

## Comprehensive Diesel Emissions Reduction Package

- **PURPOSE:** To protect public health and mitigate climate change by reducing diesel pollution.
- **WHY and HOW:** Diesel pollution poses a significant environmental and public health threat that is largely preventable with existing technology.
  - Particulate matter pollution from diesel engines is a significant health risk, causing premature death, cancer, heart attacks and many other serious heart and lung problems
  - Diesel emissions of black carbon also contribute to climate change
  - US EPA emission standards apply to new diesel engine (2007 and later), but not to the more than 11 million pre-2007 diesel vehicles and equipment in use today
  - Technology is available now that can reduce diesel pollution from most existing vehicles by 85% or more
- **MAJOR PROVISIONS:**
  1. Maximally reduce tailpipe emissions from on-road diesel vehicles (within state jurisdiction) by requiring Level 3 technology that can reduce emissions by at least 85%. If a vehicle cannot accommodate this technology, must reduce emissions by at least 50% (Level 2). Retrofits will be phased in from July 2012 to July 2013.
  2. Eliminate health threat to vehicle drivers and passengers from engine pollution by requiring that the engine crankcase in on-road vehicles be closed from July 2012.
  3. Reduce pollution from non-road vehicles, locomotives and Categories 1 and 2 marine vessels and pave the way for retrofit technology by requiring the use of ultra low sulfur fuel (ULSD) from July 2011. Require that Category 3 marine vessels using state ports or waters use fuel with a sulfur content no greater than 0.5% by July 2012 and 0.1% by January 2013.
  4. State Leads by Example-- to reduce tailpipe emissions by at least 85% from non-road diesel vehicles by requiring that any such state-owned/operated/leased vehicles be equipped with best technology (Level 3) by January 2015, and any bids/contracts for public work projects for the state include the Level 3 requirement for most non-road diesels from July 2015. If a vehicle cannot accommodate this technology then it must install next most effective device.
  5. Reduce pollution and save money by instituting idling limitations for all diesel vehicles.
  6. Limit new pollution sources by requiring that any railyard, airport or port expansion projects include impact statements and mitigation plans.
  7. Facilitate reduction of toxic diesel pollution by establishing a dedicated Diesel Reduction Funding Program with prioritization based on public fleets and greatest health benefit (greatest population density). Possible funding sources include diesel-related fees, noncompliance penalties, revolving loans, federal programs, bonds and other.
  8. Ensure on-going effectiveness of program through requirements for improved inventories; fleet reporting, enforcement and penalties levied by MDEQ and used for further diesel pollution reductions; and adoption of relevant CARB rules for sectors the state does not have jurisdiction over (as the rules become available).