

EMISSIONS TECHNOLOGY AWARDED CALIFORNIA GRANTS

The Emissions Technology, Inc. team has been awarded six retrofit projects under the MSRC Showcase program. The Showcase program targets one of the last remaining large sources of air pollution in California, off-road diesel engines. The goal of the program is to expand from three to 33 the number of state-approved emission control technologies that can be used on heavy construction equipment.

The Mobile Source Air Pollution Reduction Review Committee (MSRC) awarded over \$3.6 million in Clean Transportation Funding to showcase cleaner construction equipment technology to help fleet operators comply with the new California Air Resources Board (CARB) regulations for off-road construction equipment adopted in July. The South Coast Air Quality Management District (AQMD) is planning to add an additional \$1.2 million to fully fund the program, for a total of \$4,886,763. Statewide, construction and mining equipment emits 20 percent of all diesel PM and 15 percent of all mobile diesel nitrogen oxide (NO_x), which is a smog-forming pollutant. California considers diesel PM a toxic air contaminant, and has moved aggressively to control its release into the atmosphere.

CARB's new emissions standards apply to almost all off-road diesel vehicles of 25 hp and greater. By 2020 – with 100,000 vehicles retrofitted – the new rules are expected to reduce diesel PM by 74 percent and NO_x by 32 percent. Some 35,000 vehicles are expected to be retrofitted by 2010. At \$2000 per unit (installed) for the Combustion Catalyst System (CCS) this represents a market potential of \$70 million in the first year. Only CARB-verified products are eligible for retrofit under the new rules and the Showcase program will fast-track the verification of the CCS.

“Achievement of those goals may hinge on the success of our *Showcase* demonstration program,” explained MRSC chair Gwenn Norton-Perry. “With the limited number of retrofit devices currently available, fleet owners expressed concern that they would be

unable to find emission control technology soon enough to meet the standards, or that it would not be safe or reliable. With this program, we intend to address those concerns.”

Looking for ways to meet CARB’s new regulations, both manufacturers and fleet owners applied for funding through the *Showcase* program. Sixteen manufacturers of 30 different diesel emission control devices sought funding. To be eligible for the program, the diesel emission control technologies must be expected to achieve PM reductions of at least 85 percent or an emissions rate of less than .01 grams/brake horsepower hour.

RECAT, Inc. is a distributor for Emissions Technology Inc. and Environmental Solutions Worldwide which manufacture two of the emission control devices funded through the program. Michael Avery, director of the clean air division for RECAT, says that with the complexities of the new ARB rule, the *Showcase* program looks like a bright shining light. “The *Showcase* is the most positive and the most direct opportunity to fast track verifying emission control products,” noted Avery. “We need devices that are cost-effective and durable to provide the best service to our customers, and this program has attracted a stellar field of products which, if they can get verified soon, will give us a cleaner California.” Echoing Avery’s comments, Dr. George Malouf, Vice President, Technology for Emissions Technology said: “The Combustion Catalyst System offers the construction industry the most cost-effective option to clean up their existing fleet. Nothing else comes close. We welcome this opportunity to accelerate its verification with CARB.”

“We need to give fleet operators more options and this program does that,” said CARB Chair Mary D. Nichols. “This wasn’t an easy ask, and the manufacturers stepped up.”

Additionally, 18 fleets seeking to have their construction equipment retrofitted with these new technologies applied. Harold Bobo, Purchasing Agent for Altfillisch Contractors located in Corona, sees the *Showcase* program as an educational opportunity.

“This program is a way to get connected with a bunch of different manufacturers to see what they have and to test the durability of their devices,” said Bobo. “It presents an opportunity for good cooperation between the air district, developers, and manufacturers to see what happens. With the new ARB regulations, it’s a brand new learning curve for all of us.”

The MSRC originally set aside \$1 million in Clean Transportation Funding for the *Showcase* program for the 2006-07 fiscal year, and identified the top projects to receive that funding. In light of the overwhelming interest, the tremendous emission reduction potential, and the importance of the program to the success of the ARB off-road vehicle emission standards, the MSRC authorized an additional \$2,641,013 in Clean Transportation Funding from next year’s funding for back-up list projects. The AQMD stepped up and has proposed to cover the remaining \$1,245,750 to fully fund the back-up list projects.

“This program is the result of a successful public-private partnership that incorporates the efforts of Southern California’s three air quality agencies, the fleets and manufacturers to improve the long-term health of our residents,” said Los Angeles County Supervisor Michael Antonovich, who serves both as an MSRC member and on the board of the AQMD. “This program could not have been successful without this partnership, not only among the agencies, but among the many manufacturers and fleets involved as well. It shows what can be done when we work together.”