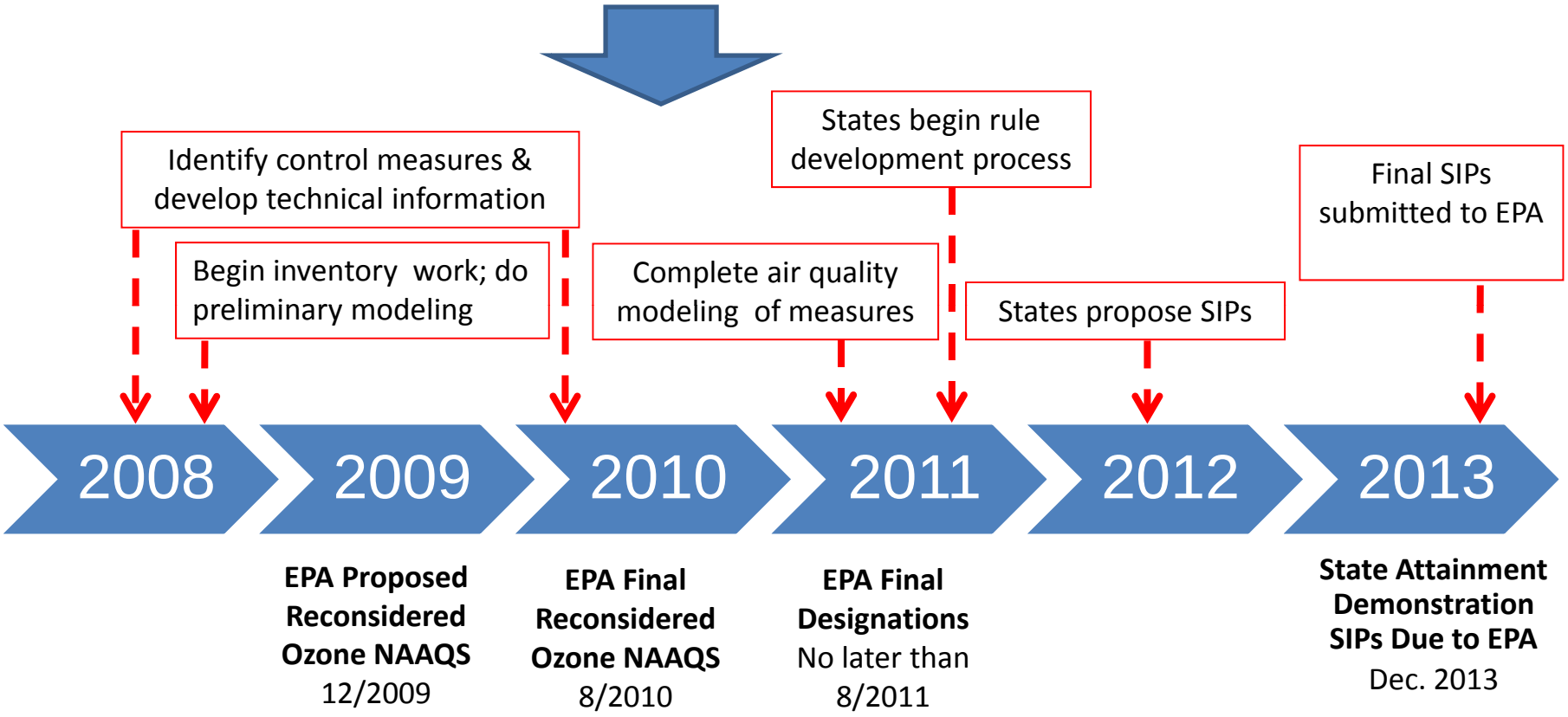
Mobile Source Committee Report

June 3, 2010

Updated Timeline for OTC Planning



Likely Attainment Dates for Reconsidered Ozone Standard

Moderate – [~2017 – Design value years (clean data) 2015, 2016 and 2017]

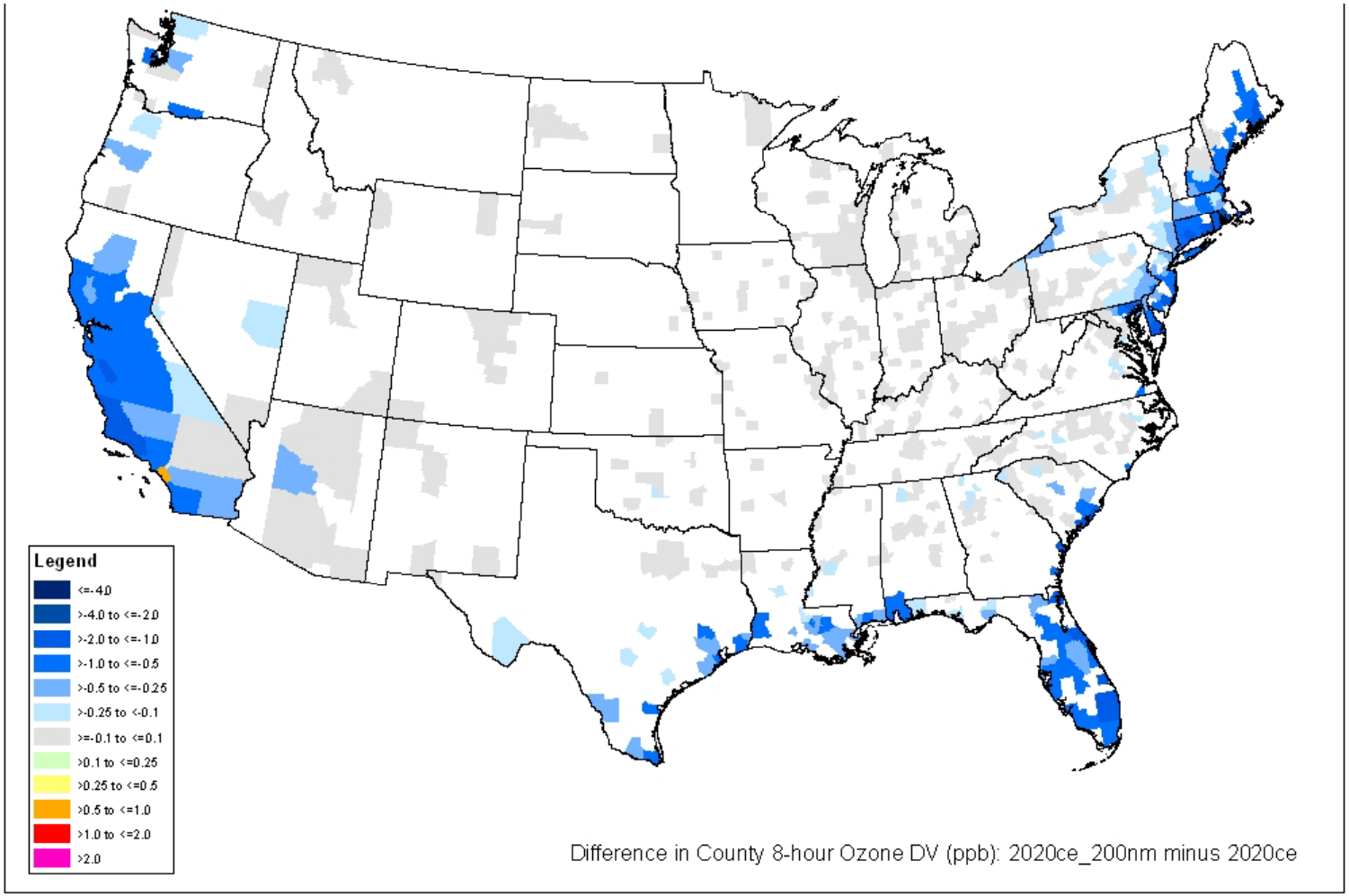
Serious – [~2020 – Design value years (clean data) 2018, 2019 and 2020]

Overview

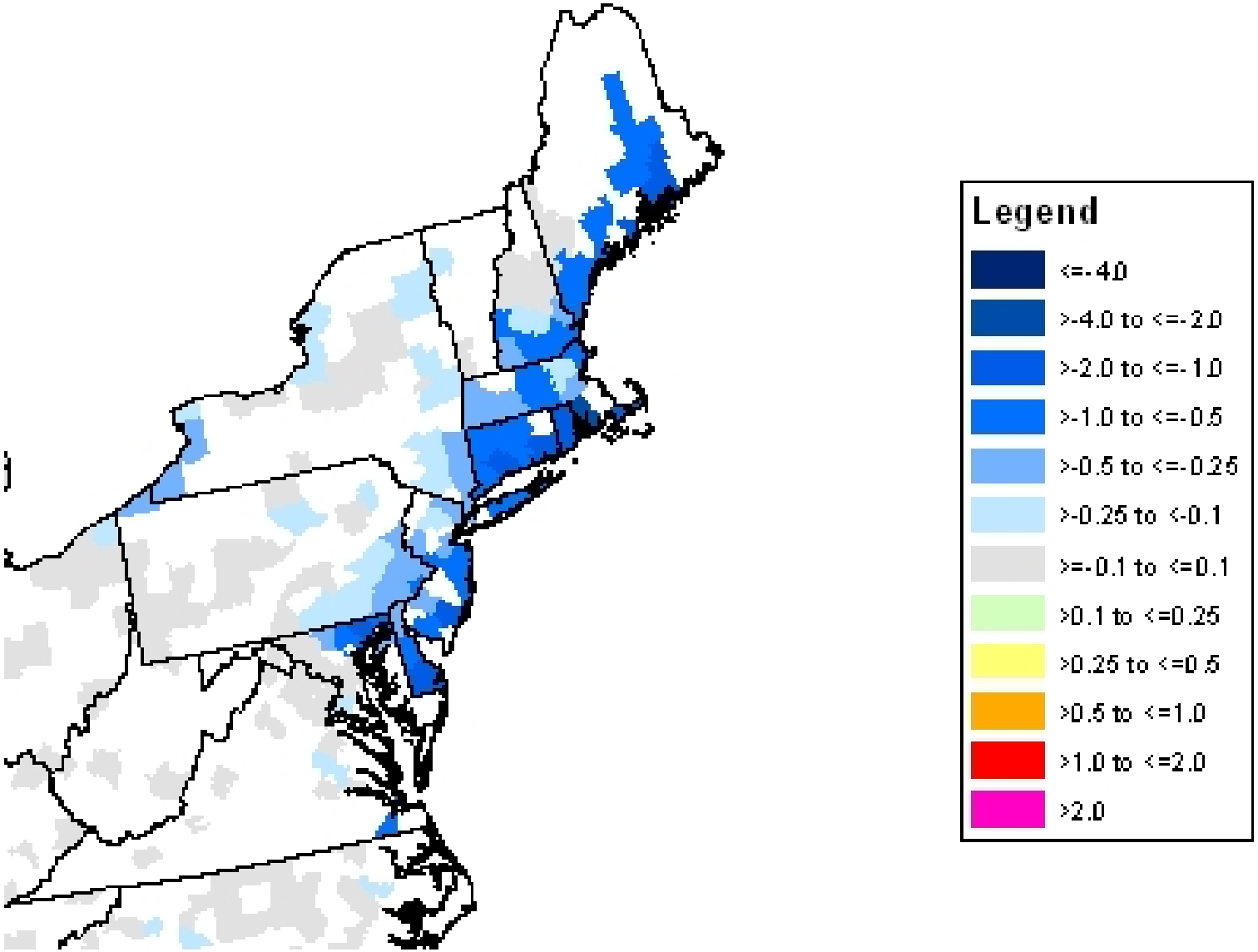
- Federal Measures Perspective
  - Emission Control Area for Marine Vessels
  - Renewable Fuel Standard (RFS) 2
  - Greenhouse Gas / CAFÉ - Clean Cars & Trucks
  - Aftermarket catalytic converters (Recommendation for National Program Design)
- Regional Measures Under Development
  - Lightering
  - Non-Road Idling
  - Drayage Trucks @ Ports
  - Additional Transportation Measures

Federal Measures Perspective

Emission Control Area – Ozone Benefits in 2020



Emission Control Area Ozone Design Value Benefits in 2020



Federal Measures Perspective

RFS 2 Ozone Design Value Impacts

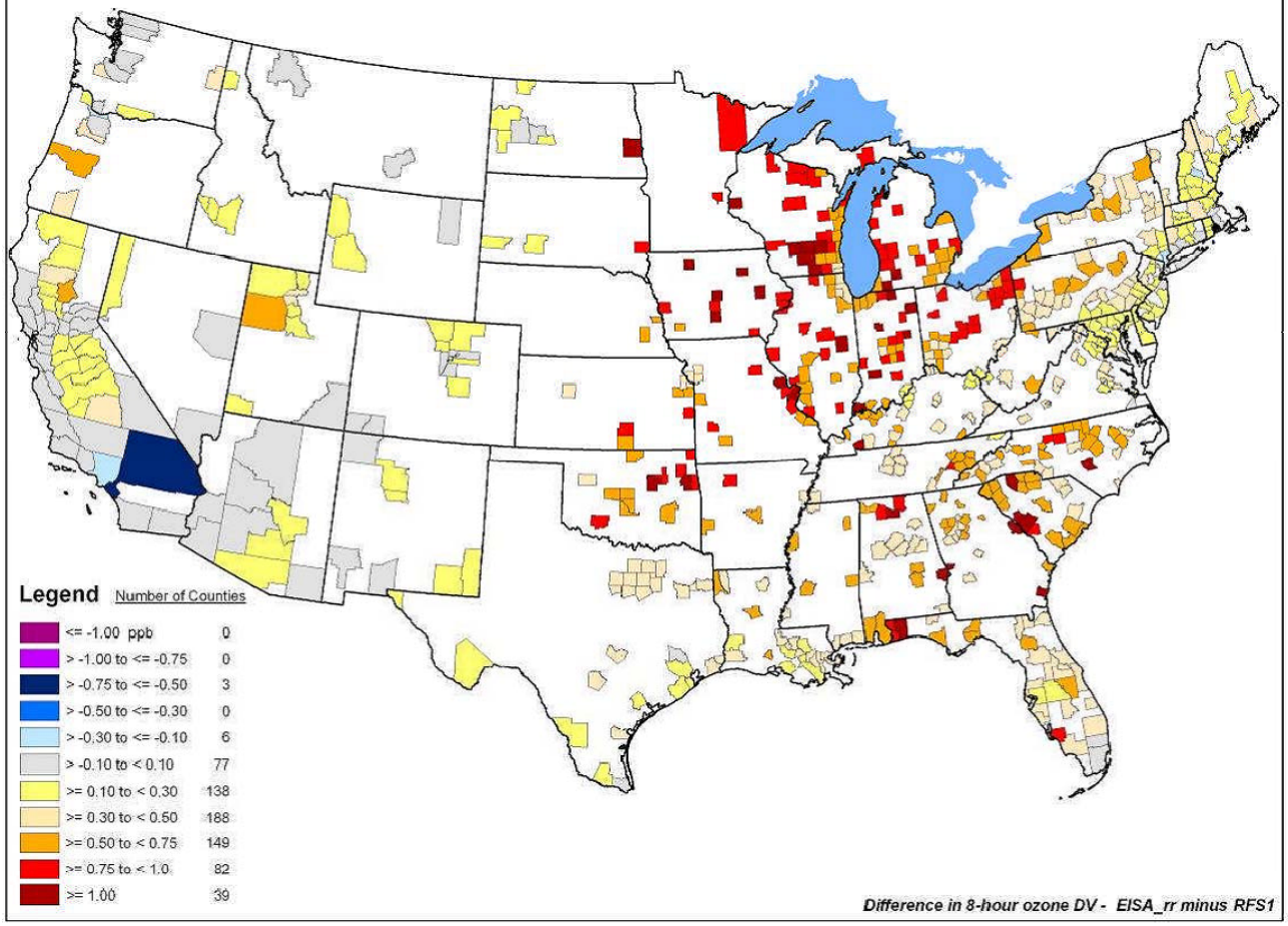
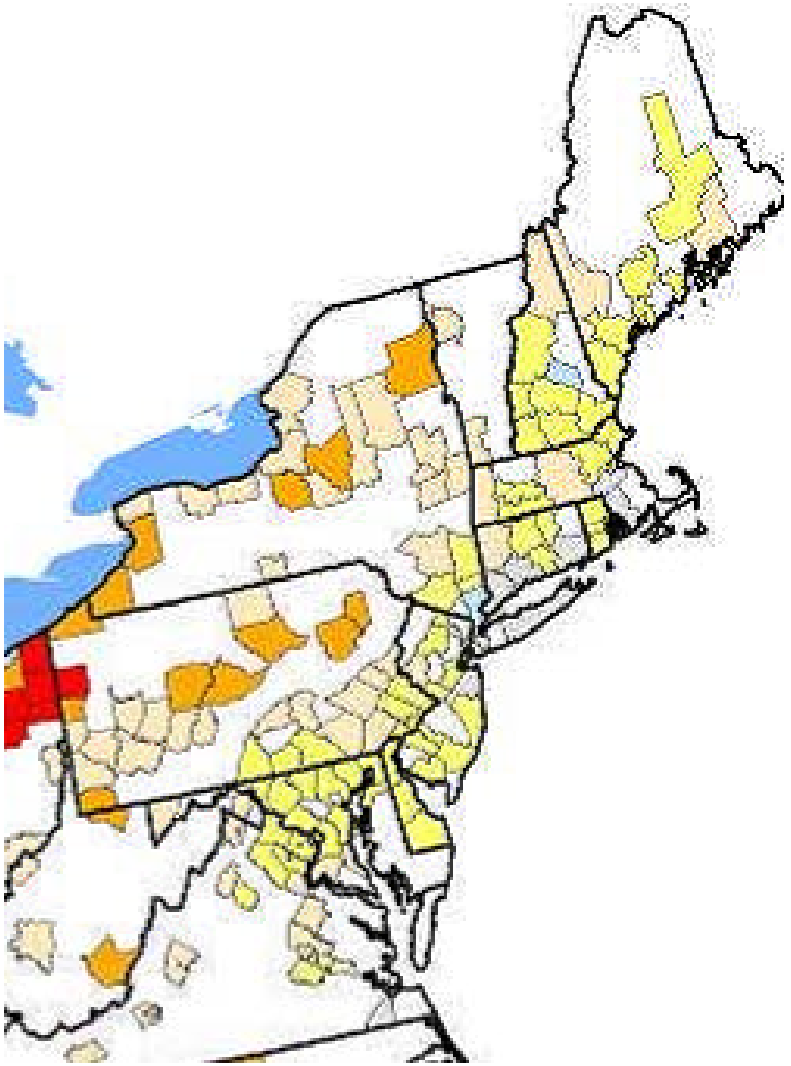


Figure 3.4-9. Projected Change in 2022 8-hour Ozone Design Values Between the RFS2 Control Scenario and RFS1 Mandate Reference Case Scenario

2022 RFS 2
Ozone Design Value Changes



Legend	Number of Counties
<= -1.00 ppb	0
> -1.00 to <= -0.75	0
> -0.75 to <= -0.50	3
> -0.50 to <= -0.30	0
> -0.30 to <= -0.10	6
> -0.10 to < 0.10	77
>= 0.10 to < 0.30	138
>= 0.30 to < 0.50	188
>= 0.50 to < 0.75	149
>= 0.75 to < 1.0	82
>= 1.00	39

Federal Measures Perspective

Regulatory Impact Analysis

Greenhouse Gas / CAFÉ - Clean Cars & Trucks

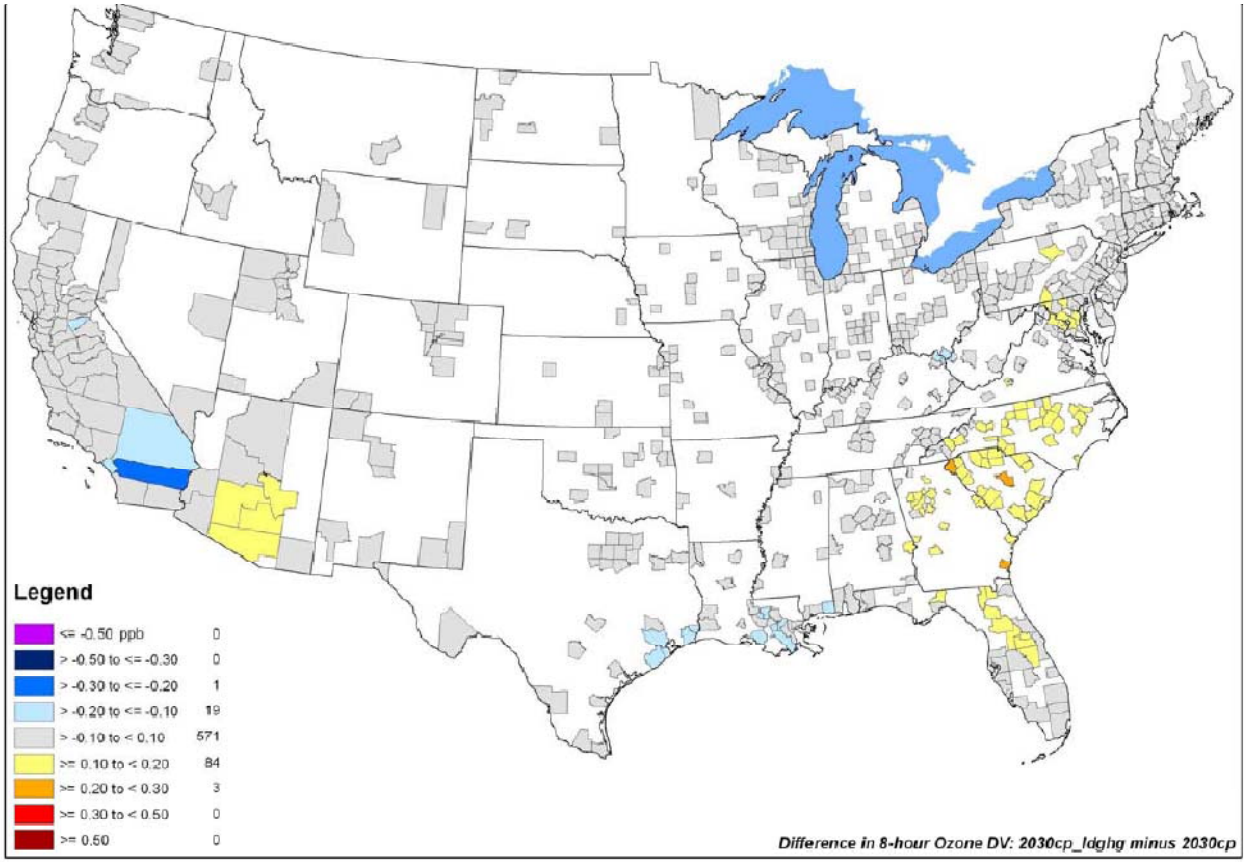
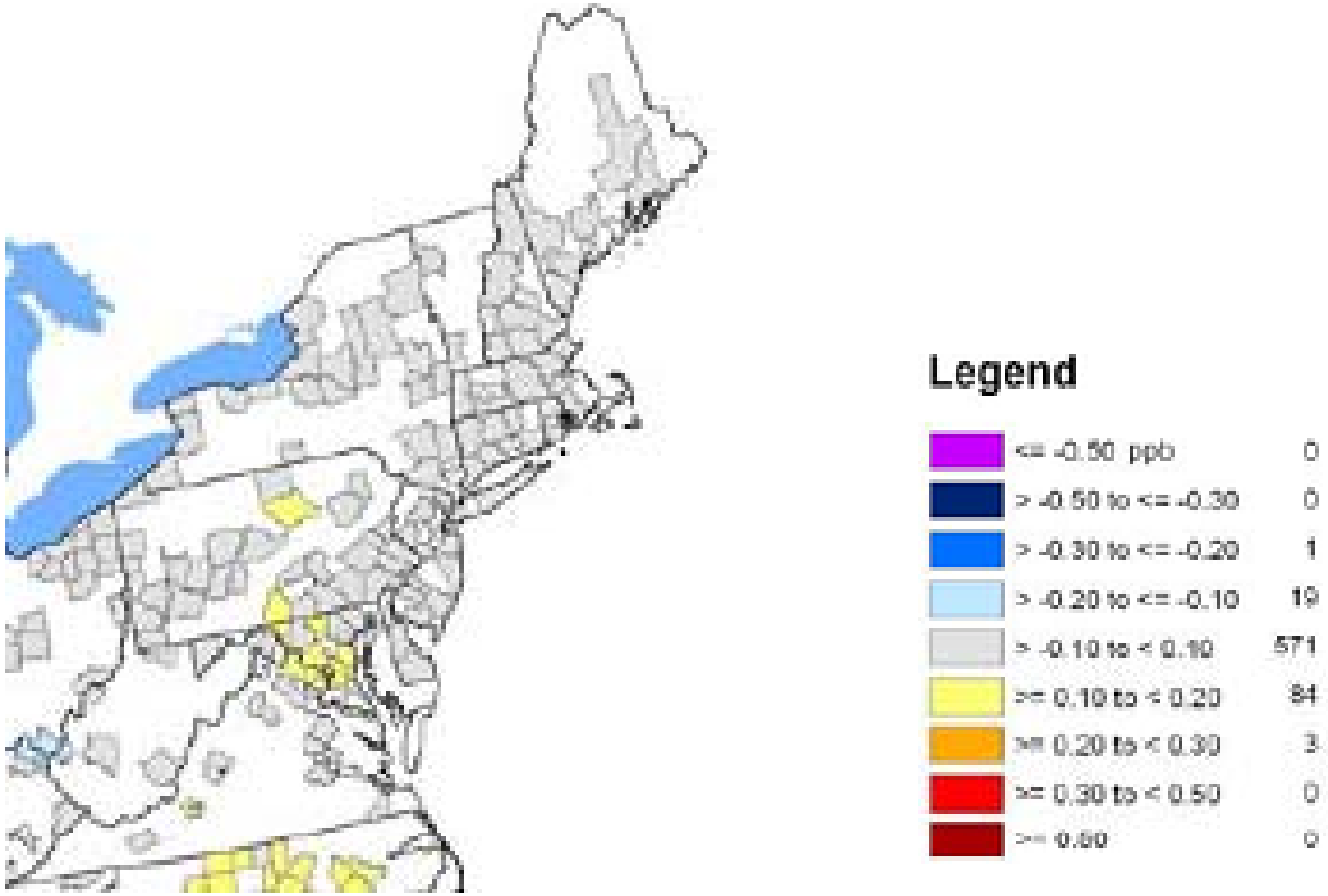


Figure 7-13 Projected Change in 2030 8-hour Ozone Design Values Between the Reference Case and Control Case

Greenhouse Gas / CAFÉ - Clean Cars & Trucks

2030 Ozone Design Value Changes



Catalyst Replacement Program

- Objective is to provide the EPA with a program design to update its 1986 enforcement policy
  - Maintain emission levels for 5 years, 50,000 miles (current policy 5 years, 25,000 miles)
  - Sunset the sale and use of used and reconditioned converters
- Completed Stakeholder Process
- Working on finalizing document to send to the EPA
- Estimated 49 State Benefits (MECA) based California
  - Hydrocarbons – 48 tons per day
  - NOx – 282 tons per day
- Cost increase - ~ $100 - $450

Measures for Further Development

- Mobile Measures
  - Lightering
  - Non-Road Idling
  - Drayage Trucks @ Ports
  - Additional Transportation Measures

Lightering

- Potentially Large Emission Reductions
- Additional Stakeholder Outreach Needed
- Outstanding Issues
  - Lack of up-to-date lightering data
  - Compliance cost—ship upgrades, lightering time, crew training
  - Effect of Oil Pollution Act of 1990 on fleet
- OTC regional measure vs. EPA national measure

Non-Road Idling

- Estimates of idling vary widely
- Assuming machines idle at the low end of estimates (7%), significant emissions reductions possible in the OTR
  - NOx – 1,475 tons/year
  - Hydrocarbons – 750 tons/year
  - Particulate Matter – 145 tons/year
- California, Rhode Island, New Jersey, and Connecticut idling restrictions provide model policies for the region
- Relatively low cost
- Stakeholder Comment – prefer voluntary program; provided an outline for model rule
- Working on Model Rule
  - Exceptions
- Handling in the SIP

Drayage Trucks

- Using PANYNJ as model
  - Replacement of pre-1994 drayage trucks with 1994 and newer trucks in 2011
  - Subsequent replacement of pre-2007 trucks in 2017 with 2007 and newer trucks
  - PANYNJ estimates the port would realize annual reductions of 10% in NOx (610 tons/year) and 9% in PM (16 tons/year) from drayage
- Working with the Northeast and Mid-Atlantic Diesel Collaboratives

Additional Transportation Measures

- Developing ideas for potential additional measures