

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 metrovancover.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.

		
<h3>BACKGROUND</h3> <p>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.</p> <p>The low-use engine category:</p> <ul style="list-style-type: none"> • Is for engines operating less than 200 hours within one-year period • Originally required registrants to report low-use hours prior to operation. 	<h3>CHALLENGE</h3> <p>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.</p> <p>There is a need for an updated approach to the low-use engine reporting requirements to improve compliance and the efficiency of the system.</p>	<h3>REQUEST FOR INPUT</h3> <p>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.</p> <p>Other proposed changes included:</p> <ul style="list-style-type: none"> • 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.

OUTREACH ACTIVITIES – Nov 2016 to Feb 2017

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