



**San Joaquin Valley**  
AIR POLLUTION CONTROL DISTRICT



**San Joaquin Valley Air Pollution Control District**

**2012 Annual Report  
Indirect Source Review Program**

**Reporting Period:  
July 1, 2011 to June 30, 2012**

# San Joaquin Valley Unified Air Pollution Control District

## Governing Board December 2012

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## I. EXECUTIVE SUMMARY

This “2012 Annual Report on the District’s Indirect Source Review Program” was prepared by the San Joaquin Valley Unified Air Pollution Control District. District Rule 9510, Indirect Source Review (ISR), was adopted by the District’s Governing Board to reduce the impacts of growth in emissions resulting from new land development in the San Joaquin Valley. Rule 9510 is a commitment in the EPA-approved PM<sub>10</sub> Attainment Demonstration Plan. The objective of the rule is to reduce emissions of NO<sub>x</sub> and PM<sub>10</sub> associated with construction and operational activities of development projects occurring within the San Joaquin Valley. When it was adopted, District staff anticipated that the rule would reduce development project impacts on air quality by approximately 10.1 tons per day (NO<sub>x</sub>+PM<sub>10</sub>) in 2010. In spite of the downturn in the global economy and construction in the US, California, and the San Joaquin Valley, as of the date of this report the District has confirmed 10.5 tons/day of emissions reductions achieved through the implementation of this rule (including mitigation resulting from “Voluntary Emission Reduction Agreements, or VERAs, as discussed later in this report).

District Rule 9510 applies to new development projects that would equal or exceed specific size limits called “applicability thresholds”. The applicability thresholds were established at levels intended to capture projects that emit at least two tons of nitrogen oxides (NO<sub>x</sub>) or two tons of particulate matter smaller than ten microns in aerodynamic diameter (PM<sub>10</sub>) per year. The rule contains provisions exempting stationary source projects that are subject to the District’s stationary source permitting requirements.

Developers of projects subject to Rule 9510 must reduce emissions occurring during construction and operational phases, or pay off-site mitigation fees. One hundred percent (100%) of all offsite mitigation fees are used by the District’s Emission Reduction Incentive Program (ERIP) to fund emission reduction projects, achieving emission reductions in behalf of the project. Additionally, developers pay an administrative fee equal to four percent (4%) of the required off-site fees. This fee is to cover the District’s cost of administering the off-site emission reduction program.

For the 2011-2012 ISR annual reporting period, the District’s ISR/VERA account held a beginning balance of \$9,048,689. During this reporting period, the District received off-site mitigation fees totaling \$1,885,255 resulting in a grand total of \$10,933,945 available funds after refunds. The District funded off-site emission reduction projects totaling \$2,990,415 during this period, and has encumbered \$6,748,550 in contracts for emission reduction projects that have not yet been implemented, leaving an unexpended balance of \$1,194,980. Projects funded by the District during this report period achieved emission reductions totaling 943.6 tons NO<sub>x</sub> and 98.4 tons PM<sub>10</sub>, for a combined total of 1,042 tons of reductions and a cost effectiveness of \$4,428 per ton.

Compared to the 2010-2011 reporting period, the ISR program experienced a 41.3% increase in Air Impact Assessment (AIA) applications submitted to the District on a monthly average basis: 194 applications received during the 12 months of this reporting period versus 183 received during the 16 months of the previous reporting period. In the meantime, compared to the previous reporting period, the ISR/VERA program

encountered a significant 77.5% increase in the amount of off-site mitigation fees collected on a monthly average basis: \$1,885,255 collected during this 12-month reporting period compared to \$1,415,854 collected during the previous 16-month reporting period. These trends are attributable to the continuation of the rebound of the construction industry experienced in the San Joaquin Valley.

## II. INTRODUCTION

The District's population increased by 22% between 1990 and 2000 and 24% between 2000 and 2010, and California's Department of Finance has projected that the San Joaquin Valley Air Basin (SJVAB) will experience an overall increase in population of an additional 26% increase between 2010 and 2020. Population growth results in increased area source emissions from activities such as consumer product use, fuel combustion, and landscape maintenance. Additionally, the total number of vehicle miles traveled (VMT) increases at an even faster rate than population growth. The projected growth in these so called "indirect source" emissions erodes the benefits of emission reductions achieved through the District's stationary source program and the state and federal mobile source controls.

The District has longstanding statutory authority to regulate indirect sources of air pollution. Pursuant to this authority, the District made a federally enforceable commitment to regulate indirect sources when it adopted its PM<sub>10</sub> Attainment Plan in June 2003. Subsequently, the California State Legislature passed Senate Bill 709, Florez, in the fall of 2003, which Governor Gray Davis subsequently signed and codified into the Health and Safety Code in §40604. This additional legislation required the District to adopt, by regulation, a schedule of fees to be assessed on area wide or indirect sources of emissions that are regulated by the District.

District Rule 9510 (Indirect Source Review) was adopted by the District's Board on December 15, 2005, and became effective March 1, 2006. District Rule 9510 (ISR) was adopted by the District's Board to reduce the impacts of growth in emissions resulting from new land development in the San Joaquin Valley. The rule applies to new residential and non-residential development projects, including transportation and transit projects, which equal or exceed established applicability thresholds. The applicability thresholds are established at levels intended to capture projects that emit at least two tons of nitrogen oxides (NO<sub>x</sub>) or two tons of particulate matter smaller than ten microns in aerodynamic diameter (PM<sub>10</sub>) per year. Upon full implementation, it is anticipated that the rule will reduce development project impacts on air quality by 10.1 tons per day (NO<sub>x</sub>+PM<sub>10</sub>).

Developers of projects subject to ISR must reduce emissions occurring during construction and operational phases, or pay off-site mitigation fees. One hundred percent of all offsite mitigation fees are used by the District's Emission Reduction Incentive Program (ERIP) to fund emission reduction projects, achieving emission reductions in behalf of the project. Additionally, developers pay an administrative fee

equal to four percent (4%) of the required off-site fees. This fee is to cover the District's cost of administering the off-site emission reduction program.

This report was prepared pursuant to provisions of Rule 9510 that require the District to prepare an annual report regarding expenditure of received funds and achieved emission reductions. Pursuant to Rule 9510, Section 10.4, the annual report should include the following:

- Total amount of Off-Site Fees received;
- Total monies spent;
- Total monies remaining;
- Any refunds distributed;
- A list of all projects funded;
- Total emissions reductions realized; and
- The overall cost-effectiveness factor for the projects funded.

### **III. IMPLEMENTATION**

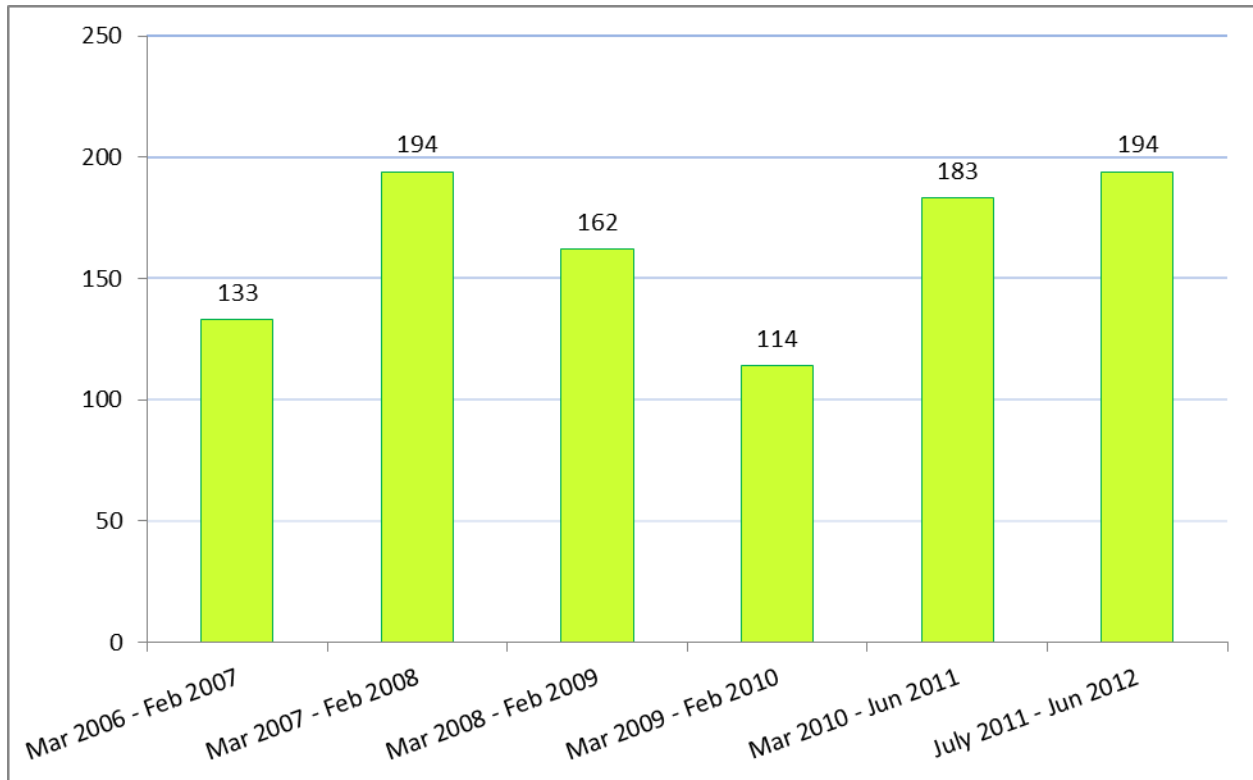
#### District Rule 9510 (Indirect Source Review)

Through implementation of the ISR rule, District staff is seeing positive changes in development practices. Since adoption of the rule, developers have voluntarily begun to incorporate many air-friendly design changes into their projects. For instance, significant reductions in emissions have occurred through the use of cleaner construction equipment. In 2006, the first year of implementation, only 14.3% of approved projects reduced construction exhaust impacts through use of construction equipment that is cleaner than the state fleet average. During the 2012 reporting period, the percentage of projects for which the use of "clean construction equipment" has been proposed remained high, at approximately 50%.

Another noteworthy change is that developers of large distribution centers reduced operational impacts through voluntarily committing to use newer, heavy-heavy duty on-road fleet vehicles and maintaining a fleet replacement schedule that ensures older vehicles are replaced in a timely manner. In addition, many lesser but still cumulatively significant reductions in emissions have been garnered by a whole range of effective design principles, like installation of solar power, integrated mixed-use development design, bike lanes, high-efficiency housing design, and many others.

A summary of Air Impact Assessment (AIA) applications received since 2006, the first year of implementation, is presented in Figure 1. Compared to the 2010-2011 reporting period, the ISR program experienced a 41.3% increase in Air Impact Assessment (AIA) applications submitted to the District on a monthly average basis: 194 applications received during the 12 months of this reporting period versus 183 received during the 16 months of the previous reporting period. This trend reflects the continued rebound of the construction industry in the San Joaquin Valley started during the previous year.

**Figure 1: Number of ISR Applications Received From 2006 to June 30, 2012**



Compared to the previous reporting period, the amount of ISR off-site mitigation fees collected increased very significantly by 91.0%, on a monthly average basis: \$947,746 collected during this 12-month reporting period compared to \$661,438 collected during the previous 16-month reporting period. This trend is attributable to the continued rebound of the construction industry experienced in the San Joaquin Valley, with development projects moving forward.

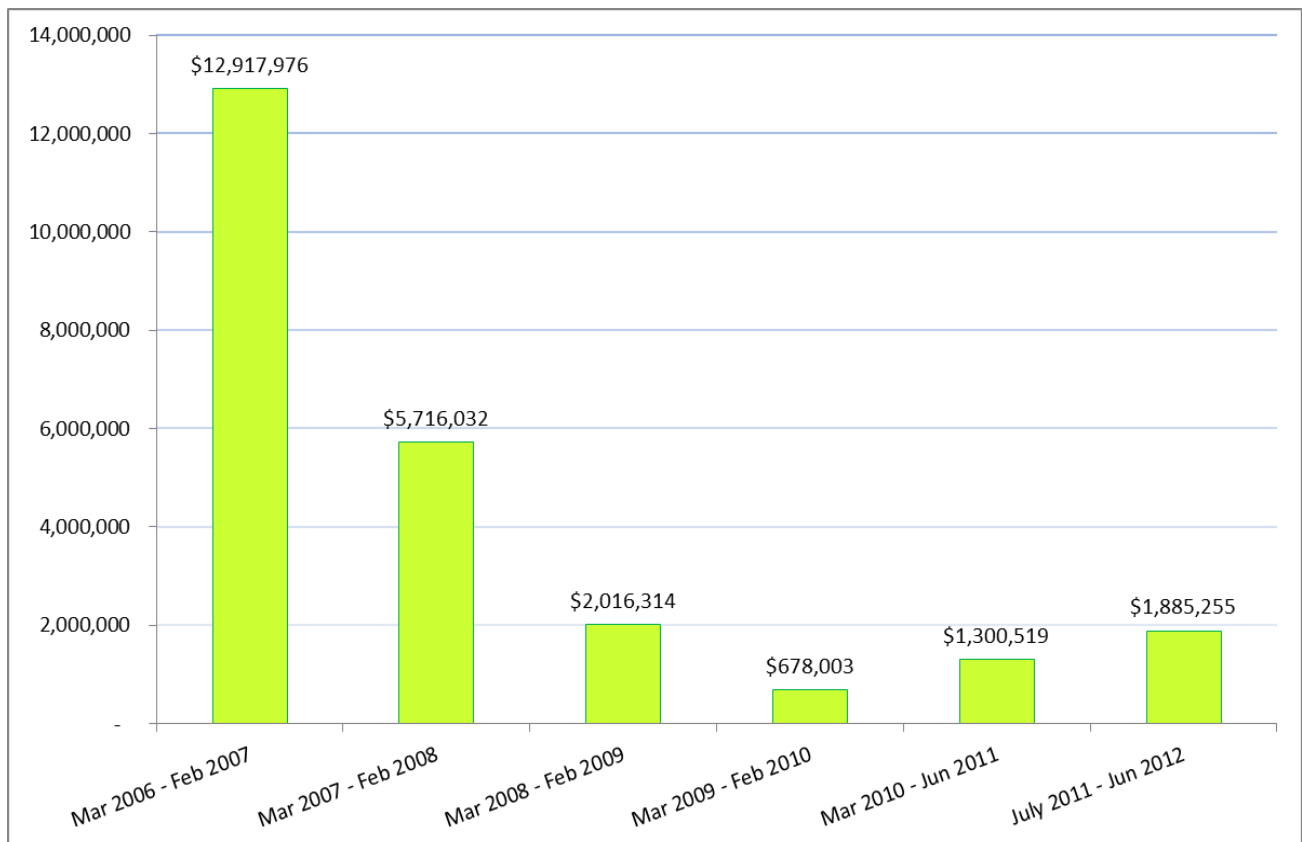
### Voluntary Emission Reduction Agreements

A Voluntary Emission Reduction Agreement (VERA) is an air quality mitigation measure by which a developer voluntarily enters into a contractual agreement with the District to reduce a development project's impact on air quality beyond that achieved by compliance with District Rule 9510. By fully mitigating the project's impact on air quality, a developer can address one of the issues that have led to California Environmental Quality Act (CEQA) legal challenges to development projects within the San Joaquin Valley Air Basin.

Implementation of a VERA is complementary to ISR; project emissions are characterized, mitigation funds are paid to the District, the District administers the funds to secure the required emission reduction projects. For development projects subject to ISR, the developer must also comply with applicable rule provisions. To avoid double counting, emission reductions achieved through implementation of a VERA are credited towards satisfying ISR requirements. This report therefore includes revenues and emission reductions achieved through the VERA process.

As presented in Figure 2 below, compared to the previous reporting period, the ISR/VERA program encountered a very significant 93.3% increase in the amount of off-site mitigation fees collected after refunds, on a monthly average basis: \$1,885,255 collected during this 12-month reporting period compared to \$1,300,519 collected during the previous 16-month reporting period. As already discussed above, this trend is attributable to the continuation of the rebound of the construction industry experienced in the San Joaquin Valley.

**Figure 2: ISR/VERA Program Off-site Mitigation Fees Received from 2006 to June 30, 2012**





## IV. FISCAL SUMMARY

As presented in Table 1 below, the ISR/VERA off-site mitigation fee account held a beginning balance of \$9,048,689 in July of 2011. During this reporting period, the District received off-site mitigation fees totaling \$1,885,255 resulting in a grand total of available fees of \$10,933,945 for this reporting period. The District completed the funding for off-site emission reduction projects totaling \$2,990,415, and has encumbered \$6,748,550 in contracts for emission reduction projects that have not yet been implemented, leaving an unexpended balance of \$1,194,980.

**Table 1: ISR/VERA Fiscal Summary (July 1, 2011 – June 30, 2012)**

ISR/VERA Fiscal Summary	ISR	VERA	Total
Beginning Balance	\$8,039,278	\$1,009,411	\$9,048,689
Off-Site Mitigation Fees Collected	\$947,746	\$937,509	\$1,885,255
Off-Site Mitigation Fees Refunded	\$0	\$0	\$0
Off-Site Mitigation Fees Available after Refunds	\$947,746	\$937,509	\$1,885,255
Available Balance	\$8,987,024	\$1,946,921	\$10,933,945
Amount Spent	-\$2,187,622	-\$802,793	-\$2,990,415
Encumbered Balance	-\$6,748,550	\$0	-\$6,748,550
Ending Balance	\$50,852	\$1,144,128	\$1,194,980

## V. EMISSIONS REDUCTION SUMMARY

### Achieved Off-Site Emission Reductions

During this reporting period, the District used ISR and VERA fees to fund 296 emission reduction projects affecting 334 units. The majority of funded projects consisted of replacing wood burning stoves with natural gas fired inserts and replacement of diesel powered agricultural tractors. Emission reduction projects achieved total reductions of 943.6 tons NO<sub>x</sub> and 98.4 tons PM<sub>10</sub>, for a combined total of 1,042.0 tons and a cost effectiveness of \$4.428 per ton (Table 2). Additionally, funded projects reduced emissions of reactive organic gases (ROG) by 136.9 tons.

The achieved cost effectiveness for this reporting period is \$4,428 per ton of pollutant reduced (NO<sub>x</sub> and PM<sub>10</sub> combined), somewhat higher than the cost effectiveness

achieved during the previous reporting period (\$3,133 per ton). This increase in cost-effectiveness is expected to continue over the coming years as the lower-hanging fruit, the less expensive emission reduction projects, become more difficult to find.

A complete list of all projects funded is presented in Appendix A.

**Table 2: ISR/VERA Off-Site Emission Reductions (July 1, 2011 – June 30, 2012)**

Achieved Emission Reductions (Tons)				Amount Spent (\$)	Cost Effectiveness (\$/Ton)
Source	NOx	PM <sub>10</sub>	Total		
ISR	728.4 tons	35.1 tons	763.5 tons	\$2,187,622	\$1,911/ton
VERA	215.2 tons	63.3 tons	278.5 tons	\$802,793	\$5,329/ton
<b>Grand Total</b>	<b>943.6 tons</b>	<b>98.4 tons</b>	<b>1,042.0 tons</b>	<b>\$2,990,415</b>	<b>\$4,428/ton</b>

Projected Emission Reductions

Projected emission reductions are a combination of emission reductions to be achieved in the future through implementation of project design elements at full project build out and through funding off-site emission reductions projects, using off-site mitigation fees. For this reporting period, implementation of ISR resulted in combined projected on-site and off-site emission reductions totaling 898.9 tons of NOx and 855.5 tons of PM<sub>10</sub> (Table 3).

**Table 3: Emission Reductions from Approved ISR Projects (July 1, 2011 – June 30, 2012)**

Projected Emission Reductions (Tons)			
Source	NOx	PM <sub>10</sub>	Total
On-site Emission Reductions	654.9 tons	542.2 tons	<b>1,197.1 tons</b>
Off-site Emission Reductions	244.0 tons	313.3 tons	<b>557.3 tons</b>
<b>Total</b>	<b>898.9 tons</b>	<b>855.5 tons</b>	<b>1,754.4 tons</b>

## APPENDIX A

### List of all emission reduction projects funded by the ISR/VERA Program

EMISSION REDUCTIONS PROJECTS  
ISR Annual Report / July 2011 – June 2012

Project #	Project Type	Unit	NOx (Tons/Project life)	PM (Tons/Project life)
C-8291-A	Agricultural Tractor	1	18.350	0.620
C-7149-A	Agricultural Tractor	1	17.920	0.940
C-7146-A	Agricultural Tractor	1	16.940	0.760
C-8531-A	Agricultural Tractor	1	7.040	0.390
C-8695-A	Agricultural Tractor	1	4.310	0.290
C-8687-A	Agricultural Tractor	1	4.370	0.290
C-8674-A	Agricultural Tractor	1	4.310	0.290
C-8681-A	Agricultural Tractor	1	4.370	0.290
C-8683-A	Agricultural Tractor	1	4.370	0.290
C-8623-A	Agricultural Tractor	1	9.770	0.490
C-8693-A	Agricultural Tractor	1	8.430	0.430
C-8697-A	Agricultural Tractor	1	5.370	0.360
C-8694-A	Agricultural Tractor	1	4.370	0.290
C-8691-A	Agricultural Tractor	1	7.760	0.390
C-8349-A	Agricultural Tractor	1	0.400	0.090
C-8336-A	Agricultural Tractor	1	0.400	0.090
C-7472-A	Agricultural Tractor	1	19.570	1.080
C-8282-A	Agricultural Tractor	1	30.070	1.030
C-8285-A	Agricultural Tractor	1	12.530	0.400
C-8287-A	Agricultural Tractor	1	19.700	0.670
C-8564-A	Agricultural Tractor	1	0.430	0.120
C-8566-A	Agricultural Tractor	1	0.430	0.120
C-8568-A	Agricultural Tractor	1	0.430	0.120
C-8047-A	Agricultural Tractor	1	7.340	0.240
C-8669-A	Agricultural Tractor	1	9.020	0.600
C-7479-A	Agricultural Tractor	1	13.600	0.490
C-7476-A	Agricultural Tractor	1	13.600	0.490
C-7797-A	Agricultural Tractor	1	10.410	0.470
C-8043-A	Agricultural Tractor	1	0.320	0.060
C-7150-A	Agricultural Tractor	1	17.390	0.880

C-7150-A	Agricultural Tractor	1	17.390	0.880
C-7872-A	Agricultural Tractor	1	3.710	0.230
C-7880-A	Agricultural Tractor	1	0.790	0.150
C-7866-A	Agricultural Tractor	1	4.520	0.280
C-7875-A	Agricultural Tractor	1	3.890	0.250
C-7737-A	Agricultural Tractor	1	3.050	0.190
C-7187-A	Agricultural Tractor	1	3.700	0.210
C-8406-A	Agricultural Tractor	1	4.340	0.290
C-8496-A	Agricultural Tractor	1	14.080	0.620
C-4565-A	Agricultural Tractor	1	7.790	0.340
C-7466-A	Agricultural Tractor	1	26.670	1.180
C-7470-A	Agricultural Tractor	1	19.220	0.860
C-7465-A	Agricultural Tractor	1	28.290	1.250
C-8355-A	Agricultural Tractor	1	4.140	0.230
C-8292-A	Agricultural Tractor	1	7.910	0.400
C-7467-A	Agricultural Tractor	1	14.780	0.660
C-7461-A	Agricultural Tractor	1	27.010	1.200
C-8723-A	Agricultural Tractor	1	9.120	0.620
C-7662-A	Forklift	1	3.500	0.190
C-7462-A	Agricultural Tractor	1	21.360	0.950
C-7464-A	Agricultural Tractor	1	17.610	0.780
C-7468-A	Agricultural Tractor	1	10.670	0.480
C-7661-A	Forklift	1	4.800	0.270
C-7767-A	Agricultural Tractor	1	13.710	0.440
C-8690-A	Wheel Loader	1	30.700	1.010
C-8472-A	Agricultural Tractor	1	10.870	0.510
C-8636-A	Agricultural Tractor	1	12.030	0.800
C-8634-A	Agricultural Tractor	1	8.750	0.590
C-7664-A	Agricultural Tractor	1	1.850	0.080
C-8137-A	Agricultural Tractor	1	8.760	0.240
C-8139-A	Agricultural Tractor	1	4.770	0.250
C-8954-A	Agricultural Tractor	1	5.010	0.280
C-8392-A	Agricultural Tractor	1	1.950	0.170
C-8343-A	Combine	1	8.470	0.430
C-9037-A	Agricultural Tractor	1	0.280	0.040
C-8300-A	Agricultural Tractor	1	8.230	0.460
C-8308-A	Agricultural Tractor	1	5.710	0.340
C-8310-A	Agricultural Tractor	1	5.710	0.340
C-8302-A	Agricultural Tractor	1	5.710	0.340
C-8311-A	Agricultural Tractor	1	5.710	0.340
C-8313-A	Agricultural Tractor	1	1.060	0.220

C-8283-A	Agricultural Tractor	1	4.350	0.250
C-8157-A	Agricultural Tractor	1	3.820	0.170
C-8745-A	Agricultural Tractor	1	10.070	0.670
C-8741-A	Agricultural Tractor	1	0.770	0.220
C-8743-A	Agricultural Tractor	1	0.260	0.070
C-7830-A	Agricultural Tractor	1	36.360	1.200
C-8703-A	Forklift	1	1.800	0.090
C-3914-A	Irrigation Pump	1	2.840	0.060
C-3888-A	Irrigation Pump	1	6.310	0.110
C-15317-A	Irrigation Pump	1	1.270	-0.020
C-15564-A	Irrigation Pump	1	1.800	0.010
C-3863-A	Work Over Rig (Drilling)	1	1.686	0.026
C-3863-A	Work Over Rig (Drilling)	2	1.655	0.026
C-7791-A	Other Agricultural Equipment	1	18.350	0.740
C-7791-A	Other Agricultural Equipment	3	19.840	0.860
C-7791-A	Other Agricultural Equipment	4	18.330	0.800
C-7791-A	Other Agricultural Equipment	7	16.950	0.690
C-7791-A	Other Agricultural Equipment	2	16.950	0.690
C-7791-A	Other Agricultural Equipment	5	18.330	0.800
C-7791-A	Other Agricultural Equipment	6	18.350	0.740
C-7791-A	Other Agricultural Equipment	9	18.330	0.800
C-7791-A	Other Agricultural Equipment	8	19.840	0.860
C-18560-A	New Insert	1		1.228
C-18099-A	New Insert	1		0.302
C-17792-A	New Insert	1		0.302
C-18042-A	New Insert	1		0.151
C-18242-A	New Insert	1		0.453
C-17944-A	New Insert	1		0.453
C-18171-A	New Insert	1		0.151
C-18246-A	New Insert	1		0.302
C-18295-A	New Stove	1		0.293
C-17436-A	New Insert	1		0.151
C-18038-A	New Insert	1		0.605
C-18043-A	New Insert	1		0.453
C-17875-A	New Insert	1		0.151
C-18153-A	New Insert	1		1.516
C-16952-A	New Insert	1		0.921
C-18509-A	New Insert	1		0.151
C-18094-A	New Insert	1		0.302
C-19076-A	New Insert	1		0.151
C-19080-A	New Insert	1		0.151

C-18341-A	New Insert	1		0.028
C-18358-A	New Insert	1		0.396
C-18359-A	New Insert	1		0.042
C-18409-A	New Insert	1		0.055
C-18558-A	New Insert	1		0.151
C-18886-A	New Insert	1		0.028
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C-17882-A	New Insert	1		0.302
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C-18016-A	New Insert	1		0.151
C-18352-A	New Insert	1		0.097
C-18416-A	New Insert	1		0.132
C-18586-A	New Insert	1		0.088
C-18528-A	New Insert	1		0.302
C-18893-A	New Insert	1		0.013
C-18943-A	New Stove	1		0.439
C-17907-A	New Stove	1		0.097
C-18311-A	New Insert	1		0.099
C-18342-A	New Stove	1		0.097
C-18343-A	New Insert	1		0.151
C-18779-A	New Insert	1		0.146
C-17121-A	New Insert	1		0.151
C-17851-A	New Insert	1		0.066
C-17866-A	New Insert	1		0.453
C-17949-A	New Insert	1		0.302
C-17951-A	New Insert	1		0.151
C-18353-A	New Insert	1		0.151
C-18419-A	New Insert	1		0.439
C-17751-A	New Insert	1		0.022
C-18836-A	New Insert	1		0.453
C-19038-A	New Insert	1		0.088
C-18870-A	New Stove	1		0.878
C-18337-A	New Insert	1		0.198
C-17437-A	New Insert	1		0.151
C-17880-A	New Insert	1		0.151
C-17994-A	New Insert	1		0.302
C-18005-A	New Insert	1		0.302

C-18955-A	New Insert	1		0.151
C-18080-A	New Insert	1		0.079
C-18237-A	New Insert	1		0.151
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C-18382-A	New Insert	1		0.132
C-18614-A	New Insert	1		0.302
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C-17785-A	New Insert	1		0.302
C-18053-A	New Insert	1		0.151
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C-18531-A	New Insert	1		0.220
C-18054-A	New Insert	1		0.605
C-18095-A	New Insert	1		0.151
C-18320-A	New Insert	1		0.151
C-18356-A	New Insert	1		0.302
C-18420-A	New Insert	1		0.302
C-18454-A	New Insert	1		0.165
C-18590-A	New Insert	1		0.453
C-18654-A	New Insert	1		0.302
C-17961-A	New Insert	1		0.151
C-18838-A	New Insert	1		1.360
C-18881-A	New Insert	1		0.362
C-17545-A	New Insert	1		0.151
C-19008-A	New Insert	1		0.151
C-18081-A	New Insert	1		0.151
C-18111-A	New Insert	1		0.151
C-18113-A	New Insert	1		0.605
C-18170-A	New Insert	1		0.151
C-17847-A	New Insert	1		0.151
C-17879-A	New Insert	1		0.151
C-18004-A	New Insert	1		0.151
C-18313-A	New Insert	1		0.049
C-18315-A	New Insert	1		0.302
C-18345-A	New Insert	1		0.022
C-18613-A	New Insert	1		0.151
C-18539-A	New Insert	1		0.302
C-18784-A	New Insert	1		0.302
C-18354-A	New Insert	1		0.151

C-18957-A	New Insert	1		0.151
C-19007-A	New Insert	1		2.109
C-18736-A	New Insert	1		0.151
C-18232-A	New Insert	1		0.302
C-19012-A	New Insert	1		0.121
C-18762-A	New Insert	1		0.878
C-18626-A	New Insert	1		0.151
C-18626-B	New Insert	2		0.151
C-19119-A	New Insert	1		0.151
C-18041-A	New Insert	1		0.439
C-19060-A	New Insert	1		0.302
C-17846-A	New Insert	1		2.210
C-18488-A	New Insert	1		1.535
C-18161-A	New Insert	1		0.302
C-18747-A	New Insert	1		0.151
C-8747-A	Agricultural Tractor	1	4.210	0.280
C-18318-A	New Insert	1		0.614
C-18068-A	New Insert	1		0.179
C-18891-A	New Insert	1		0.307
C-17903-A	New Insert	1		0.307
C-18059-A	New Insert	1		0.151
C-18091-A	New Insert	1		0.154
C-18177-A	New Insert	1		0.302
C-18241-A	New Insert	1		0.028
C-18259-A	New Insert	1		0.151
C-17791-A	New Insert	1		0.151
C-17976-A	New Insert	1		0.151
C-17991-A	New Insert	1		0.151
C-18294-A	New Insert	1		0.302
C-18594-A	New Insert	1		0.151
C-18595-A	New Insert	1		0.302
C-18609-A	New Insert	1		0.302
C-18712-A	New Insert	1		0.198
C-18884-A	New Insert	1		0.151
C-18533-A	New Insert	1		0.302
C-18969-A	New Insert	1		0.151
C-18286-A	New Insert	1		0.293
C-17848-A	New Insert	1		0.151
C-18569-A	New Insert	1		0.151
C-18652-A	New Insert	1		0.032
C-18835-A	New Insert	1		0.302



C-18837-A	New Insert	1		0.151
C-18160-A	New Insert	1		0.302
C-19061-A	New Insert	1		0.302
C-17683-A	New Insert	1		0.302
C-17883-A	New Insert	1		0.151
C-17900-A	New Insert	1		0.151
C-18434-A	New Insert	1		0.088
C-18785-A	New Insert	1		1.582
C-18283-A	New Insert	1		0.453
C-18885-A	New Insert	1		0.151
C-17781-A	New Insert	1		0.302
C-18953-A	New Insert	1		0.151
C-19019-A	New Insert	1		0.151
C-19138-A	New Insert	1		0.302
C-18430-A	New Insert	1		0.302
C-18598-A	New Insert	1		0.453
C-17887-A	New Insert	1		0.194
C-17937-A	New Insert	1		0.293
C-17955-A	New Insert	1		0.302
C-17980-A	New Insert	1		0.151
C-19016-A	New Insert	1		0.044
C-18462-A	New Insert	1		0.151
C-18530-A	New Insert	1		0.151
C-17989-A	New Insert	1		0.302
C-18414-A	New Insert	1		0.151
C-18596-A	New Insert	1		0.302
C-18682-A	New Insert	1		0.453
C-18814-A	New Insert	1		0.151
C-17117-A	New Insert	1		0.293
C-18507-A	New Insert	1		0.066
C-18114-A	New Insert	1		0.151
C-18129-A	New Insert	1		0.453
C-18563-A	New Insert	1		0.088
C-18588-A	New Insert	1		0.302
C-17888-A	New Insert	1		0.151
C-17986-A	New Insert	1		0.151
C-18840-A	New Insert	1		0.022
C-18213-A	New Insert	1		0.151
C-18240-A	New Insert	1		0.453
C-18247-A	New Insert	1		0.151
C-17870-A	New Insert	1		0.302

C-17904-A	New Insert	1		0.151
C-18013-A	New Insert	1		0.066
C-18640-A	New Insert	1		0.151
C-18869-A	New Insert	1		0.151
C-18460-A	New Insert	1		0.151
C-17656-A	New Insert	1		0.151
C-19013-A	New Insert	1		0.106
C-18291-A	New Insert	1		0.151
C-19195-A	New Insert	1		0.151
C-17651-A	New Insert	1		0.151
C-18868-A	New Insert	1		0.302
C-18505-A	New Insert	1		0.151
C-18357-A	New Insert	1		0.151
C-17653-A	New Insert	1		0.151
C-18471-A	New Insert	1		0.151
C-9037-A	Agricultural Tractor	1	0.280	0.040
C-8079-A	Agricultural Tractor	1	10.750	0.710
C-8582-A	Agricultural Tractor	1	7.740	0.340
C-8780-A	Agricultural Tractor	1	6.860	0.410
C-8781-A	Agricultural Tractor	1	4.580	0.200
	<b>Total</b>	<b>334</b>	<b>943.62 tons</b>	<b>98.44 tons</b>
	<b>Number of projects</b>	<b>296</b>		