

State of California  
AIR RESOURCES BOARD

Resolution 89-102

December 14, 1989

Agenda Item No.: 89-20-2

WHEREAS, gasoline-powered motor vehicles contribute a substantial fraction of the emissions of criteria and toxic air pollutants in California;

WHEREAS, the California Clean Air Act, enacted in 1988, requires the Board to endeavor to achieve the maximum degree of emission reductions from vehicular sources in order to accomplish the attainment of the state ambient air quality standards at the earliest practicable date;

WHEREAS, additional reductions in vehicular emissions, beyond those that will result from the more stringent light-duty vehicle emission standards recently approved and adopted by the Board, will be essential to achieve the ambient ozone standards, particularly in the South Coast Air Basin;

WHEREAS, the Air Resources Board has adopted a "Post-1987 Motor Vehicle Plan" containing the schedule for the adoption of additional vehicular emission control measures and the introduction of clean fuels;

WHEREAS, in approving the South Coast Air Quality Management Plan on August 15, 1989, the Board endorsed the goal set forth in the plan of ensuring the development and widespread use of low emitting and extremely low emitting vehicles by the years 2000 and 2007, respectively, and directed the Executive Officer to continue to develop measures which will result in the use of sufficient low-emission vehicles and clean fuels in the South Coast Air Basin to achieve the Tier II emission reduction goals for such measures;

WHEREAS, the California Advisory Board on Air Quality and Fuels, created by AB 234 (Leonard, 1987; Health and Safety Code Sections 43837-8), has found that increased use of cleaner alternative fuels can be achieved by adopting air quality based performance standards for vehicle fuels;

WHEREAS, Health and Safety Code Section 43018, enacted by the California Clean Air Act, requires the Board to consider regulations on gasoline Reid vapor pressure by November 15, 1990, and vehicle fuel composition and detergent content by November 15, 1991;

WHEREAS, Health and Safety Code Sections 39663 and 39667 require the Board to develop a plan and take subsequent action to reduce exposure to toxic air pollutant emissions from motor vehicles;

WHEREAS, it is the Board's policy to evaluate the effects of control measures on global-warming compounds with the objective of not increasing the emissions of such compounds;

WHEREAS, the staff has presented a progress report on the development of regulations for low-emission light-duty vehicles, clean fuels and new gasoline specifications;

WHEREAS, the staff has conducted several workshops and held numerous consultation meetings with interested parties, and the Board has conducted a public meeting at which it has considered written comments and public testimony on the staff's progress report;

WHEREAS, additional data are needed before the staff can propose development of a regulation for low-emission heavy-duty diesel vehicles and clean fuels;

WHEREAS, the Board finds that:

Improved emission control technologies, and cleaner transportation fuels, have the potential to further reduce vehicle emissions;

A program that combines the benefits of improved vehicle emission control technologies with cleaner fuels has the greatest potential to minimize the air quality impact of future vehicle emissions;

Lower emissions resulting from the use of improved emission control technologies and cleaner fuels can be achieved by establishing more stringent emission standards for new light-duty motor vehicles;

New emission standards can be set to reflect the different ozone-forming potencies of the hydrocarbon emissions from vehicles using different technologies and fuels;

Emission standards can be phased-in to provide time for vehicle manufacturers and fuel suppliers to make these new technologies and fuels commercially available;

Emission standards provide a level playing field upon which emission control technologies and fuels can compete based on their ability to improve air quality;

The program must insure that vehicles whose design relies on cleaner fuels to meet emission standards use these cleaner fuels to the maximum extent feasible;

Appropriate credit trading programs for both vehicles and fuels will provide incentives for manufacturers and flexibility in achieving compliance; such credit trading programs must be made enforceable by being designed to ensure that credits are properly earned and transferred; and

The emissions from current and future vehicles which burn gasoline can be reduced by adopting standards and specifications affecting the gasoline.

NOW, THEREFORE, BE IT RESOLVED that the Board endorses the staff's intent to propose regulations requiring the production of light-duty transitional low-emission vehicles, low-emission vehicles, and ultra-low-emission vehicles, and the sale of clean fuels that allow the low emissions to be achieved.

BE IT FURTHER RESOLVED, that the objectives of the regulations to be proposed should be to:

Reduce emissions of criteria, and toxic pollutants, from light-duty motor vehicles, to the maximum degree feasible;

Provide flexibility in the means of compliance; and

Provide opportunity for all technologies and fuels to compete, consistent with their emissions performance and impact on air quality.

BE IT FURTHER RESOLVED, that the Board endorses the staff's intent to propose regulations on the composition and properties of conventional gasoline, to be implemented as soon as is feasible.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to develop regulations for low-emission light-duty vehicles, clean fuels, and new gasoline specifications, and to schedule a public hearing for the Board to consider these regulations by September 1990.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to develop regulations for low-emission heavy-duty engines and vehicles as expeditiously as possible, and to schedule a public hearing for the Board to consider these regulations by September 1991.

I hereby certify that the above is a true and correct copy of Resolution 89-102, as adopted by the Air Resources Board.

  
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Cary Allison, Board Secretary