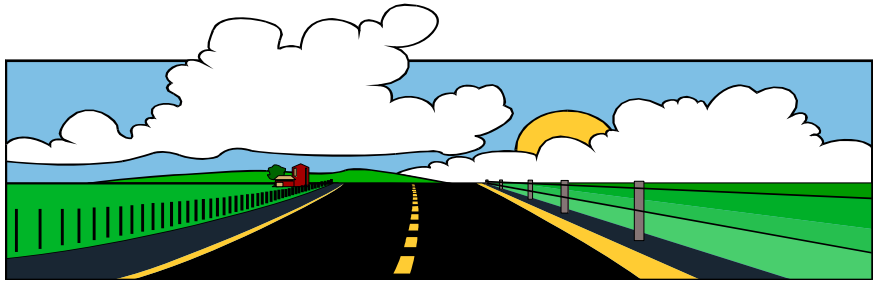


Clean Technologies Forum



May / June 2007

Clean Technology Forum On & Off Road Fleet Rules Workshop

Interested in learning about these upcoming ARB rules from experienced regulatory staff? The Municipal Utility Fleet Rule, Private Fleet Rule (Proposed) and the Construction Equipment Rule (Proposed) will be discussed at the upcoming Clean Technology Forum. Hear fleet operator's experiences with rule implementation. See first hand the newest low-emission technologies to help you comply.

When: June 21, 2007

Time: 11:00 to 2:00pm (Sponsored Buffet Lunch)

Where: KVIE Channel 6 Ose Community Room
• 2595 Capitol Oaks Drive • Sacramento, CA 95833

RSVP: By June 18, 2007
to Joanne Chan (916) 874-6267 or Jchan@airquality.org

CARB In-Use Off-Road Rule

The Air Resources Board (ARB) is proposing a regulation to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. Any person, business, or government agency that owns or operates diesel-powered off-road vehicles in California (except for agricultural purposes or at ports or intermodal railyards) having engines with maximum horsepower (hp) of 25 or greater would be subject to the regulation. The proposed regulation applies to self-propelled diesel-fueled vehicles that cannot be registered and licensed to drive on-road. The proposed regulation would require fleets to apply exhaust retrofits that capture pollutants before they are emitted to the air, and to accelerate turnover of fleets to newer, cleaner engines. The regulation would be expected to significantly reduce emissions of NOx and PM. In total, the proposed regulation is expected to reduce 187,000 tons of NOx emissions and 33,000 tons of PM emissions between 2009 and 2030. The total cumulative cost of the regulation between 2009 and 2030 would be between \$3.0 and 3.4 billion. The rule is expected to be adopted by the ARB at the July 26 meeting in Sacramento.

For more information visit:

<http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

CARB Developing Private On-Road Diesel Rule

The California Air Resources Board is currently developing regulations for in-use privately owned on-road heavy-duty diesel vehicles. These rules are currently being developed with an anticipated adoption in 2008. While the specifics are still being written, expect the rule to begin implementation in 2011. The rule will require all heavy-duty diesel vehicles operating in California to meet 2004 emission standards with diesel particulate filters by 2014, and 2007 emission standards by 2020. This rule will rely on combined NOx/PM retrofits and accelerated turnover to reduce emissions. While this rule will be very expensive, it will help California meet the stringent federal ozone and particulate matter standards and protect human health. CARB staff is very interested in comments and suggestions from the trucking industry in development of this rule. For more information, please visit the CARB Diesel website at

<http://www.arb.ca.gov/diesel/diesel.htm>.

Biodiesel Plant in West Sacramento

The Port of Sacramento's governing board has unanimously approved a proposal for a biodiesel plant in West Sacramento. Primafuel Inc. plans to build a 60 million gallon a year alternative fuel plant on 14 acres of port land. The plan must pass through state and local environmental reviews, which are expected to take at least 6 months. With the completion of the plant almost 25% of the biodiesel produced in the United States will originate from West Sacramento.

2007 On-Road Heavy-Duty Diesel Engines

The following 2007 on-road heavy-duty diesel engines have been certified by the California Air Resources Board to 1.3 g/bhp-hr NMHC+NOx or less and are factory equipped with a diesel particulate filter:

Caterpillar C7, C9, C13 & C15
Cummins ISC, ISL (≤ 365 HP) & ISX (≤ 500 HP)
Cummins 6.7L (Dodge Ram - Meets 2010 Standards)
Daimler-Chrysler 3.0L V6 CRD (Dodge Sprinter)
Detroit Diesel Series 60
Ford Power Stroke Diesel
General Motors Duramax Diesel
International MaxxForce 7 & DT
Isuzu 4H & 6H
Mercedes-Benz MBE 4000 & MBE 900
Mitsubishi 4M50 & 6M60
PACCAR PX-8
Volvo D11, D13 & D16

While all engines sold in California are fully 2007-compliant, only the above engines meet the stringent 2007 interim reduced NOx standards vital to cleaning our air in the Sacramento region. Purchasing low-NOx diesel engines may also help you comply with future fleet rules and regulations and avoid installation of expensive retrofits. More information is available at

<http://www.arb.ca.gov/msprog/onroad/cert/cert.php>

SAVE THE DATE

September 11, 2007

"Alternative Fuels Funding Workshop"

2008 Dodge Ram Diesel Meets 2010 Standards

The 2008 Dodge Ram 2500 and 3500 equipped with the Cummins 6.7L diesel engine meet the stringent 2010 CARB standards for heavy-duty diesel engines. The currently available engine is the first diesel engine to meet these stringent standards - 0.20 g/bhp-hr NOx and 0.01 g/bhp-hr PM - and the first heavy-duty diesel engine to be certified using NOx aftertreatment. The Cummins engine uses a NOx Adsorbing Catalyst (NAC) to reduce NOx emissions by over 90%. The NAC traps NOx during high-NOx cycles and converts it to nitrogen and oxygen during low-NOx regeneration cycles, similar to how a diesel particulate filter removes soot. This system uses the existing diesel fuel supply to run the system instead of a supplemental urea reduction catalyst. It would take over 20 of these vehicles to equal the emissions from one 2000 heavy-duty diesel truck!

SECAT Incentive Funding

The Sacramento Air District has successfully allocated all of the SECAT funds. The SECAT program provided incentive funds to replace pre-1991 medium and heavy duty diesel trucks. In total over \$46 million has been spent in the greater Sacramento area to improve air quality.

Due to the great success and popularity of the SECAT program the District staff are currently working to secure funding to continue with a SECAT like program.

The Clean Technologies Forum is brought to you by:



Co-sponsored by:



Sacramento Regional Clean Cities Coalition

THE CLEANER AIR PARTNERSHIP

The Partnership is a joint project of:



Sacramento Metropolitan Air Quality Management District
Mobile Source Division
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