

RESOLUTION OF THE STATES OF THE OZONE TRANSPORT COMMISSION
SUPPORTING THE U.S. ENVIRONMENTAL PROTECTION AGENCY'S EFFORTS TO
CONTROL EMISSIONS FROM DIESEL ENGINES

WHEREAS diesel engines emit nitrogen oxide emissions and other pollutants which contribute to the ground level ozone problem in the Ozone Transport Region (OTR); and

WHEREAS significant health problems result from concentrations of ground level ozone exceeding the health-based National Ambient Air Quality Standards; and

WHEREAS there is great public concern about fine particulates in smoke and other contaminants that are emitted from diesel engines; and

WHEREAS diesel engines are employed both on highway vehicles and on off-road equipment; and

WHEREAS even with currently planned controls both highway and off-road diesel engines will contribute substantial quantities of ozone precursor emissions well into the future, decreasing the effectiveness of States' ground level ozone attainment control efforts; and

WHEREAS the U.S. Environmental Protection Agency has indicated publicly its intent to move forward nationally with an initiative to cost effectively reduce further both the fine particulate matter and the nitrogen oxides emissions from diesel engines, in the form of an Advanced Notice of Proposed Rulemaking; and

WHEREAS such a national effort would aid the States as they continue to revise their State Implementation Plans (SIPs) to provide for attainment and maintenance of the National Ambient Air Quality Standard for ozone;

THEREFORE, be it resolved that the OTC calls upon EPA to move forward with its new national effort to significantly reduce pollution further from trucks, buses, and off-road diesel equipment; and

FURTHERMORE that as a part of this effort that EPA should expeditiously identify and require the optimum nitrogen oxides emissions reductions feasible from heavy duty diesel engines and other sources; and

FURTHERMORE that EPA should expeditiously complete a cost-benefit analysis on the impact of these reductions on manufacturers, fleet owners, state and local governments, consumers; and

FURTHERMORE that, consistent with EPA's initial plans, needed reductions should be accomplished through additional more stringent nitrogen oxides emissions standards for new heavy duty diesel engines while simultaneously reducing particulate matter emissions; and

FURTHERMORE that EPA should consult with the OTC as EPA develops specific proposals to reduce diesel emissions; and

FURTHERMORE that EPA should cooperate with manufacturers, other involved industries, fleet owners, and local governments to identify incentives and effective measures for State consideration to deal with in-use diesel emissions of nitrogen oxides and particulate matter; and

FURTHERMORE that EPA should consider the overall ozone attainment and maintenance needs of the States as final decisions on pollution reductions are made.

Adopted June 13, 1995