



SCAQMD Fleet Rules are Essential to Achieving Clean Air in Southern California

The South Coast Air Quality Management District (SCAQMD) in Southern California, classified as an extreme non-attainment area for ozone, also is one of the worst regions in the nation for particulate matter (PM) pollution and toxic air concentrations.

Over 70% of air pollution and toxic emissions comes from mobile sources in the South Coast region.

SCAQMD created the Fleet Rules as authorized by the California legislature and governor under the Health and Safety Code in 1987 to reduce toxic and smog-forming air pollutants caused by mobile sources.

The Fleet Rules consist of measures designed to encourage public and select private fleets of 15 or more vehicles to use certified lower-emission and alternative fuel vehicles in place of diesel vehicles.

Why are Fleet Rules necessary?

The Fleet Rules seek to reduce toxic exposure for 42% of California's population, including low-income and ethnic minorities who live near the freeways, rail yards and other highly polluted corridors in Southern California. They also assist with the mobile source emission reductions needed to achieve federal and state ozone and particulate matter standards.

What is the status of the Fleet Rules?

The Fleet Rules have been disputed by the Engine Manufacturers Association (EMA) and Western States Petroleum Association (WSPA) who claimed the rules were pre-empted by the Clean Air Act. In April 2004, the Supreme Court ruled that the Fleet Rules were pre-empted to the extent that they regulated private fleet vehicles; however, this leaves public fleets in question.

SCAQMD is seeking a Clean Air Act Waiver from the US Environmental Protection Agency (EPA) through the California Air Resources Board (CARB) to federally re-instate the Fleet Rules.

What actions are needed?

California Governor Schwarzenegger's Administration, which seeks 50% reduction in air pollution by 2010, has been asked to:

- Directly assist CARB with continued and expedited implementation of the Fleet Rules
- Facilitate CARB adoption of the existing Fleet Rules on a fast-track basis, and
- Submit the Fleet Rules to the EPA for the waiver at the earliest feasible date.

(2-05) Historical Information

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