

**STATEMENT OF PRINCIPLES OF THE OZONE TRANSPORT COMMISSION
REGARDING REDUCTIONS OF OZONE PRECURSOR EMISSIONS AND
OTHER RELATED REGIONAL AIR POLLUTANT EMISSIONS**

WHEREAS the Ozone Transport Commission (OTC) has addressed regional ground level ozone problems in the Northeast and Mid-Atlantic States, as well as other related regional air pollutants; and

WHEREAS the OTC States have already implemented very aggressive and costly pollution control measures to reduce both volatile organic compounds (VOCs) and nitrogen oxides (NOx) emissions; and

WHEREAS OTC has determined that a multi-pollutant emission reduction program can be an attractive approach to cost effectively address both ozone and other regional pollutants simultaneously, including regional pollutant transport, thereby providing multiple environmental benefits; and

WHEREAS if pollutant transport is not addressed, other extraordinary measures would have to be considered at a local level that, if available, may be less effective or cost effective; and

WHEREAS States have multiple environmental responsibilities over the coming years, both in terms of State Implementation Plans for ozone, fine particulate matter (PM2.5), and regional haze, and other environmental goals and requirements related to toxic materials, estuary impacts, total maximum daily loads, and climate change; and

WHEREAS given that numerous scientific studies by OTC, EPA, and others have demonstrated that air pollution being transported into the OTC States is very significant, States must be assured maximum reductions in transport over State lines in order to meet environmental goals; and

WHEREAS concurrent emission reductions of mercury, other toxic materials, and greenhouse gases should be encouraged in order to maximize environmental benefits and energy efficiency, enhance cost effectiveness, and encourage pollution prevention and resource conservation;

THEREFORE BE IT RESOLVED that a strong, effective, and expeditious multi-pollutant emission reduction program is a critical need for OTC States to meet their environmental goals and to provide clean, healthful air to its citizens; and

FURTHERMORE such a program should, with respect to emissions of nitrogen oxides (NOx) and sulfur oxides (SOx), include emission reductions for electric generating units and other major stationary NOx and SOx sources, should be set to ensure national annual caps consistent with maximum control technology available within a timeframe consistent with attainment and other regulatory deadlines, and in a manner that will ensure maximum effectiveness in nonattainment areas and regional haze Class I areas; and

FURTHERMORE that mercury emissions caps should be set that reflect maximum control technology available at the time of implementation, timed to coincide with the NOx and SOx caps, but providing maximum additional emission reductions of mercury beyond emission reductions that would happen with NOx and SOx caps alone; and

FURTHERMORE that carbon dioxide (CO₂) caps if included in the program should be set in order to support and be consistent with individual State efforts to reduce emissions of this pollutant, through energy efficiency, resource conservation, and other means; and

FURTHERMORE to complement such a program EPA should adopt stringent national motor vehicle, engine, and fuel emission control measures for NOx, VOCs, PM, and other pollutants, and area source VOCs, in order to support States in both the development of these SIPs and in the achievement of other environmental goals; and

FURTHERMORE any Federal program must respect the right of States to solve the local portion of their air quality problems, and that any Federal program must allow the States to develop their own approaches for meeting the State-related national caps, including the use of State or regional emission caps more stringent than Federal caps, as long as such a program ensures that States are accountable for the downwind impacts of their emissions; and

FURTHERMORE technology-based requirements for pollution control should not be weakened through the introduction of site-specific risk assessment or other approaches that fail to take into account the downwind impacts of air transport of pollutants; and

FURTHERMORE any programmatic reforms to Federal air quality standards or requirements, whether by legislation or regulation, must achieve emission reductions of NOx, SOx, mercury, and CO₂ if included in the program, at least equal to those currently required under the Clean Air Act.

Approved March 4, 2003