



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov



Gray Davis
Governor

March 29, 2002

Dear Air Pollution Control Officer or Executive Officer:

I am writing to inform you of an amendment and a clarification to the *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* (RM Guidance) that was approved by the Air Resources Board (ARB) in October 2000.

In the RM Guidance, it was recommended that new stationary emergency standby diesel-fueled engines rated at greater than 50 hp meet a particulate matter (PM) emissions limit of 0.1 g/bhp-hr until March 2002. After this date, new emergency standby engines would have to meet the recommended requirements in the RM Guidance for "All Other Engines" or the requirements specified in the Airborne Toxic Control Measure to Reduce Diesel PM Emissions from New Stationary Diesel-Fueled Engines (Stationary Engine ATCM), if the ATCM had been adopted.

We are now recommending that new stationary emergency standby diesel-fueled engines rated at greater than 50 hp meet the originally specified emissions level in the RM Guidance until the adoption of the Stationary Engine ATCM by the Air Resources Board. We believe this approach provides for greater stakeholder participation in determining the requirements for new emergency standby engines.

In addition we want to clarify that engines with PM emissions at 0.15 g/bhp-hr or less should be considered as meeting the 0.1 g/bhp-hr emissions limit. In setting the 0.1 g/bhp-hr limit recommended in the RM Guidance, it was our intention that engines that emit 0.149 g/bhp-hr or less would be considered as meeting the 0.1 g/bhp-hr criteria. This interpretation of the limit is not obvious and can lead to confusion. Therefore, we are now specifying a PM emission limit of 0.15 g/bhp-hr for those requirements which previously were identified as having a 0.1 g/bhp-hr PM limit. Engines that emit at 0.15 g/bhp-hr or lower would meet the limit. An engine that emits at 0.151 g/bhp-hr would not meet the limit.

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

The recommended requirements incorporating the amendment and clarification are shown in the following table:

Recommended Permitting Requirements for New Stationary Source Diesel-Fueled Engines (March 2002)		
	Diesel PM Performance Standards	or Diesel PM Technology Requirements
Emergency Standby	0.15 g/bhp-hr	0.15 g/bhp-hr Certified Off-Road Engine
All Other Engines (\leq 400 hrs operation/yr)	0.02 g/bhp-hr	0.15 g/bhp-hr Certified Off-road Engine; plus • very low-sulfur CARB diesel and • catalyst-based diesel particulate filter
All Other Engines ($>$ 400 hrs operation/yr)	0.02 g/bhp-hr	0.15 g/bhp-hr Certified Off-road Engine ; plus • very low-sulfur CARB diesel and • catalyst-based diesel particulate filter

For your information, we have been working with the CAPCOA Air Toxics and Risk Managers Committee, industry representatives, equipment owners, and the interested public over the past year to develop the Stationary Engine ATCM. Our current schedule is to bring a proposed Stationary Engine ATCM to the ARB for consideration in early 2003. It is our expectation that after adoption the Stationary Engine ATCM would replace the RM Guidance.

If you have any questions or comments, please contact Ms. Peggy Taricco, Manager of the Technical Analysis Section at (916) 327-7213 or Mr. Alex Santos at (916) 327-5638.

Sincerely,

/s/

Peter D. Venturini, Chief
Stationary Source Division

Enclosures

Air Pollution Control Officer/Executive Officer
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cc: Peggy Taricco
Stationary Source Division

Alex Santos
Stationary Source Division