



Air Resources Board



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Edmund G. Brown Jr.
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August 25, 2015

Mail-Out # MSC 15-21

TO: All Interested Parties

SUBJECT: PUBLIC WORKSHOP TO DISCUSS PROPOSED RULEMAKING TO PROVIDE CERTIFICATION AND AFTERMARKET PART APPROVAL FLEXIBILITY FOR INNOVATIVE MEDIUM- AND HEAVY-DUTY ENGINE AND VEHICLE TECHNOLOGIES (INNOVATIVE TECHNOLOGY REGULATION)

The California Air Resources Board (ARB) invites interested parties to participate in a public workshop on September 28, 2015, in El Monte, California, to discuss a proposed rulemaking to provide certification flexibility to accelerate market launch of the innovative truck and bus technologies that California needs to meet its long-term air quality and climate goals. Since this proposed rulemaking's initial March 9, 2015 public workshop, staff has worked with stakeholders and held five public work group meetings to identify targeted certification and on-board diagnostic (OBD) flexibility that would enable early deployment of key innovative technologies while maintaining the ability to ensure anticipated emission benefits are achieved in-use.

This public workshop provides interested stakeholders the opportunity to review and discuss staff's potential draft regulatory language regarding possible tiered certification and OBD requirements for heavy-duty hybrid engines and vehicles, engines meeting California's optional low oxides of nitrogen (NOx) emission standard, and other innovative heavy-duty engine technologies, as well as potential certification requirements for medium- and heavy-duty vehicle hybrid conversion systems. The details of the public workshop are as follows:

Date: September 28, 2015

Time: 9:00 a.m. – noon

Location: California Air Resources Board
Annex 4 Auditorium
9530 Telstar Avenue
El Monte, California 91731

Staff Contact: Joe Calavita, (916) 445-4586
icalavit@arb.ca.gov

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

California Environmental Protection Agency

If you are unable to attend in person, the meeting will also be available via teleconference and GoToMeeting. To participate by teleconference, dial (888) 946-6305, and enter participant code: 49177. If you choose to participate via the GoToMeeting, please register at the following website:

<https://attendee.gotowebinar.com/register/8994048364784771073> .

In the week prior to the workshop, a draft workshop agenda and initial draft regulatory language will be available via the ARB website at www.arb.ca.gov/msprog/itr/itr.htm. Possible draft regulatory language is only intended to encourage stakeholder feedback, is incomplete, and should not be construed as a formal regulatory proposal.

Background: The South Coast and San Joaquin Valley air basins are the only two areas in the nation in extreme non-attainment of the national ambient air quality standard for ozone. Meeting the federal ozone standard will require significant NOx reductions in many parts of California, including up to 90 percent additional NOx reductions in the South Coast by 2031. In addition, California Executive Order S-3-05 sets a greenhouse gas emission reduction target of 80 percent below 1990 levels by 2050. To meet these multiple long-term air quality and climate goals, California must accelerate development and deployment of the cleanest feasible technologies for all vehicle and equipment sectors, with broad deployment of zero- and near-zero emission cars, trucks, and buses.

California has employed a suite of strategies to significantly reduce mobile source emissions over the years, including: progressively lower engine and vehicle emission standards to reduce emissions from new vehicles; certification, OBD, Smog Check and other requirements to ensure emissions remain low in-use; fleet rules and financial incentives to clean up the existing legacy fleet; and, most recently, incentive funding to accelerate demonstration and deployment of the next generation of advanced vehicle and equipment technologies.

The potential Innovative Technology Regulation is intended to add to these strategies by potentially providing defined, near-term ARB certification and aftermarket part approval flexibility to help facilitate market launch of the next generation of truck and bus technologies, possibly including heavy-duty engines meeting California's optional low NOx standards and robust hybrid technologies. ARB's existing certification and OBD requirements provide a critical and effective mechanism for ensuring a vehicle's expected emission benefits are achieved and maintained for a vehicle's useful life. However, ARB's engine and vehicle approval paradigm, geared towards traditional technologies, may deter some manufacturers from developing promising new technologies which are uncertain to achieve market acceptance.

This potential regulation could work synergistically with ongoing and anticipated State and federal technology advancing regulations. For example, a more flexible certification pathway could encourage technology diversity and early deployment of technologies

used to comply with Phase 1 and proposed Phase 2 greenhouse gas emission standards for medium- and heavy-duty vehicles, or increase manufacturers' willingness to develop an engine meeting ARB's optional heavy-duty engine low NOx emission standards. Staff anticipates the potential regulation could also increase the number and diversity of promising technologies eligible for ARB's Air Quality Improvement Program, the California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program, and other technology-advancing incentive programs.

Special Accommodation. If you require a special accommodation or need this document in an alternate format (i.e., Braille, large print), please visit <http://www.arb.ca.gov/html/ada/ada.htm> for assistance or contact the Americans with Disabilities Act Coordinator by telephone at (916) 323-4916 no later than 10 business days before the scheduled meeting. If you are a person who needs assistance in a language other than English, please visit www.arb.ca.gov/eoo/bilingual-services.htm or contact the Bilingual Coordinator by telephone at (916) 322-0473 no later than 10 business days before the scheduled meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alternativo u otro idioma;
- Una acomodación razonable relacionados con una incapacidad.

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ARB will use the Innovative Technology Regulation email list to notify stakeholders of updates to the regulatory proposal and of additional opportunities for public input throughout the rulemaking process. To sign up for the Innovative Technology Regulation email list, please visit:

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

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We welcome and encourage your participation in this effort. If you have questions regarding either the workshop or the proposed Innovative Technology Regulation, please contact Mr. Joe Calavita, Staff Air Pollution Specialist, at (916) 445-4586 or by email at jcalavit@arb.ca.gov, or Mr. David Chen, Manager of the Advanced Emission Control Strategies Section, at (626) 350-6579 or by email at david.chen@arb.ca.gov.

Sincerely,

Erik White, Chief
Mobile Source Control Division

cc: Mr. David Chen
Manager
Mobile Source Control Division

Mr. Joe Calavita
Staff Air Pollution Specialist
Mobile Source Control Division