Statement of
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Clean Air Act Advisory Committee
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Good afternoon. My name is Ron Lipinski and I am the Manager of the Mobile Sources Control Program for the Maryland Department of the Environment. I am pleased to be here to provide a statement representing Maryland and the Ozone Transport Commission (OTC) on the need to further control emissions from non-road sources, especially non-road diesel engines, and to provide cleaner diesel fuels for those engines. The OTC is comprised of 13 Northeast and Mid-Atlantic States and jurisdictions that are coordinating ground-level ozone control programs.

States strongly commend EPA for its continued leadership in reducing air pollution from the mobile sources sector. Adoption of the Tier II emission standards and low-sulfur gasoline together with the recent adoption of the on-road heavy-duty diesel engine emission standards and low-sulfur diesel fuel for those engines are critical programs that will help states meet the health and welfare-based National Ambient Air Quality Standards (NAAQS). These programs are also very important to Maryland and other states in helping to control toxic and other air emissions that contribute to pollution adversely affecting the health of the Chesapeake Bay and other bodies of water. But even more needs to be done to meet and maintain these standards and to offset growth.

Many states are experiencing great difficulty bringing clean air to their citizens. Attaining and maintaining the 1-hour ozone standard during the summertime continues to be a major challenge. Future goals for attainment an 8-hour ozone standard and a fine particulate standard will be even more challenging to states.

The further control of emissions from non-road diesel engines is considered a priority by states and local air quality regulators because these sources are important contributors to elevated ozone and fine particulate levels. In many states like Maryland, emissions from non-road diesel

engines are a significant and growing share of the emissions inventory of nitrogen oxides and fine particulate matter. Over 17% of our current ozone precursor emissions inventory comes from non-road sources. This percentage portion of the inventory pie is rapidly increasing as emissions from stationary sources and other mobile sources sectors are decreasing due to highly successful emission control programs. The need for further controls of non-road sources is clear. The preference of the states is that there be a strong Federal program in place to ensure uniform standards and we therefore urge a major federal initiative to further control emissions from non-road diesel engines and fuels.

Maryland has controlled toxic emissions from stationary sources since 1986, but toxic emissions from mobile sources, especially diesel vehicles, continue to be a major health concern. With information becoming increasingly available about the health concerns of fine diesel particulate emissions and California's actions regarding the health effects of diesel particulates, Maryland and other states recommend that EPA proceed with additional controls of toxic emissions from non-road engines to reduce the health risks to our citizens.

The State and Territorial Air Pollution Program Administrators and the Association of Local Air Pollution Control Officials (STAPPA/ALAPCO) have strongly urged EPA to proceed with addressing non-road diesel engines and fuels in tandem with on-road diesel sources. The OTC also considers controlling non-road sources to be a very important part of the strategy to attain and maintain the ozone NAAQS. This is evidenced by the OTC having adopted a Resolution on June 1, 2000 that urges EPA to adopt standards for non-road diesel engines and diesel fuel commensurate with cleaner standards for on-road diesel engines and fuel. I am making a copy of this OTC Resolution available today. The OTC states will be looking for opportunities to further reduce emissions from non-road sources and I will be chairing a workgroup that is charged to review and report to the OTC Commissioners on available emission reduction options for non-road diesel engines and diesel fuels by Winter 2002.

With EPA now requiring much cleaner diesel engines and diesel fuel for future on-road vehicles, diesel engine emission control technologies and diesel fuel infrastructure needs will be advanced to meet the new requirements. Maryland and the OTC states urge EPA to further address non-road diesel engines <u>now</u> so that adequate refinery and fuel delivery issues can be planned and emission control technologies can be developed enabling their use for both on-road and non-road engines.

RESOLUTION OF THE STATES OF THE OZONE TRANSPORT COMMISSION SUPPORTING THE U.S. ENVIRONMENTAL PROTECTION AGENCY'S PROPOSED DIESEL ENGINE AND FUEL RULE

WHEREAS there is a pervasive ground-level ozone problem in the Northeast and Mid-Atlantic States, a region known as the Ozone Transport Region (OTR); and

WHEREAS Congress created the Ozone Transport Commission (OTC) to coordinate ground-level ozone in the OTR; and

WHEREAS, diesel engines are used to power trucks and buses as well as non-road equipment such as locomotives and marine vessels; and

WHEREAS, diesel fuel is projected to continue to be the major source of fuel for these industries; and

WHEREAS, diesel engines are significant contributors of nitrogen oxides (NOx), an ozone precursor, as well as other pollutants of public health and environmental concern, such as fine particulate matter and toxic air pollutants; and

WHEREAS, without additional action to substantially reduce diesel emissions, the contributions of these engines will be proportionately a larger share of the OTR inventory in the future; and

WHEREAS, advanced technologies will likely be needed on new diesel engines in order to meet future reduction requirements for heavy-duty vehicles as well as fuel-neutral emission standards for Tier 2 light-duty vehicles; and

WHEREAS, many of these technologies or their combinations can achieve maximum reductions of many pollutants simultaneously while potentially increasing energy efficiency, extending engine life, and reducing maintenance costs; and

WHEREAS, high levels of sulfur in fuel are an impediment to the introduction and effective operation of many advanced control technologies; and

WHEREAS reducing sulfur in diesel fuel will both directly decrease emissions and will enable the application of advanced control technologies; and

WHEREAS EPA capped sulfur in on-road diesel fuel at 500 ppm in 1993 while no limits for non-road fuel exist at the Federal level; and

WHEREAS, EPA has already required significant sulfur reductions in gasoline; and

WHEREAS, it is anticipated that EPA will shortly reaffirm emission standards for new on-road heavy-duty engines starting in 2004; and

WHEREAS, EPA has recently promulgated emission standards for new non-road heavy-duty diesel engines and has committed to give consideration to fuel composition when a technology review for this rule is conducted in 2001; and

WHEREAS, EPA has recently proposed additional emission standards for new heavy-duty engines starting in model year 2007; and

WHEREAS, EPA has proposed a cap for on-road diesel fuel sulfur of 15 ppm to enable the technology needed to meet engine emission standards starting in mid-2006; and

WHEREAS, a national systems approach including both stringent engine standards and commensurately stringent standards for fuel quality is the optimal means to ensure emission reductions, encourage cleaner engine technologies, and avoid fuel distribution problems; and

WHEREAS, the States in the OTR need additional emission reductions from major emission sources such as diesel engines to attain and maintain the one-hour ozone standard, which in turn should help reduce eight-hour ozone levels;

THEREFORE, BE IT RESOLVED that OTC believes that very low levels of sulfur are necessary for clean operation of diesel engines; and

FURTHERMORE that OTC supports EPA's recent proposal, including both the proposed 2007 engine standards, and the proposed cap of sulfur in on-road diesel fuel at 15 ppm nationally, to take effect no later than mid-2006, as the minimally acceptable level necessary to enable achievement of the 2007 engine standards; and

FURTHERMORE that OTC urge EPA to finalize rules during 2001 that makes non-road fuel subject to the same fuel standards as are being proposed for on-road diesel fuel; and

FURTHERMORE that OTC urge EPA to strengthen its in-use compliance efforts so that diesel vehicles, both on-road and non-road, operate as cleanly in reality as they do during engine certification; and

FURTHERMORE that OTC continue to examine the need for more timely and/or more aggressive improvements in diesel fuel quality as may be necessary to meet regional air quality needs.

Approved June 1, 2000