

## **Vision Statement**

(Unanimously Adopted at the June 12, 2001 Meeting of the Nonroad Workgroup)

The objective of the Nonroad Workgroup is to provide guidance to EPA on the means to implement further emission reductions from nonroad diesel engines and equipment (40 CFR Part 89) and improvements in nonroad diesel fuel quality to meet air quality needs. The Workgroup's vision for a longer-term future program includes the use of 15 ppm by weight sulfur diesel fuel to enable the use of on-highway like NO<sub>x</sub> and PM aftertreatment technologies. To enable industry stakeholders such as engine manufacturers, emission control equipment manufacturers, equipment manufacturers, and petroleum refiners to make technology and investment decisions to meet the future standards as efficiently and cost effectively as possible, and to provide the certainty that states need to develop State Implementation Plans (SIPs), all stakeholders must know EPA's future intent for nonroad diesel engine rules by the end of 2001. The MSTRS Nonroad Workgroup will develop a consensus recommendation by October 15, 2001.

## **Implementation Issues**

The recommendations need to address:

1. SIP timing and air quality needs.
2. The timing for implementing new engine standards, including the need to address engine and equipment manufacturers' lead-time and stability requirements.
3. The timing and availability issues associated with, implementing new fuel specifications, and whether such specifications can be implemented on a market-driven basis.
4. The need for assuring projected emission reduction goals are achieved.
5. Initiatives to encourage emission reductions from current fleets and from the early introduction of cleaner fuels and low-emitting technologies.
6. Provisions to avoid and discourage misfueling.
7. Maximization of worldwide harmonization opportunities.
8. The need for a systems approach to reducing emissions whereby fuel quality, emission control technologies, and standards are matched for each tier of emission standards.
9. Developing the Workgroup's recommendations in a manner that avoids and discourages any requirement for an additional grade of federal diesel fuel and the need for boutique fuels.