

July 6, 2018

Mail-Out #MSC 18-16

TO: All Interested Parties

SUBJECT: FOURTH PUBLIC WORKSHOP TO DISCUSS PROPOSED
HEAVY-DUTY ZERO-EMISSION POWERTRAIN CERTIFICATION
PROCEDURES (ZEP CERT)

The California Air Resources Board (CARB) invites interested parties to participate in the fourth public workshop on Wednesday, July 25, 2018, in El Monte, California, to discuss the development of certification procedures for heavy-duty zero-emission powertrains and the vehicles that use them. The intent of this proposed measure would be to support the implementation of funding programs as well as current and potential future regulatory measures that increase the deployment of zero-emission technologies. This proposed measure is also expected to help drive technology innovation and refinement, boost consumer confidence, and provide data to inform future measures that accelerate the overall transition to the zero-emission technologies California needs to meet its long-term air quality and climate goals.

The details of the public workshop are as follows:

Date: Wednesday, July 25, 2018
Time: 9:30 a.m. to 12:30 p.m. (PST)
Location: California Air Resources Board
Annex 4 Auditorium
9530 Telstar Avenue
El Monte, California 91731

If you are unable to attend in person, there will be a teleconference line available for call-in. Teleconference participants will have an opportunity to make comments during the workshop. Please access the teleconference using the information below:

Call-in Number: 1 (877)-951-7311
International Number: 1 (203)-607-0666
Passcode: 3187871

Staff will present revised draft regulatory language and highlight proposed changes at the workshop to help focus the discussion and encourage public feedback. The draft regulatory language will be made available by July 18, 2018, via the CARB website at: <https://ww2.arb.ca.gov/our-work/programs/zero-emission-powertrain-certification>.

Background

The South Coast and San Joaquin Valley air basins are the only two areas in the nation in extreme nonattainment of the national ambient air quality standard for ozone. Meeting the federal ozone standard will require both the South Coast and San Joaquin Valley to reduce their oxides of nitrogen (NO_x) emissions by around 80 percent from 2010 levels by 2023 and by almost 90 percent by 2032, and will also necessitate significant NO_x reductions in other California regions. In addition, California Executive Order S-3-05 sets a greenhouse gas emission reduction target of 80 percent below 2010 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 new engine and vehicle emission standards; certification, on-board diagnostics, Smog Check and other requirements to ensure emissions remain low in-use; fleet rules and financial incentives to clean up the existing legacy fleet; zero-emission requirements for passenger vehicles; and, most recently, incentive funding to accelerate demonstration and deployment of the next generation of advanced vehicle and equipment technologies.

To build upon these strategies, CARB staff is currently developing proposals for a number of new regulatory measures that would increase deployments of zero-emission technologies. To support these potential future zero-emission technology measures, as well as existing incentive programs, CARB staff is developing certification procedures that help ensure zero-emission technologies are capable of meeting the reliability and performance expectations of California fleets in order to bolster the momentum of the advanced technology industry. Staff believes robust, reliable, proven, and well-integrated zero-emission technologies are essential for these technologies to achieve a market foothold in the aforementioned target segments.

Specifically, ZEP Cert could be used to meet the following policy objectives:

- Support Effective Funding Program Implementation: ZEP Cert would enable CARB to ensure zero-emission truck and bus technologies meet minimum performance criteria to be eligible for CARB incentive programs. Defined certification criteria would also enable CARB to more-effectively target funding to the most robust and innovative technologies (for example, those that meet a minimum zero-emission range).

- Support Robust Regulatory Development: ZEP Cert is needed to support existing and potential future technology-advancing measures, such as the Advanced Clean Truck and Zero-Emission Airport Shuttle Bus regulations, by ensuring required zero-emission truck and bus technologies meet specific standards for performance and durability.
- Empower Fleet Decision Making: ZEP Cert would help reduce the perceived risk attributed to zero-emission technology by making key performance and durability information available to purchasers.

Topics that will be discussed at the workshop include, but are not limited to, revised regulatory scope, draft regulatory language, zero-emission technologies, vehicle and equipment certification, diagnostic monitoring and reporting, service information, testing requirements and metrics, labeling, recall, and warranty.

Contact

We welcome and encourage your participation in this effort. If you have questions regarding either the workshop or the proposed ZEP Cert measure, please contact Mr. David Eiges, Air Resources Engineer, at (626) 575-6602 or by email at david.eiges@arb.ca.gov, or Mr. David Chen, Manager, at (626) 350-6579 or by email at david.chen@arb.ca.gov. The Zero-Emission Powertrain Certification measure email list, https://public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=zepcert will be used to notify stakeholders of updates to the measure proposal and of additional opportunities for public input throughout the rulemaking process.

Special Accommodation Request

Consistent with California Government Code Section 7296.2, special accommodation or language assistance may be provided via the following:

- An interpreter to be available at the meeting;
- Documents made available in an alternate format or another language; and
- A disability-related reasonable accommodation.

To request these special accommodations or language assistance, please contact Mr. Eloy Florez, Air Pollution Specialist, at (626) 350-6525 or by facsimile at (626) 459-4480 as soon as possible, but no later than ten business days before the scheduled Board meeting. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

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Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o ayuda en otro idioma pueden ser suministradas por los siguientes:

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

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a Mr. Eloy Florez, Air Pollution Specialist, al (626) 350-6525 o envíe un fax a (626) 459-4480 lo más pronto posible, pero no menos de diez días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

Sincerely,

/s/

Michael Carter, Chief
Assistant Chief
Mobile Source Control Division

cc: David Chen, Manager
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Mobile Source Control Division

David Eiges,
Air Resources Engineer
Mobile Source Control Division

Eloy Florez,
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