procedure for new verifications and modifications of existing verifications that are major modifications or for modification of existing conditional verifications that are major modifications. Although all applicants submit a Preliminary Application, this fee only applies to new applications and to major modifications.

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2912. Certification Fees for Diesel Emission Control Strategy Verifications and Approvals.

(a) For the “Diesel emission control strategy verification – other than locomotive” category, no fees in section 2912(b) through section 2912(d) shall be assessed on an entity holding and identified in a valid Executive Order or conditional verification for a diesel emission control strategy for verification activities related to the product directly covered by an Executive Order or conditional verification that was issued prior to the effective date of this regulation.

(b) Certification Fees for Calendar Year 2022.

(1) For the 2022 calendar year, the certification fees for all “Diesel emission control strategy verification” applications other than the “Diesel emission control strategy verification - locomotive” applications shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Preliminary Application Fee for New Verifications or Major Modification	\$24,038	\$18,028
Final Application Fee for New Verifications or Major Modification	\$12,019	\$9,014
Executive Order Fee for New Verification or Major Modification	\$12,019	\$9,014
In-Use Compliance Field Testing Fee	\$6,010	\$4,507
In-Use Compliance Emissions Testing Fee	\$12,019	\$9,014
Minor Modification Fee	\$12,019	\$9,014

(2) For the 2022 calendar year, the certification fees for “Diesel emission control strategy verification - locomotive” shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Locomotive Initial Application Fee	\$9,217	\$6,913
Locomotive Final Verification Letter Fee	\$36,869	\$27,652

(c) *Certification Fees for Calendar Year 2023.*

(1) For the 2023 calendar year, the certification fees for all “Diesel emission control strategy verification” applications other than the “Diesel emission control strategy verification - locomotive” applications shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Preliminary Application Fee for New Verification or Major Modification	\$36,056	\$27,042
Final Application Fee for New Verification or Major Modification	\$18,029	\$13,521
Executive Order Fee for New Verification or Major Modification	\$18,029	\$13,521
In-Use Compliance Field Testing Fee	\$9,014	\$6,760
In-Use Compliance Emissions Testing Fee	\$18,029	\$13,521
Minor Modification Fee	\$18,029	\$13,521

(2) For the 2023 calendar year, the certification fees for “Diesel emission control strategy verification - locomotive” shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Locomotive Initial Application Fee	\$13,826	\$10,370
Locomotive Final Verification Letter Fee	\$55,304	\$41,478

(d) *Certification Fees for Calendar Years 2024 and Subsequent.*

(1) For the 2024 and subsequent calendar years, the certification fees for all “Diesel emission control strategy verification” applications other than the “Diesel emission control strategy verification - locomotive” applications shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Preliminary Application Fee for New Verification or Major Modification	\$48,075	\$36,056
Final Application Fee for New Verification or Major Modification	\$24,038	\$18,028
Executive Order Fee for New Verification or Major Modification	\$24,038	\$18,028
In-Use Compliance Field Testing Fee	\$12,019	\$9,014
In-Use Compliance Emissions Testing Fee	\$24,038	\$18,028
Minor Modification Fee	\$24,038	\$18,028

(2) For the 2024 and subsequent calendar years, the certification fees for “Diesel emission control strategy verification - locomotive” shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Locomotive Initial Application Fee	\$18,434	\$13,826
Locomotive Final Verification Letter Fee	\$73,738	\$55,304

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

Article 7. Certification Fees for the At-Berth Regulation

§ 2913. Definitions.

The following definitions shall govern the provisions of this Article 7.

“At-Berth Application fee” means the fee paid when submitting an application to the California Air Resources Board pursuant to Title 17, section 93130.5, subsection (h). Applications shall not be accepted until the applicant receives an approved test plan and conducts all testing. An Executive Order for a CAECS shall not be issued until the application has been reviewed and approved by the California Air Resources Board, and the certification fee is received.

“CARB approved emission control strategy (CAECS)” has the meaning given in Title 17, section 93130.2, subsection (b).

“Continuous Emission Monitors (CEMS) data review fee” means the fee to be paid (for each vessel visit) by each vessel serviced for review of the visit’s emissions controls data including review of CEMS data used with a CAECS, pursuant to Title 17, section 93130.5, subsection (j) and any other review required in a CAECS Executive Order.

“Design change fee” means any fee paid when modifications are made to the CAECS require a review of additional emissions testing pursuant to Title 17, section 93130.5, subsection (i)(2).

“Minor amendment fee” means any fee paid for minor amendments to an application that do not require additional emissions testing, such as extending a CAECS or administratively transferring an Executive Order to a new party, pursuant to Title 17, section 93130.5, subsection (i)(1) or subsection (i)(2).

“Test plan review fee” means any fee paid at submittal of the initial test plan to the California Air Resources Board in the application process pursuant to Title 17, section 93130.5, subsection (f).

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.

§ 2914. Certification Fees for the At-Berth Regulation.

(a) Certification Fees for Calendar Year 2022.

For the 2022 calendar year, the certification fees for the At-Berth categories shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Test Plan Review Fee	\$5,079	\$3,809
At-Berth Application Fee	\$12,697	\$9,523
CEMS Data Review	\$127	\$95
Design Change Fee	\$5,079	\$3,809
Minor Amendment Fee	\$1,016	\$762

(b) Certification Fees for Calendar Year 2023.

For the 2023 calendar year, the certification fees for the At-Berth categories shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Test Plan Review Fee	\$7,619	\$5,713
At-Berth Application Fee	\$19,046	\$14,284
CEMS Data Review Fee	\$190	\$143
Design Change Fee	\$5,713	\$4,282
Minor Amendment Fee	\$1,524	\$1,143

(c) Certification Fees for Calendar Years 2024 and Subsequent.

For the 2024 and subsequent calendar years, the certification fees for the At-Berth categories shall be set as follows:

Category	Fee Type	
	Base Fee	Small Business
Test Plan Review Fee	\$10,158	\$7,617
At-Berth Application Fee	\$25,394	\$19,046
CEMS Data Review Fee	\$254	\$190
Design Change Fee	\$10,158	\$7,618
Minor Amendment Fee	\$2,032	\$1,524

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.