



Proposed Expansion of the Non-Road Diesel Engine Emission Regulation

Metro Vancouver regulates emissions from non-road diesel engines in the region through the *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012* (Bylaw 1161) to protect public health and the environment.

The current Bylaw has reduced emissions from Tier 0 and Tier 1 engines. Metro Vancouver is proposing changes to Bylaw 1161 that would further reduce the risks to public health, the local environment, and the global climate from non-road diesel engine emissions.

We are seeking input from stakeholders on the proposed amendments to Bylaw 1161.

Fine particulate matter produced by diesel combustion, diesel particulate matter (DPM), is associated with both short and long-term health effects, from aggravated asthma to heart and respiratory diseases to cancer. In addition to being a threat to human health, diesel PM contributes to climate change and reduced visibility.

Proposed Changes to Bylaw 1161

- 1. Adding registration and labelling of Tier 2 and Tier 3 non-road diesel engines in 2022 and Tier 4 engines in 2025.** While newer non-road diesel engines emit less diesel particulate matter and nitrogen oxides than Tier 0 and 1 engines, they still emit quantities considered a threat to human health and the environment.
 - Adding fees for NOx emissions – Recent science has identified that NOx is more harmful to human health and the environment than previously understood.
 - Basing fees on DPM and NOx emission standards – Emissions standards, which vary depending on year of manufacture and size, better reflect actual emissions from a given engine than tier categories alone.
- 2. Adjusting economic instruments (fees) used to reduce emissions.**
 - To see the impact of these changes on the fees you might pay, visit our [Consultation Fee Calculator](#).
- 3. Adjusting the rebate mechanism.** Maximum rebates for engine retirements or upgrades would be based on fees paid in the previous 5 years, starting in 2025, rather than on just the previous 3 years.
- 4. Adding a new moderate use category.** “Moderate use” engines that operate less than 500 hours per year could pay 60% of the annual operating fee, as long as quarterly hour meter readings are submitted.

5. **Prohibiting Tier 0 and Tier 1 engines within 50 metres of air intakes for a hospital or a seniors care facility.** Highly sensitive populations, such as the elderly and other at-risk individuals, are particularly vulnerable to the impacts from high emitting Tier 0 and Tier 1 engines.
6. **Adding requirements for some previously exempt emergency engines.** Labelling and registration would not be required, but operators would have to demonstrate proper maintenance and possibly modify exhaust stacks to ensure nearby people are not impacted by diesel emissions.
7. **Adding requirements for some emission reduction measures (ERMs).** Emission reduction measures with ongoing maintenance or activation needs would have additional reporting requirements.
8. **Adding fees for assessing novel emission reduction measures.** A fee of \$2,000, payable by the ERM manufacturer/supplier, would help recover the time required for Metro Vancouver assessment of novel emission reduction technologies.

Timeline

September – December 2020	Public, stakeholder and other levels of government engagement on the <i>Discussion Paper – Proposed Expansion of the Non-Road Diesel Engine Emission Regulation</i>
December 2020 – January 2021	Develop proposed amendments to Bylaw 1161 based on engagement
February 2021	Present draft Bylaw 1161 to the Metro Vancouver Board for approval

We want to hear from you!

To ensure your comments are considered please provide feedback by **December 13, 2020**.

Visit www.metrovancouver.org/nonroaddiesel for more information.

Sign-up for the mailing list to receive updates and notifications about engagement opportunities.

Reference

- [Discussion Paper – Proposed Expansion of the Non-Road Diesel Engine Emission Regulation](#)
- [Bylaw 1161 Consolidated](#)
- [Non-Road Diesel Engine Emission Regulatory Program](#)
- [Why the Non-Road Diesel Program Matters](#)
- [Consultation Fee Calculator](#)

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