

Stationary Emissions Regulations-At-A-Glance 2019

UNITED STATES

Environmental Protection Agency (EPA)
Existing stationary diesel engines

TABLE 1
NESHAP EMISSION REQUIREMENTS FOR EXISTING STATIONARY CI ENGINES

| ENGINE CATEGORY | EMISSION STANDARD | ALTERNATIVE CO REDUCTION |
|------------------------------|-------------------|--------------------------|
| Area Sources | | |
| Non-Emergency 300 < hp ≤ 500 | 49 ppm CO | 70% |
| Non-Emergency > 500 hp | 23 ppm CO | 70% |
| Major Sources | | |
| Non-Emergency 100 ≤ hp ≤ 300 | 230 ppm CO | - |
| Non-Emergency 300 < hp ≤ 500 | 49 ppm CO | 70% |
| Non-Emergency > 500 hp | 23 ppm CO | 70% |

Standards for spark ignition, gas-fired stationary engines are summarized in Table 2. The engine designations indicate two- or four-stroke (2S/4S) lean- or rich-burn (LB/RB) natural gas or landfill/digester gas (LFG/DG) engines.

TABLE 2
NESHAP EMISSION REQUIREMENTS FOR EXISTING STATIONARY SI ENGINES

| ENGINE CATEGORY | EMISSION STANDARD | ALTERNATIVE CO/HCHO REDUCTION |
|--------------------------------------|-------------------|-------------------------------|
| Area Sources¹ | | |
| 4SLB, Non-Emergency > 500 hp | | Install OC ^a |
| 4SRB, Non-Emergency > 500 hp | | Install NSCR ^b |
| Major Sources | | |
| 2SLB, Non-Emergency 100 ≤ hp ≤ 500 | 225 ppm CO | - |
| 4SLB, Non-Emergency 100 ≤ hp ≤ 500 | 47 ppm CO | - |
| 4SRB, Non-Emergency 100 ≤ hp ≤ 500 | 10.3 ppm HCHO | - |
| LFG/DG, Non-Emergency 100 ≤ hp ≤ 500 | 177 ppm CO | - |
| 4SRB, Non-Emergency > 500 hp | 350 ppb HCHO | 76% HCHO ^c |

¹ Standards applicable only to engines operated > 24 hr/yr and installed in locations that are not "remote areas". Remote areas include (1) offshore locations along that portion of the coast that is in direct contact with the open seas, (2) pipeline segments with 10 or fewer buildings intended for human occupancy and no buildings with four or more stories within 660 ft. (220 yards) on either side of the centerline of any continuous 1 mile (1.6 km) length of pipeline, or (3) non gas-pipeline locations that have five or fewer buildings intended for human occupancy and no buildings with four or more stories within a 0.25 mile (0.4 km) radius around the engine.
^a The oxidation catalyst must provide a 93% CO emission reduction or a 47 ppm CO concentration.
^b The NSCR catalyst must provide a 75% CO reduction or a 30% THC reduction or a CO concentration of 270 ppm.
^c Alternative option: 30% THC reduction.

NEW ENGINES. NESHAP standards are also applicable to certain categories of new CI and SI engines located at major sources, Table 3. Note that "new" engine does not mean newly built engine – see the definitions above.

TABLE 3
NESHAP EMISSION REQUIREMENTS FOR NEW CI AND SI ENGINES AT MAJOR SOURCES

| ENGINE CATEGORY | EMISSION STANDARD | ALTERNATIVE CO/HCHO REDUCTION |
|------------------------------|---------------------------|-------------------------------|
| CI Engines | | |
| Non-Emergency > 500 hp | 580 ppb CH ₂ O | 70% CO |
| SI Engines | | |
| 2SLB, Non-Emergency > 500 hp | 12 ppm CH ₂ O | 58% CO |
| 4SLB, Non-Emergency > 250 hp | 14 ppm CH ₂ O | 93% CO |
| 4SRB, Non-Emergency > 500 hp | 350 ppb CH ₂ O | 76% CH ₂ O |

Note: New limited use engines > 500 hp at major sources do not meet any emission standards under the NESHAP.

New and reconstructed engines of lower horsepower (< 500 hp; 4SLB < 250 hp) located at major sources, as well as new engines located at area sources must meet the applicable NSPS CI or NSPS SI emission standards.

Other provisions

DIESEL FUEL. Certain categories of diesel engines are required to use ultra-low sulfur diesel (ULSD, max. 15 ppm S) fuel:

- Stationary non-emergency engines greater than 300 hp (223.7 kW) with a displacement of less than 30 L per cylinder, fully effective from 2013.
- Stationary emergency engines ≥ 100 hp (74.6 kW) that operate for more than 15 hours per year for emergency demand response, effective from 2015.

CRANKCASE FILTRATION. Stationary engines—including CI ≥ 100 hp (74.6 kW) at major source, CI > 300 hp (223.7 kW) at area source, and SI 100 to 500 hp (74.6 to 372.8 kW) at major source – must be equipped with closed or open crankcase filtration system in order to reduce metallic HAP emissions.

CATALYST TEMPERATURE. If catalysts are used, engines must be equipped with high temperature engine shutdown or continuous temperature monitoring systems to ensure that the catalyst inlet temperature remains between 450° to 1350°F (232° to 732°C) for lean burn engines and between 750° to 1250°F (399° to 677°C) for rich-burn engines.

EMISSION REQUIREMENTS FOR NON-EMERGENCY STATIONARY ENGINES

| DISPLACEMENT (D) | POWER | YEAR | EMISSION CERTIFICATION |
|----------------------------|-----------|------------------|----------------------------|
| D < 10 L per cylinder | ≤ 3000 hp | 2007+ | Nonroad Tier 2/3/4 |
| | | 2007-2010 | Nonroad Tier 1 |
| | 2011+ | Nonroad Tier 2/4 | |
| 10 ≤ D < 30 L per cylinder | All | 2007+ | Marine Cat. 2 Tier 3/4/3/4 |
| D ≥ 30 L per cylinder | All | 2010-2011 | Marine Cat. 3 Tier 1 |
| | | 2012+ | Marine Cat. 3 Tier 2/3 |

Nonroad diesel engines

TABLE 4
TIER 4 EMISSION STANDARDS—ENGINES ABOVE 560 KW, G/KWH (G/BHP-HR)

| YEAR | CATEGORY | CO | NMHC | NO _x | PM |
|------|-------------------------------------|-----------|-------------|-----------------|--------------|
| 2011 | Generator sets > 900 kW | 3.5 (2.6) | 0.40 (0.30) | 0.67 (0.50) | 0.10 (0.075) |
| | All engines except gensets > 900 kW | 3.5 (2.6) | 0.40 (0.30) | 3.5 (2.6) | 0.10 (0.075) |
| 2015 | Generator sets | 3.5 (2.6) | 0.19 (0.14) | 0.67 (0.50) | 0.03 (0.022) |
| | All engines except gensets | 3.5 (2.6) | 0.19 (0.14) | 3.5 (2.6) | 0.04 (0.03) |

EUROPEAN UNION Stage 3/4 Standards

Stage 3 standards – which are further divided into two sub-stages: Stage 3 A and Stage 3 B – and Stage 4 standards for nonroad diesel engines are listed below. These limit values apply to all nonroad diesel engines of indicated power range for use in applications other than rail traction and inland waterway vessels. (See www.dieselnet.com for more details and inland waterway vessel data).

The implementation dates in the following tables refer to the market placement dates. For all engine categories, a sell-off period of two years is allowed for engines produced prior to the respective market placement date. The dates for new type approvals are, with some exceptions, one year ahead of the respective market placement date.

| STAGE 3 A/B EMISSION STANDARDS FOR NONROAD DIESEL ENGINES | | | | | | | |
|---|---------------|-------------------|----------|------|--------|-----------------|-------|
| CAT. | NET POWER kW | DATE ^a | CO g/kWh | HC | HC+NOX | NO _x | PM |
| Stage 3 A | | | | | | | |
| H | 130 ≤ P ≤ 560 | 2006.01 | 3.5 | - | 4.0 | - | 0.2 |
| I | 75 ≤ P < 130 | 2007.01 | 5.0 | - | 4.0 | - | 0.3 |
| J | 37 ≤ P < 75 | 2008.01 | 5.0 | - | 4.7 | - | 0.4 |
| K | 19 ≤ P < 37 | 2007.01 | 5.5 | - | 7.5 | - | 0.6 |
| Stage 3 B | | | | | | | |
| L | 130 ≤ P ≤ 560 | 2011.01 | 3.5 | 0.19 | - | 2.0 | 0.025 |
| M | 75 ≤ P < 130 | 2012.01 | 5.0 | 0.19 | - | 3.3 | 0.025 |
| N | 56 ≤ P < 75 | 2012.01 | 5.0 | 0.19 | - | 3.3 | 0.025 |
| P | 37 ≤ P < 56 | 2013.01 | 5.0 | - | 4.7 | - | 0.025 |

^a Dates for constant speed engines are: 2011.01 for categories H, I and K; 2012.01 for category J.

| STAGE 4 EMISSION STANDARDS FOR NONROAD DIESEL ENGINES | | | | | | |
|---|---------------|---------|----------|------|-----------------|-------|
| CAT. | NET POWER kW | DATE | CO g/kWh | HC | NO _x | PM |
| Q | 130 ≤ P ≤ 560 | 2014.01 | 3.5 | 0.19 | 0.4 | 0.025 |
| R | 56 ≤ P < 130 | 2014.10 | 5.0 | 0.19 | 0.4 | 0.025 |

| STAGE 3 B EMISSION STANDARDS FOR RAIL TRACTION ENGINES | | | | | | | |
|--|--------------|------|----------|------|--------|-----------------|-------|
| CAT. | NET POWER kW | DATE | CO g/kWh | HC | HC+NOX | NO _x | PM |
| Stage 3 B | | | | | | | |
| RC B | P > 130 | 2012 | 3.5 | 0.19 | - | 2.0 | 0.025 |
| R B | P > 130 | 2012 | 3.5 | - | 4.0 | - | 0.025 |

Stage 5 Standards

Stage 5 emission limits for engines in nonroad mobile machinery (category NRE) are shown below. These standards are applicable to diesel (CI) engines from 0 to 56 kW and to all types of engines above 56 kW. Engines above 560 kW used in generator sets (category NRG) must meet standards shown in Category NRG-v/c-1^a.

| STAGE 5 EMISSION STANDARDS FOR NONROAD ENGINES | | | | | | | |
|--|------|---------------|------|------|---------------------|-------------------|--------------------|
| CATEGORY | IGN. | NET POWER kW | DATE | CO | HC g/kWh | NO _x | PN 1/kWh |
| NRE-v/c-1 | CI | P < 8 | 2019 | 8.00 | 7.50 ^{a,c} | 0.40 ^b | - |
| NRE-v/c-2 | CI | 8 ≤ P < 19 | 2019 | 6.60 | 7.50 ^{a,c} | 0.40 | - |
| NRE-v/c-3 | CI | 19 ≤ P < 37 | 2019 | 5.00 | 4.70 ^{a,c} | 0.015 | 1×10 ¹² |
| NRE-v/c-4 | CI | 37 ≤ P < 56 | 2019 | 5.00 | 4.70 ^{a,c} | 0.015 | 1×10 ¹² |
| NRE-v/c-5 | All | 56 ≤ P < 130 | 2020 | 5.00 | 0.19 ^c | 0.40 | 0.015 |
| NRE-v/c-6 | All | 130 ≤ P ≤ 560 | 2019 | 3.50 | 0.19 ^c | 0.40 | 0.015 |
| NRE-v/c-7 | All | P > 560 | 2019 | 3.50 | 0.19 ^d | 3.50 | 0.045 |

^a HC+NO_x ^b 0.60 for hand-startable, air-cooled direct injection engines
^c A = 1.10 for gas engines ^d A = 6.00 for gas engines

GOTHENBURG PROTOCOL Stationary engine guidelines

NO_x emissions limits for new stationary engines specified by the Gothenburg Protocol are listed. (applicable to all parties other than Canada and the United States).

| NO _x EMISSION LIMITS FROM NEW STATIONARY ENGINES | |
|---|---|
| DESCRIPTION | NO _x LIMIT, MG/NM ³ |
| Spark ignition (Otto) engines, 4-stroke, >1 MW | |
| Lean-burn engines | 250 |
| All other engines | 500 |
| Compression ignition (Diesel) engines, >5 MW | |
| Fuel: natural gas (jet ignition engines) | 500 |
| Fuel: heavy fuel oil | 600 |
| Fuel: diesel oil or gas oil | 500 |

NO_x is specified as NO₂ equivalent. Concentrations are expressed at standard temperature and pressure conditions (273.15 K, 101.3 kPa) and at an oxygen reference content of 5%.

The limits do not apply to engines running less than 500 hr/yr. Startup, shutdown and maintenance of equipment are also excluded. Meeting the limits by lowering exhaust concentrations through dilution is not permitted.

The Protocol also specifies emission monitoring and reporting requirements.

WORLD BANK GUIDELINES Stationary engines

The maximum emission levels are expressed as concentrations, to facilitate monitoring. The emission limits are to be achieved through a variety of control and fuel technologies, as well as through good maintenance practice. Dilution of air emissions to achieve the limits is not acceptable.

The following are emission limits for engine driven power plants:

PARTICULATE MATTER PM emissions (all sizes) should not exceed 50 mg/Nm³.

SULFUR DIOXIDE Total SO₂ emissions should be less than 0.20 metric tons per day (tpd) per MWe of capacity for the first 500 MWe, plus 0.10 tpd for each additional MWe of capacity over 500 MWe. In addition, the SO₂ concentration in flue gases should not exceed 2,000 mg/Nm³, with a maximum emissions level of 500 tpd.

NITROGEN OXIDES Provided that the resultant maximum ambient levels of nitrogen dioxide are less than 150 µg/m³ (24-hour average), the NO_x emissions levels should be less than 2,000 mg/Nm³ (or 13 g/kWh, dry at 15% O₂). In all other cases, the maximum NO_x emission level is 400 mg/Nm³ (dry at 15% O₂).