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