

Mobile Source Committee Update

OTC Fall Meeting

November 10th, 2011

Wilmington, DE








OZONE TRANSPORT COMMISSION





Overview

- Federal Update
- Nonroad Idling Model Rule
- Updates
 - Pleasure crafts
 - Goods Movement
 - Heavy Duty Diesel I/M
 - Transportation Climate Initiative
- Next Steps

Status of OTC Federal Measure Asks

OTC Request	Action	
Mar 2009	Ships - Emission Control Area	
June 2009	Catalyst Replacements (April 2011 – OTC Program Design Recommendation)	
Nov 2009	Onroad Mobile Gasoline and Diesel Sources (November 2010 Statement on Tier 3)	
	Locomotive Engines	
	Marine Engines	

Status of Federal Measure Commitments

Date	Action	
Dec 2010	RFS2 Anti-Backsliding	
2011	E15 Partial Waiver Decision MY 2001-2006 Motor Vehicles	
2012	Heavy Duty Truck Greenhouse Gas Standards	
2014	Clean Vehicles 75 ppb Ozone NAAQS Regulatory Impact Analysis	

Nonroad Idling Model Rule

- **Goal:** Reduce emissions by decreasing unnecessary idling from nonroad engines
- Nonroad diesel engines are major sources of:
 - Oxides of Nitrogen (NO_x)
 - Fine Particulate Matter ($\text{PM}_{2.5}$)
 - Toxic Air Pollutants
- Many states prohibit unnecessary idling of highway diesel trucks, but only a few prohibit it for non-road equipment

Nonroad Idling: Stakeholder Outreach

- Initial Model Rule posted on 9/2010
- Evaluated and incorporated stakeholder comments
- Drafted an accompanying guidance document
- Stakeholder Activities
 - Brought to Fall '10, Spring '11 and Fall '11 Committee Meetings
 - Hosted stakeholder calls with:
 - Associate General Contractors (AGC)
 - RRI Energy
 - EMA, AGC, and other Manufacturers
 - Associate General Contractors of New Jersey (AGC-NJ)
 - Marcellus Shale Coalition and Shell

Nonroad Idling: Model Rule Changes

- *Exemptions for the safety of the operator:*
 - The first exemption will now state for “the safe operation of the equipment **and safety of the operator**”
- *Redundancy between idling definition and a particular exemption:*
 - The exemption for certain types of equipment activities was incorporated into the definition of idling and the guidance document was updated accordingly
- *Enforcement mechanisms might not be applicable in certain states:*
 - Language was added to clarify that these are model rules and states will follow their own regulatory processes

Nonroad Idling: Other Comment Responses

- *Idling time limits should be increased to 15:*
 - The idling time limit range of 3-5 minutes will be retained
- *Concerns about liable parties:*
 - The liable parties will remain the same
- *Nonapplicability to certain sectors:*
 - No changes made, but the definition of idling was clarified and additional examples were added to the guidance

Nonroad Emission Reductions

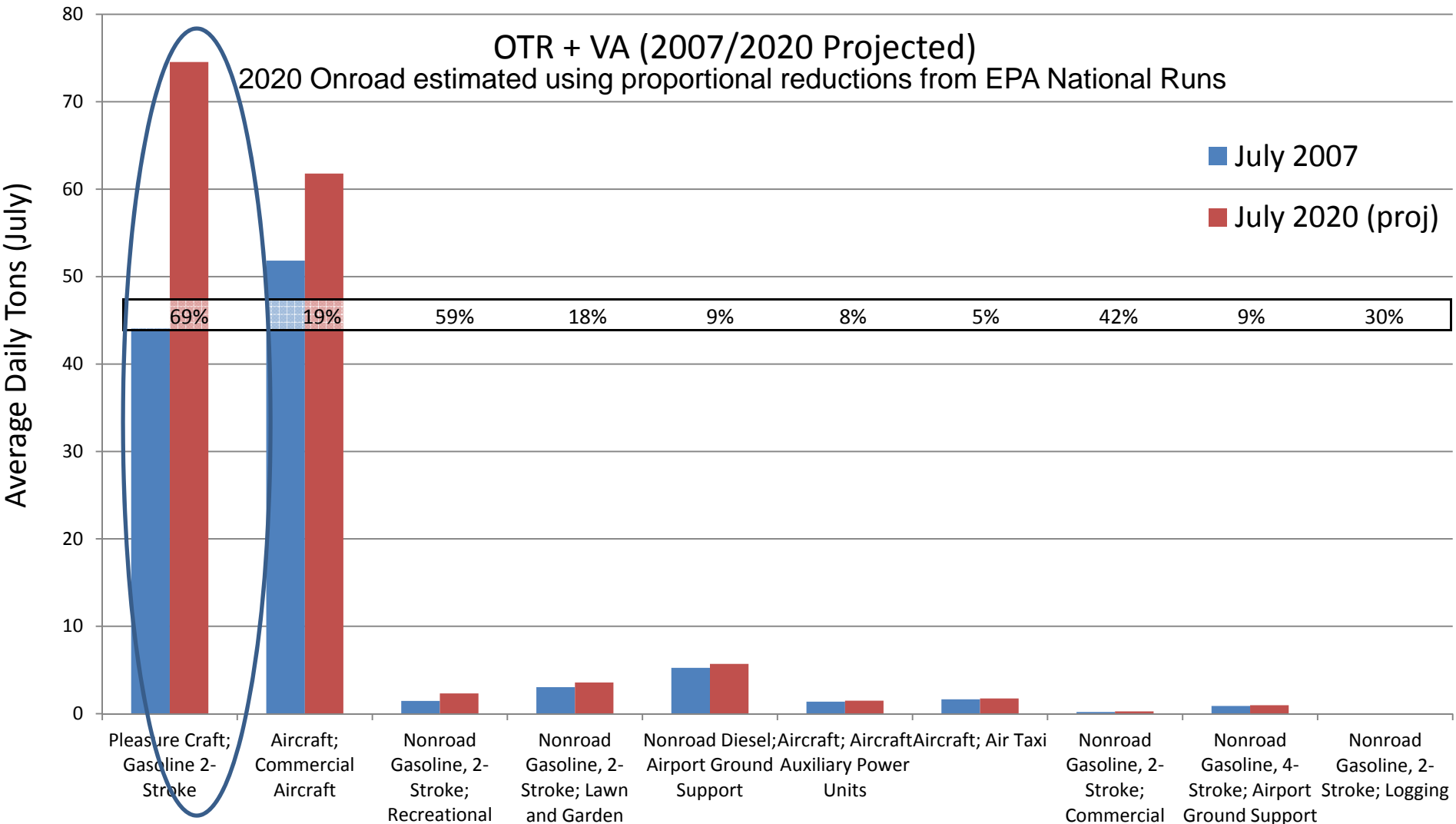
- There are a range of idling rates depending on the method of measurement
- The following annual emissions reductions:

Range	Upper	Lower
NOx(tons)	30,753	6,151
HC(tons)	3,845	769
PM(tons)	221	44

Nonroad Cost Effectiveness

- Fuel Savings:
 - 5 - 6 million gallons / year
 - \$21 - \$106 million /year at \$4/gallon diesel)

NOx: Sub-categories that Increase



Draft Version 2 of MARAMA Inventory

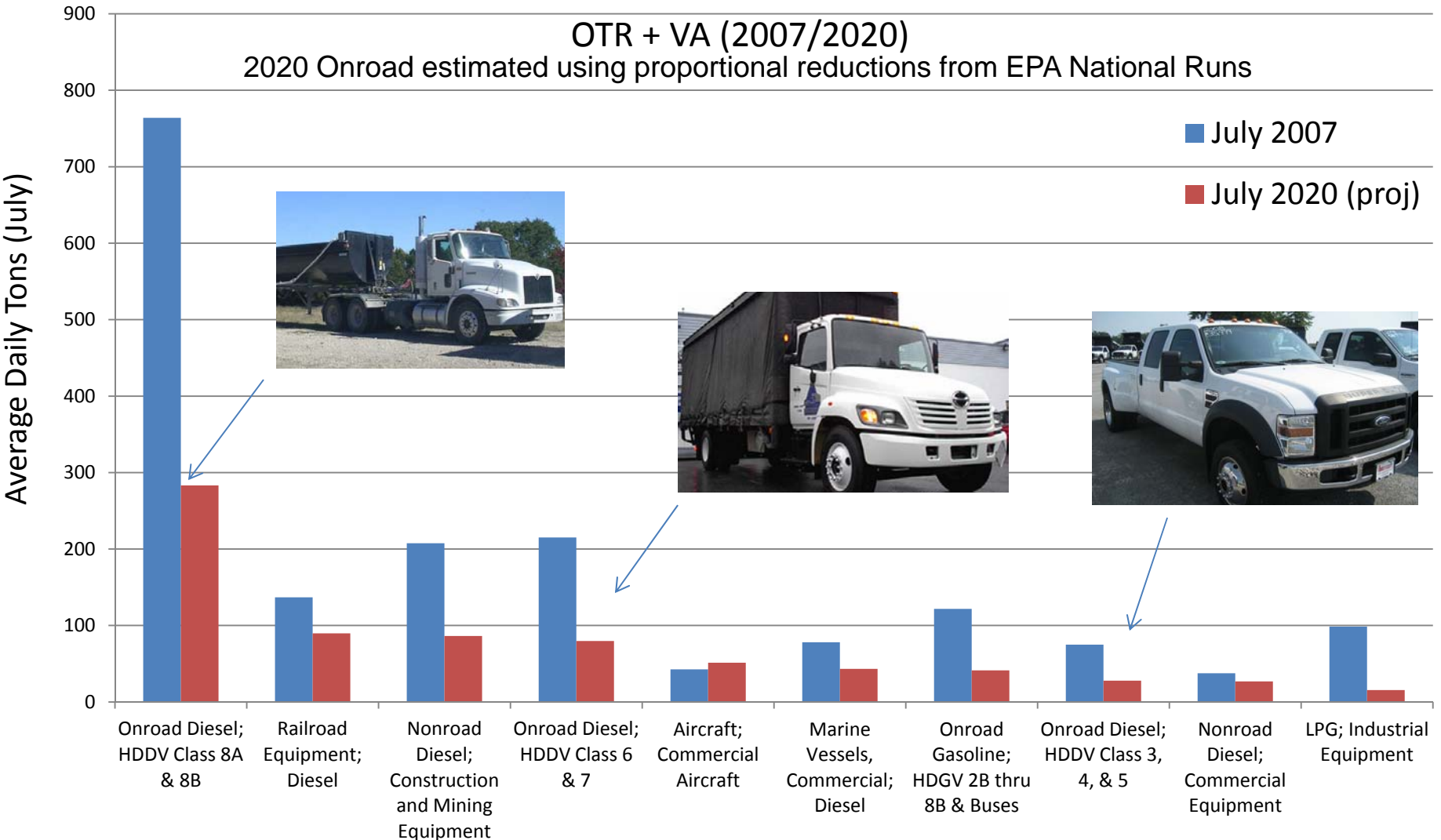
2007 Onroad: 06/07/2011, Marine/Air/Rail: Updated 02/17/2011, Other Nonroad: Updated 09/29/2010

2020 Onroad: "EPA National Run" reduction on 2007, Marine/Air/Rail: Updated 02/17/2011, Other Nonroad: Updated 01/05/2011

Pleasure Craft

- Technology Change
 - Direct Injection increases NO_x emissions
- Emission Inventory – Activity Levels
 - State Specific Data
 - USEPA NONROAD Model Default Data
 - National Maritime Manufacturers Association (NMMA) 2006 Survey
- Next Steps
 - MSC will conduct further analysis of this category to determine if we should make a federal ask
 - Updates are being made to the NONROAD inventory

Goods Movement NO_x: Sub-categories



Draft Version 2 of MARAMA Inventory

2007 Onroad: 06/07/2011, Marine/Air/Rail: Updated 02/17/2011, Other Nonroad: Updated 09/29/2010

2020 Marine/Air/Rail: Updated 02/17/2011, Other Nonroad: Updated 01/05/2011

Goods Movement Strategy

- Next Steps
 - Continued Analysis of Inventory
 - Further develop the strategy based on this additional analysis

Diesel I/M

- **Lead:** NESCAUM Heavy Duty Workgroup
- **Goal:** SIP Credit for Existing Programs
- Developing Work Plan → White Paper for the Spring Committee Meeting

Transportation Climate Initiative (TCI)

- Established the Northeast Electric Vehicle (EV) Network on October 19, 2011
 - Facilitate deployment of EV charging stations
 - Received ~\$1 million grant
- Sustainable Communities Agreement
- Workshop – Transportation Project Environment and Energy Metrics
- Regional Freight Movement Study by the Rochester Institute of Technology
- Information and Communications Technology

Summary of the Next Steps

- Non-Road Idling Model Rule
- Inventory Analysis
 - Incorporate Onroad MOVES 2020 Projections
- Goods Movement
 - Continued Inventory Analysis
- Pleasure Craft
 - Analysis of potential federal asks
- Federal Asks
 - Revisit Status