CHANGES TO THE NON-ROAD DIESEL ENGINE EMISSION REGULATION

Metro Vancouver updated the regulation taking into account feedback received between Nov 2016 and Feb 2017.

CHANGES TO THE LOW-USE CATEGORY ON JANUARY 1, 2019

- New quarterly requirements for reporting engine hours
- Reporting deadlines four times per year: Apr 15, Jul 15, Oct 15, Jan 15
- Engines must have a non-resettable hour meter to qualify for low-use registration.

OTHER APPROVED CHANGES

- New definitions, including smoke opacity
- Date of prohibition for unregistered Tier 1 engines moved to January 31, 2020
- Clarified bylaw language

NEXT STEPS

- Attend a webinar in October to learn more about the changes to the bylaw.
- Install a non-resettable hour meter to qualify for low-use registration by January 1, 2019

ENGAGEMENT OUTCOMES

- **Support for low-use category**
  The low-use engine category was retained and reporting made easier.

- **Impacts on small businesses**
  Metro Vancouver considered the amendments’ impacts on small business.

- **Cost**
  Metro Vancouver limited the cost impact by requiring basic non-resettable hour meters (approximate cost $50-$100). Fees did not increase.

For more information, visit metrovancouver.org and search ‘non-road diesel engine’
CHANGES TO THE
Non-Road Diesel Engine Emission Regulation
CONSULTATION SUMMARY

Metro Vancouver led a consultation process between Nov 2016 and Feb 2017.

<table>
<thead>
<tr>
<th>BACKGROUND</th>
<th>CHALLENGE</th>
<th>REQUEST FOR INPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Vancouver introduced the Non-Road Diesel Engine Emission Regulation in 2012 to manage higher polluting non-road diesel engines to improve air quality in the region. The low-use engine category: • Is for engines operating less than 200 hours within one-year period • Originally required registrants to report low-use hours prior to operation.</td>
<td>Reporting low use hours prior to operation can be impractical or inconvenient for registrants. Registrants do not always know in advance where and when they will be using a low-use engine. There is a need for an updated approach to the low-use engine reporting requirements to improve compliance and the efficiency of the system.</td>
<td>The Metro Vancouver Board approved consultation to either remove the low-use engine category, or change the low-use engine reporting requirements and associated payment of fees. Other proposed changes included: • Introducing a standard method to assess smoke opacity, • Extending the deadline to register Tier 1 engines to January 31, 2020, and • Clarifying the bylaw structure and definitions.</td>
</tr>
</tbody>
</table>

OUTREACH ACTIVITIES – Nov 2016 to Feb 2017

<table>
<thead>
<tr>
<th>2,500</th>
<th>5</th>
<th>50</th>
<th>126</th>
<th>78</th>
</tr>
</thead>
<tbody>
<tr>
<td>Representatives from businesses, government, and the community received notifications</td>
<td>Email updates</td>
<td>Advertisements in local newspapers</td>
<td>Webinar registrants</td>
<td>Responses by email, phone and letter</td>
</tr>
</tbody>
</table>

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