

Attachment 1: Concepts for Proposed Amendments to the ARB SWCV Rule**1. Adopt a rule consistent with Rule 1193:**

If ARB were to adopt a rule consistent with Rule 1193, only alternative-fuel vehicles could be purchased or leased when SWCV operators add or replace vehicles in their fleets. No changes to the content of the ARB SWCV Rule as it applies to in-use vehicles would be required, and the implementation of best available control technology (BACT) would proceed according to the current schedule.

2. Require purchase of best available technology, regardless of fuel type:

This option is more explicitly fuel-neutral and requires that “best available technology” be carefully defined. It would not be practical to define best available technology as the single engine family within a given model year that has lower particulate matter (PM) and oxides of nitrogen (NOx) emissions than any other family. Instead, an approach that establishes some intervals of emission levels would be more appropriate, such as how a Level 3 diesel emission control strategy is defined as one which achieves an 85 percent or greater PM reduction. Applied to NOx, for instance, one level might be engines with an emission level less than 0.6 grams per brake-horsepower hour.

3. Require purchase of best available technology OR retrofit new diesels to achieve equivalent emissions:

This third option incorporates the concept of best available technology described above, but includes an option to retrofit new diesel vehicles with emission control systems that bring emissions down to a level that is equivalent to that of the best available technology. Retrofit technologies that might accomplish this include selective catalytic reduction (SCR) systems and NOx adsorbers. Any such technologies would need to be verified by ARB under the Diesel Emission Control Strategy Verification Procedure for the intended application.