State of California
AIR RESOURCES BOARD

Resolution 94-68

December 8, 1994

Agenda Item No.: 94-12-3

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the Air Resources Board (the Board or ARB) to adopt standards, rules and regulations necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, Health and Safety Code section 43013 authorizes the Board to adopt and implement motor vehicle fuel specifications for the control of air contaminants which the Board has found to be necessary, cost-effective, and technologically feasible to carry out the purposes of Division 26 of the Health and Safety Code;

WHEREAS, sections 43018(a) and (b) of the Health and Safety Code direct the Board to endeavor to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of the state ambient air quality standards at the earliest practicable date, and direct the Board no later than January 1, 1992 to take whatever actions are necessary, cost-effective, and technologically feasible in order to achieve, by December 31, 2000, specified reductions in the emissions of air pollutants from vehicular sources, including emissions of oxides of nitrogen (NOx) and particulate matter (PM);

WHEREAS, section 43018(c) of the Health and Safety Code provides that in carrying out section 43018, the Board shall adopt standards and regulations which will result in the most cost-effective combination of control measures on all classes of motor vehicles and motor vehicle fuel, including but not limited to specification of vehicular fuel composition;

WHEREAS, sections 43013 and 43018 of the Health and Safety Code further provide that in adopting standards and regulations pertaining to motor vehicle fuels, the Board shall consider the effect of the standards and regulations on the economy of the state;

WHEREAS, in 1992 the Board adopted section 2291.1 of Title 13, California Code of Regulations, which establishes standards for M100 fuel methanol intended for use in motor vehicles in California;

WHEREAS, section 2291.1 provides that M100 fuel methanol intended for use in motor vehicles in California must produce a luminous flame, which is visible under maximum daylight conditions, throughout the entire burn duration; since an acceptable flame luminosity additive was not available when the

Board adopted section 2291.1, the Board postponed applicability of the luminosity requirement until January 1, 1995;

WHEREAS, the Board adopted the luminosity requirement to address the potential safety hazard that methanol fires may not be immediately noticed because pure methanol burns without a readily visible flame under daylight conditions;

WHEREAS, although several test programs have recently been initiated to investigate potential flame luminosity additives for M100 fuel, no additive is currently available which would satisfy the luminosity requirements of M100 fuel without sacrificing emissions performance;

WHEREAS, the staff has proposed an amendment to section 2291.1 which would exempt M100 fuel from the luminosity requirement where the person selling, supplying, or using the fuel demonstrates that it will be used as a motor vehicle fuel only in vehicles that are equipped with a system for automatically detecting and suppressing on-board fires or a system for on-board luminosity enhancement;

WHEREAS, the California Environmental Quality Act and Board regulations require that an action not be adopted as proposed where it will have significant adverse environmental impacts if feasible alternatives or mitigation measures are available which would substantially reduce or avoid such impacts;

WHEREAS, the Board has considered the impact of the proposed amendments on the economy of the state;

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of Chapter 3.5 (commencing with section 11340), Part 1, Division 3, Title 2 of the Government Code; and

WHEREAS, the Board finds that:

M100 is a desirable alternative fuel for motor vehicles because it promotes energy diversity and because engines that are optimized for M100 have the potential to achieve low exhaust emissions; M100 is particularly suited to use in heavy-duty vehicles and equipment because of the potential to reduce particulate emissions compared to diesel engines;

There are currently about 380 motor vehicles operating on M100 fuel in California, almost all of which are transit or school buses equipped with automatic fire-suppression systems;

As amended herein, the ARB's M100 fuel standards will continue to address the potential safety concerns associated with the flame characteristics of M100 fires while assuring

that M100 can continue to be generally available to operators of M100-fueled vehicles in California; and

The amendments adopted herein will not result in a significant adverse environmental impact.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby amends section 2291.1, Title 13, California Code of Regulations, as set forth in Attachment A hereto.

I hereby certify that the above is a true and correct copy of Resolution 94-68 as adopted by the Air Resources Board.

Pat Hutchens

Pat Hutchens, Board Secretary