

Appendix A

Proposed Regulation Order

**Amendments to the Airborne Toxic Control Measure For Stationary
Compression Ignition Engines**

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PROPOSED REGULATION ORDER

AMENDMENTS TO THE AIRBORNE TOXIC CONTROL MEASURE FOR STATIONARY COMPRESSION IGNITION ENGINES

Note: The amendments are shown in underline to indicate additions and ~~strikethrough~~ to indicate deletions compared to the existing regulatory text.

Amend title 17, California Code of Regulations, sections 93115.3, 93115.4, 93115.6, 93115.7, 93115.8, 93115.9, 93115.10, and 93115.13 to read as follows:

§ 93115.3 ATCM for Stationary CI Engines – Exemptions.

(a) – (r) (No Change)

~~(s) The District may exempt any stock engine from the new stationary diesel-fueled engine emission standards in sections 93115.6(a), 93115.7(a), 93115.8(a), and 93115.9 provided the seller and the owner or operator demonstrate to the District's satisfaction that the following conditions are met:~~

~~(1) *Seller:* Any stationary diesel-fueled engine greater than 50 bhp shall meet the following standards and conditions:~~

~~(A) The stationary diesel-fueled engine emission standards in sections 93115.6(b), 93115.7(b), or 93115.8(b), or~~

~~(B) The Off-Road CI Engine Certification Standards (title 13, CCR, section 2423) immediately preceding the transition to new standards for an off-road CI engine of the same model year and maximum rated power, and~~

~~(C) The engine was delivered to California no more than twelve months immediately preceding the transition to new standards for an off-road CI engine of the same model year and maximum rated power, and~~

~~(D) The engine was sold no later than six months after the effective date of the new standards for an off-road CI engine of the same model year and maximum rated power,~~

~~(2) *Owner/operator:*~~

~~(A) The date of acquisition of the stock engine is no later than six months from the date an emission standard applicable to new engines becomes more stringent than the emission standard to which the stock engine is certified.~~

~~(B) The date the District determines the application is complete for an Authority to Construct permit is no later than six months after the date of acquisition of the stock engine.~~

~~(t-s)~~ The requirements of section 93115.6(b)(3) do not apply to any stationary diesel-fueled emergency standby engine primarily used by the United States Department of Defense located at Command ~~Destruct~~ Transmitter (CT) sites until

December 31, 2009. Each stationary diesel-fueled emergency standby engine at a CT site will be allowed a maximum of 100 total annual hours of operation for maintenance and testing.

(~~u~~ t) Upon the prior written approval of the APCO, the requirements of this ATCM do not apply to stationary CI engines used exclusively:

- (1) as engine test cells and test stands for testing burners, CI engines, or CI engine components, e.g., turbochargers;
- (2) for operation or performance testing of fuels, fuel additives, or emission control devices at research and development facilities; or
- (3) for maintenance, repair, or rebuild training at educational facilities.

(~~v~~ u) If the Executive Officer or District finds, based on verifiable information from the engine manufacturer, distributor, or dealer, that current model year engines meeting the current emission standards are not available or not available in sufficient numbers or in a sufficient range of makes, models, and horsepower ratings, then the Executive Officer or the District may allow the sale, purchase, or installation of a new stock engine meeting the emission standards from the previous model year to meet the new stationary diesel-fueled engine emission standards pursuant to title 13 of the California Code of Regulations or 40 CFR part 89.

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.4 ATCM for Stationary CI Engines – Definitions.

(a)(1) - (28) (No Change)

(29) "Emergency Standby Engine" means a stationary engine that meets the criteria specified in (A) and (B), and (C) and any combination of (~~C~~D) or (~~D~~E) or (~~E~~F) below:

- (A) is installed for the primary purpose of providing electrical power or mechanical work during an emergency use and is not the source of primary power at the facility; and
- (B) is operated to provide electrical power or mechanical work during an emergency use; and
- (C) is not operated to supply power to an electric grid or does not supply power as part of a financial arrangement with any entity, except as allowed in sections 93115.6 (a)(2), (b)(1) or (c): and
- (~~C~~D) is operated under limited circumstances for maintenance and testing, emissions testing, or initial start-up testing, as specified in sections 93115.6(a),(b), and (c); or
- (~~D~~E) is operated under limited circumstances in response to an impending outage, as specified in sections 93115.6(a),(b), and (c); or
- (~~E~~F) is operated under limited circumstances under a DRP as specified in section 93115.6(c).

(30) "Emergency Use" means providing electrical power or mechanical work during any of the following events and subject to the following conditions:

- (A) the failure or loss of all or part of normal electrical power service or normal natural gas supply to the facility:
 - 1. which is caused by any reason other than the enforcement of a contractual obligation the owner or operator has with a third party or any other party; and
 - 2. which is demonstrated by the owner or operator to the district APCO's satisfaction to have been beyond the reasonable control of the owner or operator;
- (B) the failure of a facility's internal power distribution system:
 - 1. which is caused by any reason other than the enforcement of a contractual obligation the owner or operator has with a third party or any other party; and
 - 2. which is demonstrated by the owner or operator to the district APCO's satisfaction to have been beyond the reasonable control of the owner or operator;
- (C) the pumping of water or sewage to prevent or mitigate a flood or sewage overflow;
- (D) the pumping of water for fire suppression or protection;
- (E) the powering of ALSF-1 and ALSF-2 airport runway lights under category II or III weather conditions;
- (F) the pumping of water to maintain pressure in the water distribution system for the following reasons:
 - 1. a pipe break that substantially reduces water pressure; or
 - 2. high demand on the water supply system due to high use of water for fire suppression; or
 - 3. the breakdown of electric-powered pumping equipment at sewage treatment facilities or water delivery facilities; or
- (G) ~~the day-of-rocket launch and day of space plane vehicle re-entry/landing~~ system checks and ~~launch~~ tracking performed (in parallel with grid power) by the United States Department of Defense at Command ~~Destruct-Transmitter~~ sites (also known as "CT" sites) that occur within the 24-hour time period associated with the scheduled time of the launch or re-entry/landing.

(31) – (46) (No Change)

- (47) "Maintenance and Testing" means operating an emergency standby CI engine to:
- (A) evaluate the ability of the engine or its supported equipment to perform during an emergency. "Supported Equipment" includes, but is not limited to, generators, pumps, transformers, switchgear, uninterruptible power supply, and breakers; or
 - (B) facilitate the training of personnel on emergency activities; or
 - (C) provide electric power for the facility when the utility distribution company takes its power distribution equipment offline to service that equipment for any reason that does not qualify as an emergency use; or

- (D) provide additional hours of operation to perform testing on an engine that has experienced a breakdown or failure during maintenance. Upon air district approval, these additional hours of operation will not be counted in the maximum allowable annual hours of operation for the emergency standby CI engine that provided the electrical power.

(48) – (72) (No change)

(73) "Stationary Source" means any building, structure, facility, or installation that emits any pollutant directly or as fugitive emissions. Building, structure, facility, or installation includes all pollutant emitting activities which:

- (A) are under the same ownership or operation, or which are owned or operated by entities which are under common control; and
- (B) belong to the same industrial grouping either by virtue of falling within the same two-digit standard industrial code or by virtue of being part of a common industrial process, manufacturing process, or connected process involving a common raw material; and
- (C) are located on one or more contiguous or adjacent properties.

74) – (79) (No change)

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.6 ATCM for Stationary CI Engines – Emergency Standby Diesel-Fueled CI Engine (>50 bhp) Operating Requirements and Emission Standards.

(a) New Emergency Standby Diesel-Fueled CI Engine (>50 bhp) Operating Requirements and Emission Standards.

(1) (No Change)

(2) (No Change)

- (3) *New Engines:* As of January 1, 2005, except as provided in section 93115.3, no person shall sell, offer for sale, purchase, or lease for use in California any new stationary emergency standby diesel-fueled CI engine that has a rated brake horsepower greater than 50 unless it meets the following applicable emission standards, and no person shall operate any new stationary emergency standby diesel-fueled CI engine that has a rated brake horsepower greater than 50, unless it meets all of the following applicable operating requirements and emission standards specified in 93115.6(a)(3) ~~(which are summarized in Table 1):~~

(A) *Diesel-PM Emissions Standards and Hours of Operating Requirements.*

1. *General Requirements:* New stationary emergency standby diesel-fueled engines (>50 bhp), excluding direct-drive fire pump engines, shall:
 - a. meet the applicable emission standards for all pollutants for the same model year and maximum horsepower rating as specified in Table 1 Emission Standards for New Stationary Emergency Standby Diesel-Fueled CI Engines, in effect on the date of acquisition or submittal, as defined in section 93115.4, and emit diesel PM at a rate less than or equal to 0.15 g/bhp-hr; or
 - b. after December 31, 2008, be certified to the new nonroad compression-ignition (CI) engine emission standards for all pollutants for 2007 and later model year engines as specified in 40 CFR Parts 60, 85, et al. Standards of Performance for Stationary Compression-Ignition Internal Combustion Engines; and meet the diesel PM standard, as specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (title 13 CCR, section 2423), in effect on the date of acquisition or submittal, as defined in section 93115.4 whichever is more stringent; and
 - c. not operate more than 50 hours per year for maintenance and testing purposes, except as provided in 93115.6(a)(3)(A)2. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with 93115.6(a)(3).
2. The District may allow a new stationary emergency standby diesel-fueled CI engine (> 50 hp) to operate up to 100 hours per year for maintenance and testing purposes on a site-specific basis, provided the diesel PM emission rate is less than or equal to 0.01 g/bhp-hr.

| Maximum Engine Power | Model year(s) | PM | NMHC+NOx | CO |
|------------------------------------|----------------------|-------------|------------------------|-----------|
| 50 ≤ HP < 75 (37 ≤ kW < 56) | 2007 | 0.15 (0.20) | 5.6 (7.5) 3.5 (4.7) | 3.7 (5.0) |
| | 2008+ | | | |
| 75 ≤ HP < 100 (56 ≤ kW < 75) | 2007 | 0.15 (0.20) | 5.6 (7.5) 3.5 (4.7) | 3.7 (5.0) |
| | 2008+ | | | |
| 100 ≤ HP < 175 (75 ≤ kW < 130) | 2007 | 0.15 (0.20) | 3.0 (4.0) | 3.7 (5.0) |
| | 2008+ | | | |
| 175 ≤ HP < 300 (130 ≤ kW < 225) | 2007 | 0.15 (0.20) | 3.0 (4.0) | 2.6 (3.5) |
| | 2008+ | | | |
| 300 ≤ HP < 600 (225 ≤ kW < 450) | 2007 | 0.15 (0.20) | 3.0 (4.0) | 2.6 (3.5) |
| | 2008+ | | | |
| 600 ≤ HP < 750 (450 ≤ kW < 560) | 2007 | 0.15 (0.20) | 3.0 (4.0) | 2.6 (3.5) |
| | 2008+ | | | |
| HP > 750 (kW > 560) | 2007 | 0.15 (0.20) | 4.8 (6.4) | 2.6 (3.5) |
| | 2008+ | | | |

1. May be subject to additional emission limitations as specified in current applicable district rules, regulations or policies.

| <i>Diesel-PM</i> | | | | <i>Other Pollutants</i> |
|---------------------------------------|--|--|---|---|
| <i>Diesel-PM Standards (g/bhp-hr)</i> | <i>Maximum Allowable Annual Hours of Operation for Engines Meeting Diesel-PM Standards</i> | | | <i>HC, NOx, NMHC+NOx, and CO Standards (g/bhp-hr)</i> |
| | <i>Emergency Use</i> | <i>Non-Emergency Use</i> | | |
| | | <i>Emission Testing to show compliance²</i> | <i>Maintenance & Testing (hours/year)</i> | |
| ≤0.15 ¹ | Not Limited by ATCM ³ | Not Limited by ATCM ³ | 50 | Off-Road CI Engine Certification Standards for an off-road engine of the model year and horsepower rating of the engine installed to meet the applicable PM standard, or Tier 1 standards. ⁴ |
| ≤0.04 ¹ | Not Limited by ATCM ³ | Not Limited by ATCM ³ | 51 to 100 (Upon approval by the District) | |

- 1. Or off-road certification standard (title 13 CCR section 2423) for an off-road engine with the same maximum rated power, whichever is more stringent.
- 2. Emission testing limited to testing to show compliance with section 93115.6(a)(3).
- 3. May be subject to emission or operational restrictions as defined in current applicable district rules, regulations, or policies.
- 4. The option to comply with the Tier 1 standards is available only if no off-road engine certification standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary emergency standby diesel-fueled CI engine.

(B) *HC, NOx, NMHC + NOx, and CO standards:* New stationary emergency standby diesel-fueled CI engines (> 50 bhp) must meet the standards for off-road engines of the same model year and maximum rated power as-

~~specified in the Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423). If no standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary emergency standby diesel-fueled CI engine, then the new stationary emergency standby diesel-fueled CI engine shall meet the Tier 1 standards in title 13, CCR, section 2423 for an off-road engine of the same maximum rated power, irrespective of the new stationary emergency standby diesel-fueled CI engine's model year.~~

(CB) The District:

1. may establish more stringent diesel PM, NMHC+NOx, HC, NOx, and CO emission rate standards; and
 2. may establish more stringent limits on hours of maintenance and testing on a site-specific basis; and
 3. shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with other District rules and initial start-up testing.
- (4) *New Direct-Drive Emergency Standby Fire Pump Engines*: Except as provided in section 93115.3, no person shall sell, offer for sale, purchase, or lease for use in California any new stationary direct-drive emergency standby diesel-fueled direct-drive fire-pump CI engine rated greater than 50 brake horsepower unless the fire pump engine meets the applicable emission standards and certification requirements specified in it meets either the emission standards of section 93115.6(a)(3) or the emission standards defined in section 93115.6(a)(4), and no person shall operate any new stationary emergency standby diesel-fueled direct-drive fire pump CI engine rated greater than 50 brake horsepower, unless it meets all of the applicable operating requirements and emission standards specified in either 93115.6(a)(3) or 93115.6(a)(4).

(A) *Standards and Hours of Operating Requirements.*

1. *General Requirements*: New direct-drive emergency standby diesel-fueled fire-pump engines (>50 bhp) shall, upon District approval of installation:
 - a. meet the applicable emissions standards for all pollutants as specified in Table 2 Emissions Standards for New Stationary Emergency Standby Direct-Drive Fire Pump Engines for the model year and NFPA nameplate power rating; .Tier 2 emission standards specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (title 13 CCR, section 2423) until 3 years after the date the Tier 3 standards are applicable for off-road engines with the same maximum rated power. At that time, new direct-drive emergency standby diesel-fueled fire-pump engines (>50 bhp) are required to meet the Tier 3 emission standards, until 3 years after the date the Tier 4 standards are applicable for off-road engines with the same maximum rated power. At that time, new direct-drive emergency

- standby diesel-fueled fire pump engines (>50 bhp) are required to meet the Tier 4 emission standards; and
- b. meet the new fire pump engine certification requirements and emission standards required by 40 CFR § 60.4202(d); and
 - c. not operate more than the number of hours necessary to comply with the testing requirements of the National Fire Protection Association (NFPA) 25 - "Standard for the Inspection, Testing, and Maintenance of Water-Based Fire Protection Systems," 2002 edition, which is incorporated herein by reference. This subsection does not limit engine operation for emergency use and for emission testing to show compliance with 93115.6(a)(4).

| Maximum Engine Power | Model year(s) | PM | NMHC+NOx | CO |
|--|---|------------------------------------|---------------------------------|------------------|
| <u>50 ≤ HP < 75 (37 ≤ kW < 56)</u> | <u>2010 and earlier 2011+¹</u> | <u>0.60 (0.80) 0.30 (0.40)</u> | <u>7.8 (10.5) 3.5 (4.7)</u> | <u>3.7 (5.0)</u> |
| <u>75 ≤ HP < 100 (56 ≤ kW < 75)</u> | <u>2010 and earlier 2011+¹</u> | <u>0.60 (0.80) 0.30 (0.40)</u> | <u>7.8 (10.5) 3.5 (4.7)</u> | <u>3.7 (5.0)</u> |
| <u>100 ≤ HP < 175 (75 ≤ kW < 130)</u> | <u>2009 and earlier 2010+²</u> | <u>0.60 (0.80) 0.22 (0.30)</u> | <u>7.8 (10.5) 3.0 (4.0)</u> | <u>3.7 (5.0)</u> |
| <u>175 ≤ HP < 300 (130 ≤ kW < 225)</u> | <u>2008 and earlier 2009+³</u> | <u>0.40 (0.54) 0.15 (0.20)</u> | <u>7.8 (10.5) 3.0 (4.0)</u> | <u>2.6 (3.5)</u> |
| <u>300 ≤ HP < 600 (225 ≤ kW < 450)</u> | <u>2008 and earlier 2009+³</u> | <u>0.40 (0.54) 0.15 (0.20)</u> | <u>7.8 (10.5) 3.0 (4.0)</u> | <u>2.6 (3.5)</u> |
| <u>600 ≤ HP < 750 (450 ≤ kW < 560)</u> | <u>2008 and earlier 2009+</u> | <u>0.40 (0.54) 0.15 (0.20)</u> | <u>7.8 (10.5) 3.0 (4.0)</u> | <u>2.6 (3.5)</u> |
| <u>HP > 750 (kW > 560)</u> | <u>2007 and earlier 2008+</u> | <u>0.40 (0.54) 0.15 (0.20)</u> | <u>7.8 (10.5) 4.8 (6.4)</u> | <u>2.6 (3.5)</u> |

1. For model years 2011–2013, manufacturers, owners and operators of fire pump stationary CI ICE in this engine power category with a rated speed of greater than 2,650 revolutions per minute (rpm) may comply with the emission limitations for 2010 model year engines.
2. For model years 2010–2012, manufacturers, owners and operators of fire pump stationary CI ICE in this engine power category with a rated speed of greater than 2,650 rpm may comply with the emission limitations for 2009 model year engines.
3. In model years 2009–2011, manufacturers of fire pump stationary CI ICE in this engine power category with a rated speed of greater than 2,650 rpm may comply with the emission limitations for 2008 model year engines.

(B) The District:

1. may establish more stringent diesel PM, NMHC+NOx, HC, NOx, and CO emission rate standards; and
2. may establish more stringent limits on hours of maintenance and testing on a site-specific basis; and
3. shall determine an appropriate limit on the number of hours of operation for demonstrating compliance with other District rules and initial start-up testing.

(b) In-Use Emergency Standby Diesel-Fueled CI Engine (> 50 bhp) Operating Requirements and Emission Standards.

(1) (No Change)

(2) (No Change)

(3) Except as provided in section 93115.3, no owner or operator shall operate an in-use stationary emergency standby diesel-fueled CI engine (> 50 hp) in California unless it meets, in accordance with the applicable compliance schedules specified in sections 93115.11 and 93115.12, the following requirements (which are summarized in Table 23):

| Diesel PM | | | | Other Pollutants |
|--------------------------------|---|--|---|---|
| Diesel PM Standards (g/bhp-hr) | Maximum Allowable Annual Hours of Operation for Engines Meeting Diesel PM Standards | | | HC, NOx, NMHC+NOx, and CO Standards (g/bhp-hr) |
| | Emergency Use | Non-Emergency Use | | |
| | | Emission Testing to show compliance ¹ | Maintenance & Testing (hours/year) | |
| >0.40 ² | Not Limited by ATCM ² | Not Limited by ATCM ² | 20 | Not limited by ATCM ² |
| >0.15 and ≤0.40 | Not Limited by ATCM ² | Not Limited by ATCM ² | 21 to 30 | For engines with emission control strategies not verified through the verification procedure: Off-Road CI Engine Certification Standards for an off-road engine of the model year and maximum rated power of the engine installed to meet the applicable PM standard, or Tier 1 standards. ³ |
| >0.01 and ≤0.15 | Not Limited by ATCM ² | Not Limited by ATCM ² | 31 to 50 (Upon approval by the District) | |
| ≤0.01 | Not Limited by ATCM ² | Not Limited by ATCM ² | 51 to 100 (Upon approval by the District) | <p>OR</p> <p>Both (i) and (ii) must be met:</p> <p>(i) No increase in HC or NOx above 10% from baseline levels</p> <p>OR</p> <p>No increase in NMHC+NOx emissions above baseline levels</p> <p>(ii) No increase in CO above 10% from baseline levels</p> |

1. Emission testing limited to testing to show compliance with section 93115.6(b)(3).
2. May be subject to emission or operational restrictions as defined in current applicable district rules, regulations, or policies.
3. The option to comply with the Tier 1 standards is available only if no off-road engine certification standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary emergency standby diesel-fueled CI engine.

(A) diesel PM Standard and Hours of Operating Requirements
(No Change)

- (B) HC, NO_x, NMHC+NO_x, and CO standards:
(No Change)
- (C) The District...
(No Change)

(c) *Operating Requirements and Emission Standards for New and In-Use Emergency Standby Stationary Diesel-Fueled CI Engines that Have a Rated Brake Horsepower of Greater than 50 (>50 bhp) Used in Demand Response Programs (DRP Engines).*

- (1) *New Emergency Standby Diesel-Fueled CI DRP Engines (>50 bhp) Operating Requirements and Emission Standards.*
(No Change)

2. *HC, NO_x, NMHC + NO_x, and CO standards:* No owner or operator shall operate any new stationary emergency standby diesel-fueled CI DRP engine (>50 bhp), unless it meets the standards for off-road engines of the same model year and maximum rated power as specified in section 93115.6(a)(3)(A) the Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423). ~~If no standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary emergency standby diesel-fueled CI DRP engine, then the new stationary emergency standby diesel-fueled CI DRP engine shall meet the Tier 1 standards in title 13, CCR, section 2423 for an off-road engine of the same maximum rated power, irrespective of the new stationary emergency standby diesel-fueled CI DRP engine's model year.~~

3. A District: **(No Change)**

- (2) *In-Use Emergency Standby Diesel-Fueled CI DRP Engine (> 50 bhp) Operating Requirements and Emission Standards.*
(No Change)

2. *Additional Standards.*
(No change)

3. A District:
(No change)

- (3) *Other Requirements Specific to RBRP Engines and the San Diego Gas and Electric Company (SDG&E).*
(No change)

- (4) *Requirements Applicable to DRP Engines after a DRP is Terminated*
(No change)

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.7 ATCM for Stationary CI Engines – Stationary Prime Diesel-Fueled CI Engine (>50 bhp) Emission Standards.

(a) New Stationary Prime Diesel-Fueled CI Engine (>50 bhp) Emission Standards.

- (1) As of January 1, 2005, except as provided in section 93115.3, no person shall sell, purchase, offer for sale, or lease for use in California a new stationary prime diesel-fueled CI engine that has a rated brake horsepower greater than 50 unless it meets the following applicable emission standards as specified in Table 4 Emission Standards for New Stationary Prime Diesel-Fueled CI Engines, and no owner or operator shall operate any new stationary prime diesel-fueled CI engine that has a rated brake horsepower greater than 50 unless it meets all of the following emission standards and installation and operational requirements as specified in section 93115.7(a). (which are summarized in Table 3):
- (2) After December 31, 2008, owners and operators shall only purchase and install new prime diesel-fueled CI engines certified to the new nonroad compression-ignition engine emission standards for all pollutants for 2007 and later model year engines as specified in 40 CFR Parts 60, 85, et al. Standards of Performance for Stationary Compression-Ignition Internal Combustion Engines.
- (3) Owners and operators shall not install new prime diesel-fueled CI engines from a previous model year unless it meets the applicable requirements and deadlines specified in 40 CFR § 60.4208 (c)-(f).

| Table 4: Emission Standards for New Stationary Prime Diesel-Fueled CI Engines > 50 BHP g/bhp-hr (g/kW-hr)¹ | | | | | | |
|---|----------------------|-------------|-------------|-----------------|-------------|-----------|
| Maximum Engine Power | Model year(s) | PM | NOx | NMHC+NOx | NMHC | CO |
| 50 ≤ HP < 75 (37 ≤ KW < 56) | 2007 | 0.01 (0.02) | | 5.6 (7.5) | | 3.7 (5.0) |
| | 2008-2012 | 0.01 (0.02) | | 3.5 (4.7) | | 3.7 (5.0) |
| | 2013+ | 0.02 (0.03) | | 3.5 (4.7) | | 3.7 (5.0) |
| 75 ≤ HP < 100 (56 ≤ KW < 75) | 2007 | 0.01 (0.02) | | 5.6 (7.5) | | 3.7 (5.0) |
| | 2008-2011 | 0.01 (0.02) | | 3.5 (4.7) | | 3.7 (5.0) |
| | 2012-2014 | 0.01 (0.02) | 2.5 (3.4) | | 0.14 (0.19) | 3.7 (5.0) |
| | 2015+ | 0.01 (0.02) | 0.30 (0.40) | | 0.14 (0.19) | 3.7 (5.0) |
| 100 ≤ HP < 175 (75 ≤ KW < 130) | 2007-2011 | 0.01 (0.02) | | 3.0 (4.0) | | 3.7 (5.0) |
| | 2012-2014 | 0.01 (0.02) | 2.5 (3.4) | | 0.14 (0.19) | 3.7 (5.0) |
| | 2015+ | 0.01 (0.02) | 0.30 (0.40) | | 0.14 (0.19) | 3.7 (5.0) |
| 175 ≤ HP < 750 (130 ≤ KW < 560) | 2007-2010 | 0.01 (0.02) | | 3.0 (4.0) | | 2.6 (3.5) |
| | 2011-2013 | 0.01 (0.02) | 1.5 (2.0) | | 0.14 (0.19) | 2.6 (3.5) |
| | 2014+ | 0.01 (0.02) | 0.30 (0.40) | | 0.14 (0.19) | 2.6 (3.5) |
| 750 < HP ≤ 1,207 (560 < KW ≤ 900) Gen. sets | 2007-2010 | 0.01 (0.02) | | 4.8 (6.4) | | 2.6 (3.5) |
| | 2011-2014 | 0.02 (0.03) | 2.6 (3.5) | | 0.30 (0.40) | 2.6 (3.5) |
| | 2015+ | 0.02 (0.03) | 0.50 (0.67) | | 0.14 (0.19) | 2.6 (3.5) |
| HP > 1,207 (KW > 900) Gen. sets | 2007-2010 | 0.01 (0.02) | | 4.8 (6.4) | | 2.6 (3.5) |
| | 2011-2014 | 0.02 (0.03) | 0.50 (0.67) | | 0.30 (0.40) | 2.6 (3.5) |
| | 2015+ | 0.02 (0.03) | 0.50 (0.67) | | 0.14 (0.19) | 2.6 (3.5) |

1. May be subject to additional emission limitations as specified in current district rules, regulations, or policies governing distributed generation.

| Table 3: Summary of the Emission Standards for New Stationary Prime Diesel-Fueled CI Engines > 50 BHP (See section 93115.7(a)(1)) | |
|---|--|
| <i>Diesel PM Standards (g/bhp-hr)</i> | <i>HC, NOx, NMHC+NOx, and CO Standards (g/bhp-hr)</i> |
| <p>Meet the more stringent of:</p> <p style="text-align: center;">≤0.04¹</p> <p style="text-align: center;">OR</p> <p>Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power</p> | <p>Off-Road CI Engine Certification Standard for an off-road engine of the model year and maximum rated power of the engine installed to meet the applicable PM standard, or Tier 1 standards.^{1,2}</p> |

1. May be subject to additional emission limitations as specified in current district rules, regulations, or policies governing distributed generation.

2. ~~The option to comply with the Tier 1 standards is available only if no off-road engine certification standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary prime diesel-fueled CI engine.~~

~~(14) Diesel PM Emissions Standards: All new stationary prime diesel-fueled CI engines (> 50 bhp) shall meet the applicable emission standards for all pollutants for the model year and maximum horsepower rating as specified in Table 4 Emission Standards for New Stationary Prime Diesel-Fueled CI Engines emit diesel PM at a rate that is less than or equal to 0.01 grams diesel-PM per brake-horsepower-hour (g/bhp-hr) or shall meet the diesel PM standard, as specified in the Off-Road Compression Ignition Engine Standards for off-road engines with the same maximum rated power (title 13, CCR, section 2423), in effect on the date of acquisition or submittal, as defined in section 93115.4 whichever is more stringent;~~

~~(2) HC, NOx, NMHC+NOx, and CO Standards: All new stationary prime diesel-fueled CI engines (> 50 bhp) shall meet the standards for off-road engines of the same model year and maximum rated power as specified in the Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423). If no limits have been established for an off-road engine of the same model year and maximum rated power as the new stationary prime diesel-fueled CI engine, then the new stationary prime diesel-fueled CI engine shall meet the Tier 1 standards in title 13, CCR, section 2423, for an off-road engine of the same maximum rated power, irrespective of the new stationary prime diesel-fueled CI engine's model year;~~

~~(34) New stationary prime diesel-fueled CI engines that are used to provide electricity near the place of use (also known as "distributed generation") may be subject to additional emission limitations as specified in current district rules, policies, or regulations governing distributed generation;~~

~~(45) The District may establish more stringent diesel PM, NMHC+NOx, HC, NOx, and CO emission rate limits on a site-specific basis.~~

(b) In-Use Stationary Prime Diesel-Fueled CI Engine (>50 bhp) Emission Standards. Except as provided in section 93115.3, no owner or operator shall operate an in-use stationary prime diesel-fueled CI engines (> 50 bhp) in California unless it meets the following requirements (which are summarized in Table 45):

| Table 4-5: Summary of the Emission Standards for In-Use Stationary Prime Diesel-Fueled CI Engines > 50 BHP (See section 93115.7(b)(1)) | | |
|---|--|---|
| Diesel PM | | Other Pollutants |
| Diesel PM Standards (g/bhp-hr) | | HC, NOx, NMHC+NOx, and CO Standards (g/bhp-hr) |
| Applicability | Standard | |
| All off-road certified in-use prime engines | 85% reduction from baseline levels (Option 1) OR 0.01 g/bhp-hr (Option 2) | For engines with emission control strategies not verified through the verification procedure: Off-Road CI Engine Certification Standards for an off-road engine of the model year and maximum rated power of the engine installed to meet the applicable PM standard, or Tier 1 standards. ¹ |
| Only in-use prime engines NOT certified in accordance with the Off-Road Compression Ignition Standards | 85% reduction from baseline levels (Option 1) OR 0.01 g/bhp-hr (Option 2) OR [30% reduction from baseline levels AND 0.01 g/bhp-hr by no later than July 1, 2011] (Option 3) | OR Both (i) and (ii) must be met: (i) No increase in HC or NOx emissions above 10% from baseline levels OR No increase in NMHC+NOx emissions above baseline levels (ii) No increase in CO above 10% from baseline levels |

1. The option to comply with the Tier 1 standards is available only if no off-road engine certification standards have been established for an off-road engine of the same model year and maximum rated power as the new stationary emergency standby diesel-fueled CI engine.

(1) *Diesel PM Standards:*
(No Change)

(2) *Additional Standards:*
(No Change)

(3) The District may establish more stringent diesel PM, NMHC+NOx, HC, NOx, and CO emission rate standards.
(No Change)

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.8 ATCM for Stationary CI Engines – Emission Standards for Stationary Diesel-Fueled CI Engines (>50 bhp) Used in Agricultural Operations.

(a) *Emission Standards for New Stationary Diesel-Fueled CI Engines (>50 bhp) Used in Agricultural Operations.*

(1) As of January 1, 2005, except as provided in sections 93115.3, 93115.8(a)(1)(A)5., and 93115.8(a)(2), no person shall sell, purchase, or lease for use in California any new stationary diesel-fueled engine to be used in agricultural operations that has a rated brake horsepower greater than 50, or operate any new stationary diesel-fueled engine to be used in agricultural operations that has a rated brake horsepower greater than 50, unless the engine meets all of the following emission performance standards (which are summarized in Table 56.):

| Table 56: Summary of the Emission Standards for New Stationary Diesel-Fueled CI Engines > 50 BHP Used in Agricultural Operations (See section 93115.8(a)) | | |
|--|---|--|
| Horsepower Range (hp) | Diesel PM | Other Pollutants |
| | Diesel PM Standards (g/bhp-hr) | HC, NOx, NMHC+NOx, and CO Standards (g/bhp-hr) |
| All Applications Greater Than 50 But Less Than 100, Other Than Generator Sets | Less Than or Equal to 0.30 ¹ OR Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent | Off-Road CI Engine Certification Standard for an off-road engine of the model year and maximum rated power of the engine installed to meet the applicable PM standard, or Tier 1 standards. ¹ |
| All Applications Greater Than or Equal to 100 But Less Than 175, Other Than Generator Sets | Less Than or Equal to 0.22 ¹ OR Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent | |
| All Applications Greater Than or Equal to 175, Other Than Generator Sets | Less than or Equal to 0.15 ¹ OR Off-Road Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent | |
| Generator Set Engines Greater Than 50 | Less Than or Equal to 0.15 ¹ OR Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power, whichever is more stringent. | |

1. Prior to January 1, 2008, these limits shall not apply to engines sold from one agricultural operation to another and funded under State or federal incentive funding programs, as specified in 93115.8(a)(2).

(A) Diesel PM Standard:
(No change)

(B) NMHC, NO_x, and CO Standards:
(No change)

(2) **(No change)**

(b) Emission Standards for In-Use Stationary Diesel-Fueled CI Engines (>50 bhp) Used in Agricultural Operations.

(1) Except as provided in sections 93115.3 and 93115.8(b)(5) through (7), no owner or operator shall operate an in-use stationary diesel-fueled CI engine greater than 50 bhp in an agricultural operation in California unless it meets the requirements in sections 93115.8(b)(2) through (4) (which are summarized in Tables 67 and 78):

| Table 67: Emission Standards Noncertified Greater than 50 BHP In-Use Stationary Diesel-Fueled Engines Used in Agricultural Operations See sections 93115.8(b)(2) and (4) | | | | |
|---|---------------------------|--|--|---|
| Horsepower Range (hp) | Application | Compliance On or After December 31 | Diesel PM Not to Exceed (g/bhp-hr) | HC, NO _x , NMHC+NO _x , and CO Not to Exceed (g/bhp-hr) |
| Greater Than 50 But Less Than 75 | Generator Sets | 2015 | 0.02 | Off-Road CI Engine Certification Standards for an off-road engine of the model year and maximum rated power of the engine installed to meet the applicable PM standard. ¹ |
| | All Other Applications | 2011 | 0.30 | |
| Greater Than or Equal to 75 But Less Than 100 | Generator Sets | 2015 | 0.01 | |
| | All Other Applications | 2011 | 0.30 | |
| Greater Than or Equal to 100 But Less Than 175 | Generator Sets | 2015 | 0.01 | |
| | All Other Applications | 2010 | 0.22 | |
| Greater Than or Equal to 175 But Less Than or Equal to 750 | All Applications | 2010 | 0.15 | |
| Greater Than 750 | All Applications | 2014 | 0.075 | |

1. If no limits have been established for an off-road engine of the same model year and maximum rated power, then the in-use stationary diesel-fueled engine used in an agricultural operation shall not exceed Tier 1 standards in title 13, CCR, section 2423 for an off-road engine of the same maximum rated power irrespective of model year.

| Table 78: Emission Standards Tier 1- and Tier 2-Certified Greater than 50 BHP In-Use Stationary Diesel-Fueled Engines Used in Agricultural Operations See sections 93115.8(b)(3) and (4) | | | |
|---|--|--|--|
| <i>Horsepower Range (hp)</i> | <i>Compliance On or After December 31</i> | <i>Diesel PM Not to Exceed (g/bhp-hr)</i> | <i>HC, NOx, NMHC+NOx, and CO Not to Exceed (g/bhp-hr)</i> |
| Greater Than 50 But Less Than 75 | 2015 or 12 years after the date of initial installation, whichever is later | 0.02 | Off-Road CI Engine Certification Standards for an off-road engine of the model year and maximum rated power of the engine installed to meet the applicable PM standard. ¹ |
| Greater Than or Equal to 75 But Less Than 175 | 2015 or 12 years after the date of initial installation, whichever is later | 0.01 | |
| Greater Than or Equal to 175 But Less Than or Equal to 750 | 2014 or 12 years after the date of initial installation, whichever is later | 0.01 | |
| Greater Than 750 | 2014 or 12 years after the date of initial installation, whichever is later | 0.075 | |

1. If no limits have been established for an off-road engine of the same model year and maximum rated power, then the in-use stationary diesel-fueled engine used in an agricultural operation shall not exceed Tier 1 standards in title 13, CCR, section 2423 for an off-road engine of the same maximum rated power irrespective of model year.

(2) *Diesel PM Standards for Noncertified In-use Stationary Diesel-fueled CI Engines Used in Agricultural Operations (except as provided in section 93115.3):*
(No change)

(3) *Diesel PM Standards for Tier 1- and Tier 2-Certified In-use Stationary Diesel-fueled Engines Used in Agricultural Operations (except as provided in section 93115.3):*
(No change)

(4) *HC, NOx, NMHC+NOx, and CO Standards:*
(No change)

(5) - (6) **(No change)**

(7) A District may:
(No change)

c) *Registration Requirements for Greater than 50 bhp Stationary Diesel-Fueled CI Agricultural Engines.*
(No change)

(d) *Fee Requirements for Greater than 50 bhp Stationary Diesel-Fueled CI Agricultural Engine Owners or Operators.*

(No change)

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.9 ATCM for Stationary CI Engines – Emission Standards for New Stationary Diesel-Fueled Engines, Less Than or Equal to 50 Brake Horsepower (<50 bhp).

- a. As of January 1, 2005, and prior to [effective date of amended rule], except as provided in section 93115.3, no person shall sell, offer for sale, or lease for use in California any stationary diesel-fueled CI engine that has a rated brake horsepower less than or equal to 50, unless the engine meets the current Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423) for PM, NMHC+NO_x, and CO for diesel off-road engines of the same maximum rated power. ~~(These requirements are summarized in Table 8.)~~

| |
|---|
| Table 8: Summary of the Emission Standards for Stationary Diesel-Fueled CI Engines < 50 BHP (See section 93115.9) |
| Diesel PM Standards, NMHC+NO _x , and CO Standards (g/bhp-hr) |
| Current Off-Road CI Engine Certification Standard for an off-road engine of the same maximum rated power |

- b. As of the [effective date of amended rule], except as provided in section 93115.3, no person shall sell, offer for sale, or lease for use in California any stationary diesel-fueled CI engine that has a rated brake horsepower less than or equal to 50 hp unless the stationary diesel-fueled CI engine meets the following applicable emission standards for the same maximum rated power and operation.
- New Prime Engines and New Emergency Standby Engines (less than 25 hp):
 - shall meet the current Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423) for PM, NMHC+NO_x, and CO.
 - New Emergency Standby Engines greater than or equal to 25 bhp but less than 50 hp:
 - Shall meet the tier 4 interim Off-Road Compression Ignition Engine Standards (title 13, CCR, section 2423) for PM, NMHC+NO_x, and CO.
 - New Direct-Drive Fire Pump Engines
 - As of the [effective date of amended rule], except as provided in section 93115.3, no person shall sell, offer for sale, or lease for use in California any new stationary direct-drive emergency standby diesel-fueled fire pump engine with a maximum rated brake horsepower less than or equal to 50 hp unless it meets the requirements in 40 CFR 60.4202 Standards of Performance for Stationary Compression Ignition Internal combustion Engines Final Rule Dated Tuesday July 1, 2006.

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.10 ATCM for Stationary CI Engines – Recordkeeping, Reporting, and Monitoring Requirements.

(a) *Reporting Requirements for Owners or Operators of New and In-Use Stationary CI Engines, Including Non-Diesel-Fueled CI Engines, Having a Rated Horsepower Greater than 50 (> 50 bhp).*

(No change)

~~(b) *Reporting Requirements for Sellers of Stationary Diesel-Fueled CI Engines Having a Rated Brake Horsepower Less Than or Equal to 50 (< 50 bhp).*~~

~~(1) Except as provided in section 93115.3, no later than January 31, 2006 and by January 31st of each year thereafter, all sellers of stationary diesel fueled CI engines sold for use in California that have a rated brake horsepower less than or equal to 50 shall provide the following information for the previous calendar year to the Executive Officer of the Air Resources Board:~~

~~(A) Contact Information~~

- ~~1. Sellers Company Name (if applicable);~~
- ~~2. Contact name, phone number, e-mail address;~~

~~(B) Engine Sales Information (for each engine sold for use in California in the previous calendar year)~~

- ~~1. Make,~~
- ~~2. Model,~~
- ~~3. Model year (if known),~~
- ~~4. Rated brake horsepower,~~
- ~~5. Number of engines sold,~~
- ~~6. Certification executive order number (if applicable),~~
- ~~7. Engine family number (if known),~~
- ~~8. Emission control strategy (if applicable).~~

(eb) *Demonstration of Compliance with Emission Limits.*

- (1) Prior to the installation of a new stationary diesel-fueled CI engine at a facility, the owner or operator of the new stationary diesel-fueled CI engine(s) subject to the requirements of section 93115.6(a)(3), 93115.6(a)(4), 93115.6(c)(1)(C), and 93115.7(a)(1) shall provide emission data to the District APCO in accordance with the requirements of section 93115.13 for purposes of demonstrating compliance.
- (2) By no later than the earliest applicable compliance date specified in sections 93115.11 or 93115.12, the owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of section 93115.6(b)(3), 93115.6(c)(2)(C), or 93115.7(b)(1) shall provide emissions and/or operational data to the District APCO in accordance with the

requirements of section 93115.13 for purposes of demonstrating compliance.

(dc) Notification of Loss of Exemption.

- (1) Owners or operators of in-use stationary diesel-fueled CI engines, who are operating under an exemption specified in sections 93115.3 or 93115.8(a)(2) from all or part of the requirements of subsections 93115.6, 93115.7, or 93115.8 shall notify the District APCO within five days after they become aware that the exemption no longer applies and shall demonstrate compliance with the applicable requirements of:
 - (A) section 93115.6 or 93115.7, no later than 180 days after the date the exemption no longer applies; or
 - (B) section 93115.8, no later than 18 months after the date the exemption no longer applies or no later than 18 months after the emission standard compliance date set forth in section 93115.8, whichever is later.
- (2) A District APCO shall notify owners or operators of in-use stationary diesel-fueled CI engines, operating under an exemption specified in section 93115.3(g) from the requirements of section 93115.5 and sections 93115.6, 93115.7, or 93115.8, when the exemption no longer applies and the owner or operator shall demonstrate compliance with the applicable requirements of:
 - (A) section 93115.5, 93115.6, or 93115.7, no later than 180 days after notification by the District APCO; or
 - (B) section 93115.8, no later than 18 months after notification by the District APCO or no later than 18 months after the emission standard compliance date set forth in section 93115.8, whichever is later.
- (3) An owner or operator of an in-use stationary diesel-fueled CI engine(s) subject to the requirements of sections 93115.6, 93115.7, or 93115.8 shall provide emissions data to the District APCO in accordance with the requirements of section 93115.13 for purposes of demonstrating compliance pursuant to section 93115.10(d)(1) or (2).

(ed) Monitoring Equipment.

- (1) A non-resettable hour meter with a minimum display capability of 9,999 hours shall be installed upon engine installation, or by no later than January 1, 2005, on all engines subject to all or part of the requirements of sections 93115.6, 93115.7, or 93115.8(a) unless the District determines on a case-by-case basis that a non-resettable hour meter with a different minimum display capability is appropriate in consideration of the historical use of the engine and the owner or operator's compliance history.
- (2) All DPFs installed pursuant to the requirements in sections 93115.6, 93115.7, or 93115.8 (a) must, upon engine installation or by no later than January 1, 2005, be installed with a backpressure monitor that notifies the owner or operator when the high backpressure limit of the engine is approached.

- (3) The District APCO may require the owner or operator to install and maintain additional monitoring equipment for the particular emission control strategy (ies) used to meet the requirements of sections 93115.6, 93115.7, or 93115.8(a).

(fe) Reporting Provisions for Exempted Agricultural Emergency, Prime, and Nonagricultural Emergency Engines.

An owner or operator of an agricultural emergency standby generator set engine subject to section 93115.3(a) or an engine subject to sections 93115.3(d) or 93115.3(j) shall keep records of the number of hours the engines are operated on a monthly basis. Such records shall be retained for a minimum of 36 months from the date of entry. Record entries made within 24 months of the most recent entry shall be retained on-site, either at a central location or at the engine's location, and made immediately available to the District staff upon request. Record entries made from 25 to 36 months from the most recent entry shall be made available to District staff within 5 working days from the district's request.

(gf) Reporting Requirements for Emergency Standby Engines.

- (1) Starting January 1, 2005, each owner or operator of an emergency standby diesel-fueled CI engine shall keep records and prepare a monthly summary that shall list and document the nature of use for each of the following:
- (A) emergency use hours of operation;
 - (B) maintenance and testing hours of operation;
 - (C) hours of operation for emission testing to show compliance with sections 93115.6(a)(3) and 93115.6(b)(3);
 - (D) initial start-up testing hours;
 - (E) if applicable, hours of operation to comply with the requirements of NFPA 25;
 - (F) hours of operation for all uses other than those specified in sections 93115.10(g)(1)(A) through (D) above;
 - (G) if applicable, DRP engine hours of operation, and
~~(G)~~the fuel used.
- 1. For engines operated exclusively on CARB Diesel Fuel, the owner or operator shall document the use of CARB Diesel Fuel through the retention of fuel purchase records indicating that the only fuel purchased for supply to an emergency standby engine was CARB Diesel Fuel; or
 - 2. For engines operated on any fuel other than CARB Diesel Fuel, fuel records demonstrating that the only fuel purchased and added to an emergency standby engine or engines, or to any fuel tank directly attached to an emergency standby engine or engines, meets the requirements of section 93115.5(b).
- (2) Records shall be retained for a minimum of 36 months. Records for the prior 24 months shall be retained on-site, either at a central location or at the engine's location, or at an offsite central location within California, and shall be made immediately available to the District staff upon request. Records for the

prior 25 to 36 months shall be made available to District staff within 5 working days from request.

(hg) Reporting Requirements for the San Diego Gas and Electric Company Regarding the RBRP.

- (1) The San Diego Gas and Electric Company shall provide to the San Diego County Air Pollution Control District the following information, by January 31, 2005, to the extent the District does not already have the information:
 - (A) For each diesel-fueled engine enrolled in the RBRP:
 1. Owner's Company Name (if applicable);
 2. Contact name, phone number, e-mail address;
 3. Load reduction capacity of engine, which is the rated brake horsepower expressed in megawatts (megawatts);
 4. Model year and engine manufacturer;
 5. Annual hours of operation engine under DRP and emergency use; and
 46. Diesel PM emission rate of the engine (g/bhp-hr);
 - (B) The San Diego Gas and Electric Company shall update the information identified in section 93115.10 (g)(1)(A) annually as necessary to reflect the current inventory of RBRP engines and provide a complete and the updated inventory/information to the SDAPCD and the Executive Office no later than 90 days after December 31st, of any given year thereafter upon request.
 1. The Executive Officer shall evaluate the submitted inventory and information annually to determine whether any subsequent year's submittal is necessary.
 2. If the Executive Officer determines a submittal is not necessary for any subsequent year, the Executive Officer will notify San Diego Gas and Electric Company by December 31st of any given year of such determination.

- (2) The San Diego Gas and Electric Company shall provide the San Diego County Air Pollution Control District with an environmental dispatch protocol for the RBRP that meets all of the following requirements:

(No change)

(ih) Additional Reporting Requirements for the Stationary Emergency Standby Diesel-Fueled CI Engines Used To Fulfill the Requirements of an Interruptible Service Contract (ISC).

- (1) The owner or operator of an ISC engine shall provide to the District the following information, as necessary to the extent the District does not already have the information:
 - (A) For each diesel-fueled engine enrolled in the ISC:
 1. Owner's Company Name (if applicable);
 2. Contact name, phone number, e-mail address;
 3. Model year and engine manufacturer;

4. Annual hours of operation engine under ISC and emergency use; and
35. Diesel PM emission rate of the engine (g/bhp-hr).
- ~~(B) For engines enrolled in an ISC prior to January 1, 2005, the information identified in 93115.10(i)(1)(A) shall be provided to the District by January 31, 2005; and~~
- ~~(C) For engines enrolled in an ISC after January 1, 2005, the information identified in 93115.10(i)(1)(A) shall be provided to the District no later than 30 days after the engine is enrolled in an ISC.~~
- (2) The owner or operator shall update the information identified in section 93115.10(h)(1)(A) as necessary to reflect the current inventory of ISC engines and shall provide a complete and the updated inventory/information annually to the District and Executive Officer no later than 90 days after December 31st of any given year thereafter upon request.
- (A) The Executive Officer shall evaluate the submitted inventory and information annually to determine whether any subsequent year's submittal is necessary.
- (B) If the Executive Officer determines a submittal is not necessary for any subsequent year, the Executive Officer will notify the owner or operator by December 31st of any given year of such determination.

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.

§ 93115.13 ATCM for Stationary CI Engines – Compliance Demonstration.

(a) – (e) **(No change)**

(f) *Alternative Compliance Demonstration:* The owner or operator of a new or in-use stationary diesel-fueled CI engine greater than 50 bhp may demonstrate compliance with the 0.01 g/bhp-hr PM emission standard of sections 93115.6 through 93115.9 by using one of the following:

- (1) A Level 3 Verified Diesel Emission Control Strategy in combination with a certified CI engine that meets the 0.15 g/bhp-hr PM emission standard, or
- (2) An 85 percent PM emission reduction control strategy in combination with a certified CI engine that meets 0.15 g/bhp-hr PM emission standard, or
- (3) A certified CI engine that meets the 0.15 g/bhp-hr PM emission standard in combination with one of the emission control strategies identified in section 93115.13(f)(1) or (f)(2) and meets the requirements of ~~section 93115.3(s) or section 93115.3(vu)~~, or
- (4) Off-road CI equipment manufactured in compliance with the Transitional Implementation Flexibility Provisions for Equipment Manufacturers specified in title 13, CCR, section 2423(d); title 40 CFR, section 89.102(d); or title 40, CFR, section 1039.625 in combination with one of the emission control strategies

identified in sections 93115.13(f)(1) or (f)(2) provided the CI engine meets the 0.15 g/bhp-hr PM emission standard, or

- (5) A certified CI engine in an engine family identified by the manufacturer to participate in the averaging, banking, or trading program for that model year in compliance with the applicable subparts of title 40, CFR, section 89; title 40, CFR, section 1039; or title 13, CCR, section 2423(b)(2), provided the CI engine meets the 0.15 g/bhp-hr PM emission standard and is used in combination with one of the emission control strategies identified in sections 93115.13(f)(1) or (f)(2), or
- (6) A Tier 4 certified CI engine or a new piece of equipment identified in section (f)(4) that emits no more than 0.015 g/bhp-hr PM.

NOTE: Authority cited: Sections 39600, 39601, 39658, 39659, 39666, 41511 and 43013, Health and Safety Code. Reference: Sections 39002, 39650, 39658, 39659, 39666, 40000, 41511 and 43013, Health and Safety Code.