



**OZONE
TRANSPORT
COMMISSION**

**RESOLUTION AMONG THE STATES OF THE OZONE TRANSPORT
COMMISSION SUPPORTING THE ADOPTION OF
STRINGENT SMALL ENGINE EMISSION STANDARDS**

Connecticut

WHEREAS the OTC has implemented many programs in the context of multi-pollutant control programs to reduce NOx emissions in the region by over 70% since 1995 in an effort to meet the health-based attainment standards; and

Delaware

WHEREAS many areas are still in non-attainment of the 1-hour ozone standard and even more are now designated as non-attainment for the 8-hour standard; and

District of Columbia

Maine

WHEREAS modeling demonstrates significantly more emission reductions are needed to meet the 8-hour ozone standard, the Fine Particulate National Ambient Air Quality Standard (PM_{2.5}) as well as regional haze goals; and

Maryland

WHEREAS some of the remaining sources of NOx emissions and particulates are either best regulated at the federal level or are pre-empted from action by the states;

Massachusetts

WHEREAS small engines (less than 50 horsepower) are responsible for a significant proportion of NOx emissions and particulate emissions within the OTR, and in many cases are now much more polluting than cars and buses; and

New Hampshire

New Jersey

WHEREAS Section 177 of the Clean Air Act normally allows states to “opt in” to California rules regulating motor vehicles and engines; and

New York

WHEREAS Congress, in its 2004 session, chose to preempt state’s authorities to adopt rules regulating small engines or to “opt-in” to California rules; and

Pennsylvania

WHEREAS Congress also directed EPA to propose draft rules for small engines by December 31, 2004 and fully adopt rules regulating this sector by December 1, 2005,

Rhode Island

Vermont

THEREFORE, BE IT RESOLVED THAT the OTC encourages EPA to develop and adopt these rules as expeditiously as possible; and

Virginia

FURTHERMORE that the rules incorporate meaningful and timely performance standards which achieve the maximum emission reductions technically and economically feasible from these sources as soon as possible; and

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FURTHERMORE that the OTC staff work closely and cooperatively with EPA to assist in this effort and to advance the Commission’s interests in timely implementation of a strong EPA rule.

THEREFORE, BE IT RESOLVED THAT the OTC encourages EPA to develop and adopt these rules as expeditiously as possible; and

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Chair, Ozone Transport Commission
Bradley Campbell
Commissioner, New Jersey


Date