

**RESOLUTION OF THE STATES OF THE OZONE TRANSPORT COMMISSION THAT
EPA ESTABLISH STANDARDS FOR CONTINUED POLLUTION REDUCTION FROM
MOTOR VEHICLES AFTER THE NATIONAL LOW EMISSION VEHICLE PROGRAM**

WHEREAS the States of the Ozone Transport Commission (OTC) continue to exceed the one-hour health-based ground level ozone standard; and

WHEREAS a National Ambient Air Quality Standard for ozone based on an eight-hour concentration is now also in effect; and

WHEREAS regional air quality modeling predicts that the Ozone Transport Region (OTR) will continue to experience exceedances of the one-hour ozone standard even with the National Low Emission Vehicle (NLEV) program and the transport-related SIP call proposed by EPA in November 1997; and

WHEREAS meeting the eight-hour health related ozone standard will require at least the emission reductions needed to meet the one-hour standard; and

WHEREAS sales of new light duty trucks, including sport utility vehicles, have increased dramatically and are now nearly equal to sales of passenger cars; and

WHEREAS many light trucks, including some sport utility vehicles, are not covered by the NLEV program; and

WHEREAS the growing proportion of light duty trucks in the vehicle fleet has increased overall mobile source emissions; and

WHEREAS selected vehicles being produced today appear to emit at levels of at least 75% less than Low Emission Vehicle certification levels; and

WHEREAS new cleaner automotive technologies including vehicles powered by electricity, advanced natural gas systems, fuel cells, and hybrid technologies, are now being developed; and

WHEREAS EPA is required to submit a study to Congress documenting the need for more stringent emission standards for new motor vehicles, commonly known as "Tier 2" standards; and

WHEREAS the draft Tier 2 study, as well as other information available to States, indicates technology is available to provide for greater motor vehicle emission reductions than those provided by NLEV; and

WHEREAS EPA plans to finalize the Tier 2 study in the summer of 1998, and has committed to adopt any resulting rules during 1999; and

WHEREAS the Clean Air Act allows EPA to adopt Tier 2 standards to be effective as early as the 2004 model year; and

WHEREAS a recent EPA staff paper indicates today's gasoline sulfur levels in LEV technology vehicles increase NO_x emissions from 61% to 251% compared to a 40 ppm sulfur average by weight; and

WHEREAS to the extent that gasoline remains a major motor vehicle fuel in the future, gasoline sulfur concentrations will continue to have a significant effect on emissions; and

WHEREAS gasoline sulfur limits of 80 ppm, with averages as low as 30 ppm, have been implemented in other areas outside the Ozone Transport Region, with apparently significant emission reduction benefits; and

WHEREAS STAPPA and ALAPCO, the associations of air pollution control agency officials have called for stringent Tier 2 motor vehicle standards, with a cap of no higher than 80 ppm on gasoline sulfur for the 2004 model year; and

WHEREAS the automobile and petroleum industries historically have shown progress in developing emerging emission control technologies and environmentally improved fuels; and

WHEREAS as a result of EPA's ability under the Clean Air Act to adopt new motor vehicle and related standards in the near future, there is now a compelling and historic opportunity for environmental improvement;

THEREFORE BE IT RESOLVED that the OTC calls upon EPA to finalize the Tier 2 study and adopt Tier 2 emission standards substantially more stringent than NLEV by the end of 1999 to be effective in the 2004 model year; and

FURTHERMORE that these standards must ensure that the automobile manufacturers employ the fullest extent of emerging emission reducing technology anticipated to be available in the 2004 model year and beyond; and

FURTHERMORE that these standards should apply to all light duty vehicles and light duty trucks, including sport utility vehicles, and cover both gasoline and diesel-fueled vehicles; and

FURTHERMORE that the OTC calls upon EPA additionally to establish stringent gasoline sulfur limits nationally for the 2004 model year by the end of 1999 to ensure maximum emission reductions from the emerging gasoline-based vehicle technologies to meet the air quality needs of the OTR; and

FURTHERMORE that the OTC will be prepared to make comments regarding the levels of sulfur in fuels which are needed in the future, taking into account any additional data that may be available over the next several months; and

FURTHERMORE that after EPA adopts Tier 2 and fuel sulfur rules in 1999, OTC States will take into account their own individual air quality needs in deciding whether to adopt additional specific motor vehicle pollution control measures, including State-run strategies affecting new motor vehicles.

Adopted May 22, 1998