

RESOLUTION OF THE STATES OF THE OZONE TRANSPORT COMMISSION REQUESTING
EPA TO ACCELERATE ITS ADOPTION OF REGULATIONS CONTROLLING EMISSIONS OF
OZONE PRECURSORS FROM NON-ROAD ENGINES

WHEREAS EPA is required under Section 213 of the Clean Air Act Amendments to develop regulations for the control of emissions from non-road engines if they find that emissions from these sources contribute significantly to the nonattainment of an ambient air quality standard; and

WHEREAS based on an EPA study, EPA has made such a finding; and

WHEREAS based on preliminary inventory data, non-road engines contribute about 13% of the total emissions of nitrogen oxides (NOx) and 14% of the anthropogenic emissions of volatile organic compounds (VOC) in the Ozone Transport Region; and

WHEREAS preliminary data indicate that control of these sources is cost effective; and

WHEREAS States must submit their State Implementation Plan (SIP) revisions including their attainment demonstration support by November 15, 1994; and

WHEREAS EPA is currently under court order to complete non-road engine rulemaking after the November 1994 SIP revision submission deadline;

WHEREAS the Ozone Transport Commission on January 8, 1993, called upon the EPA to finalize rulemaking on non-road engines by the end of 1993 so that emission reductions could be used in States' 1994 State Implementation Plan submissions; and

THEREFORE, be it resolved that the EPA accelerate their efforts under the court order to adopt non-road engine regulations as soon as possible; and

FURTHERMORE that, in addition to their responsibilities under the court order, EPA initiate rulemaking on large marine vessels and a second phase of control for large construction and agricultural equipment; and

FURTHERMORE that EPA notify States by June 1994 as to their planned regulatory development schedule for all non-road engine rulemaking, and the emission reductions associated with this rulemaking; and

FURTHERMORE that EPA, also by June 1994, confirm that States will be allowed to take credit for the emission reductions in the 1994 SIP revisions, thereby enhancing the cost effectiveness of SIPs.

Adopted February 1, 1994