



Non-Road Diesel Engine Emission Regulation Bylaw

BYLAW AMENDMENTS

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Online Meeting October 24, 2018

27250899



Meeting Agenda

- Introductions: Metro Vancouver staff
- Orientation to the meeting
- Presentation
 - Background of the program
 - Summary of consultation process
 - Amendments to the Non-Road Diesel Engine Emission Regulation
- Q&A and Discussion
- Next steps





Bylaw Objectives

- Improve air quality
- Reduce human exposure to diesel particulate matter
- Reduce emissions from higher polluting non-road diesel engines (Tier 0, Tier 1)
- Promote registration of non-road diesel engines

Consultation Activities

Between October 2016 and February 2017:

- Electronic, paper notifications to 2,500 individuals
- Advertisements in newspapers and online
- Outreach to associations
- Two-hour online meeting
- Sent informational rack cards to municipal engineers



Summary of Key Feedback

- Support for low-use engine category
- Concerns about potential impacts to small business
- Concerns around costs

Changes to the Low-use Category

Effective January 1, 2019

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

Other Bylaw Changes

- New definitions, including smoke opacity
- Deadline to register Tier 1 engines moved to January 31, 2020
- Clarified bylaw language



Summary

- Metro Vancouver updated the Bylaw in March 2018
- Metro Vancouver considered feedback received between November 2016 and February 2017
- Changes take effect on January 1, 2019:
 - Quarterly low-use engine reporting requirements
 - Engines must have a functional non-resettable hour meter to qualify for low-use registration



Questions or Comments

Next Steps

- Low-use engines must have a non-resettable hour meter by January 1, 2019
- Report readings from low-use engine hour meters for Q1 by April 15, 2019

