

Joint OTC/MANE-VU Fall Meeting

November 14th, 2013

Washington, DC

Mobile Source Committee Update



Overview

- After Market Catalyst
 - Developing Model Rule & Implementation Guidance
- Federal Tier 3 Vehicle and Fuel Program
 - EPA Proposed – March / May 2013
- Emission Control Areas
 - Russian Federation Proposes 5 year Delay for NOx Engine Standards

Aftermarket Catalytic Converters

- EPA's policy has not been updated since 1986 to reflect improved technology & emission standards
- Large Emission Benefits Available in the OTR

	NO _x	NMHC	CO
Annual (tpy)	10,000	2,000	27,000
Daily (tpd)	30	6	74

- Steps undertaken by OTC
 - Submitted a Recommended Program to EPA in April, 2011
 - Developed a model rule for OTC states to implement
 - Reviewing Stakeholder Feedback
 - Developing an Implementation Guidance Document
 - Goal - to finalize in June 2014

USEPA Tier 3/Low Sulfur Fuel Proposal

EPA proposed both vehicle emission standards and sulfur in fuel standards. Vehicle standards are essentially equivalent to the California LEV-III Program, enabling a “50-state car”

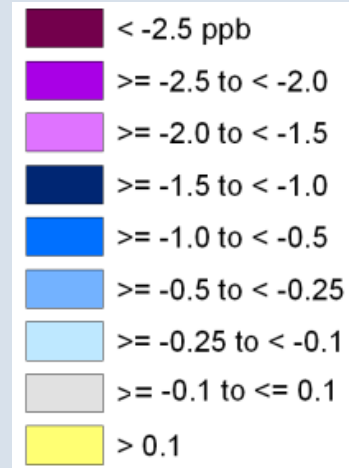
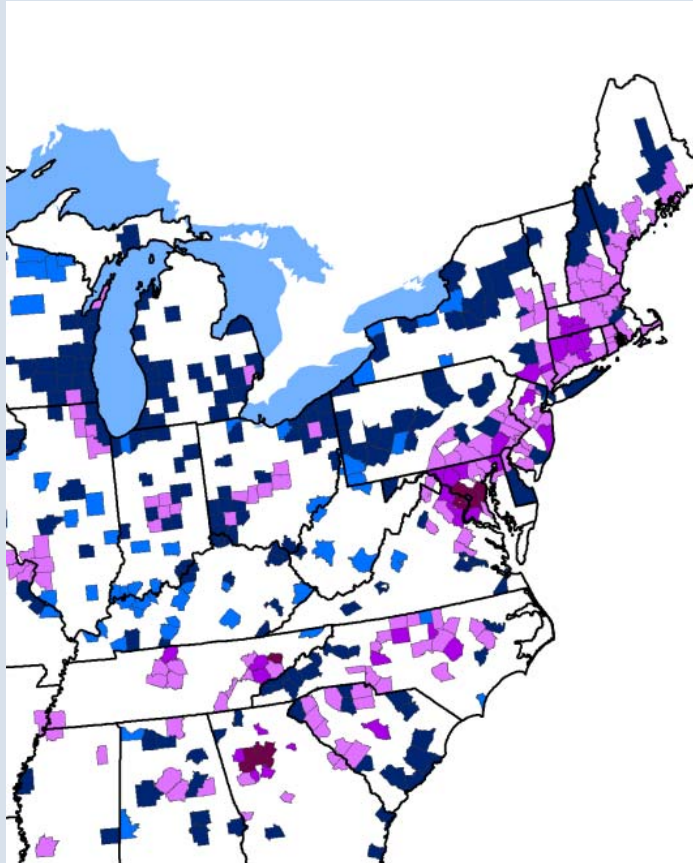
- Phase in beginning with MY 2017
- Applies to all light and medium duty vehicles and some heavy duty vehicles
 - Tailpipe emission standards provide:
 - NMOG+NO_x – 80% reduction from today’s vehicles
 - PM – 70% reduction from today’s vehicles
 - Evaporative emission standards ~ 50% reduction

Would provide large ozone and PM benefits in the Northeast

Expect finalization in early 2014

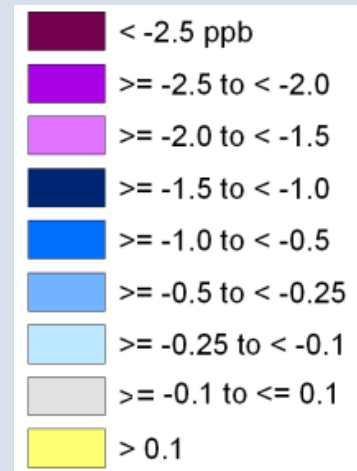
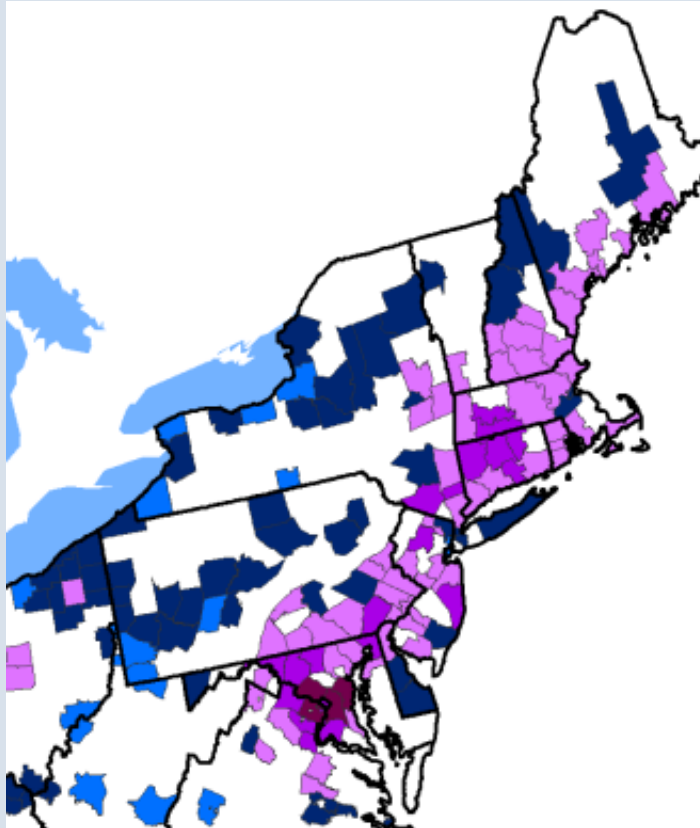


Ozone Benefits in 2030



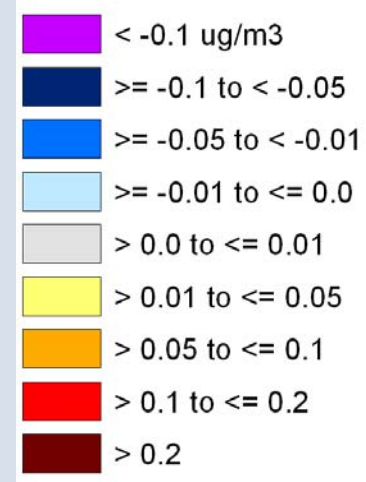
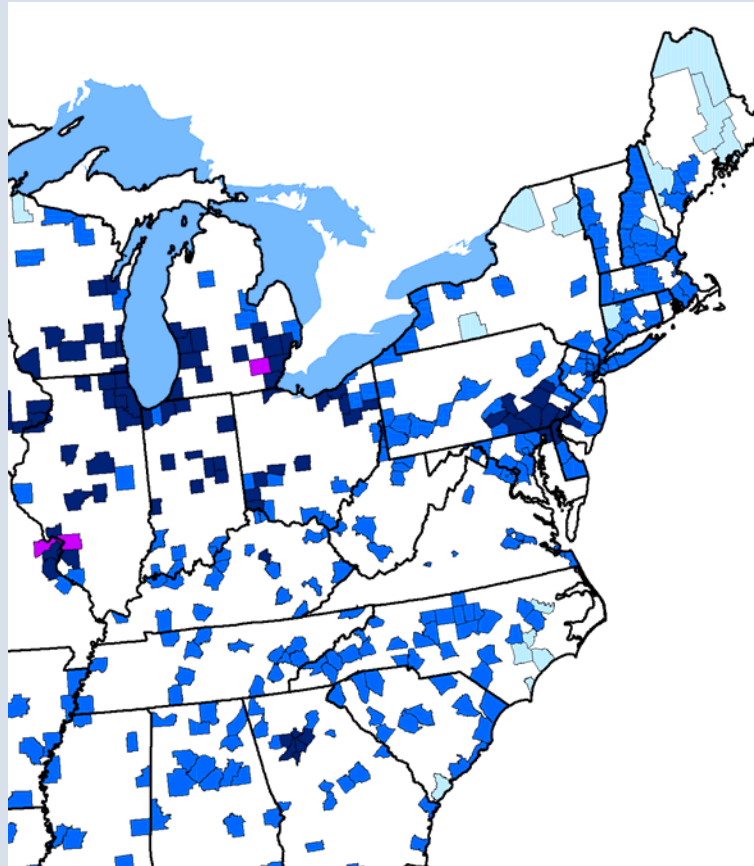
Difference in 8-hr Ozone DV -- 2030ctf minus 2030ct_ref

Ozone Benefits in 2030



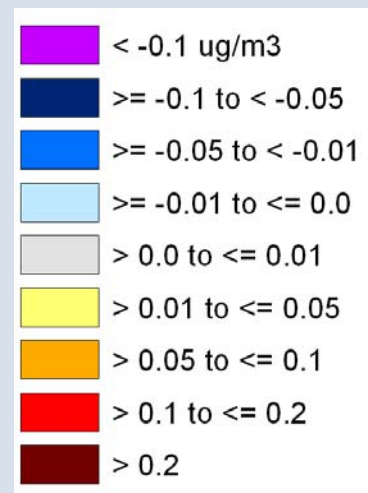
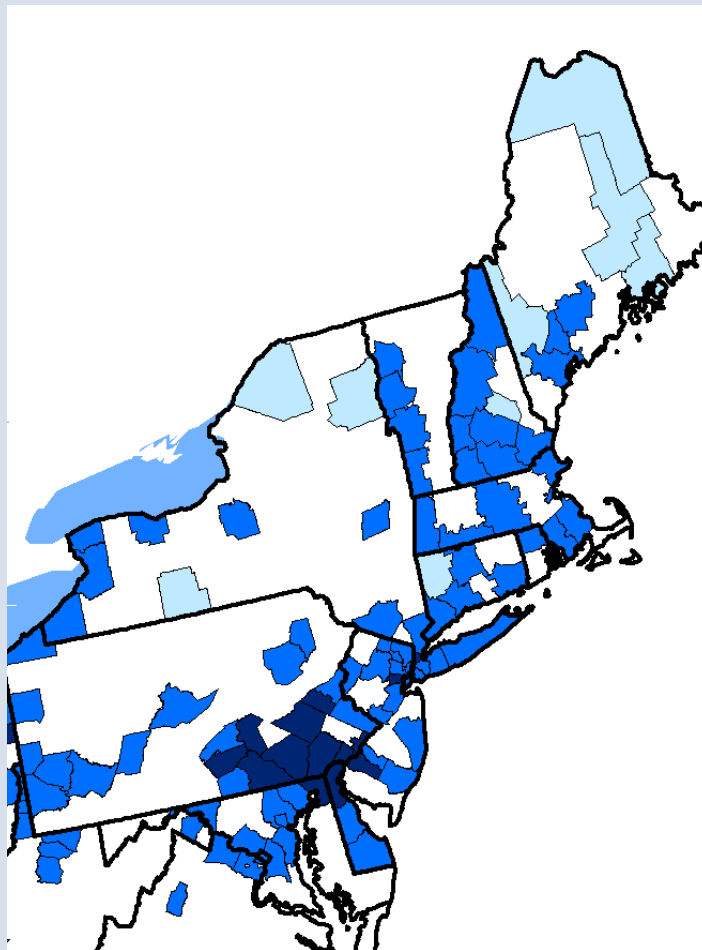
Difference in 8-hr Ozone DV -- 2030ctf minus 2030ct_ref

Annual PM_{2.5} Benefits in 2030



Difference in Annual PM_{2.5} DV -- 2030ctf minus 2030ctf_ref

Annual PM_{2.5} Benefits in 2030



Difference in Annual PM_{2.5} DV -- 2030ct_ctl minus 2030ct_ref

Emission Control Areas (ECA)

USEPA & International Maritime Organization (IMO) Action
NO_x and SO₂ requirements on ship near shore

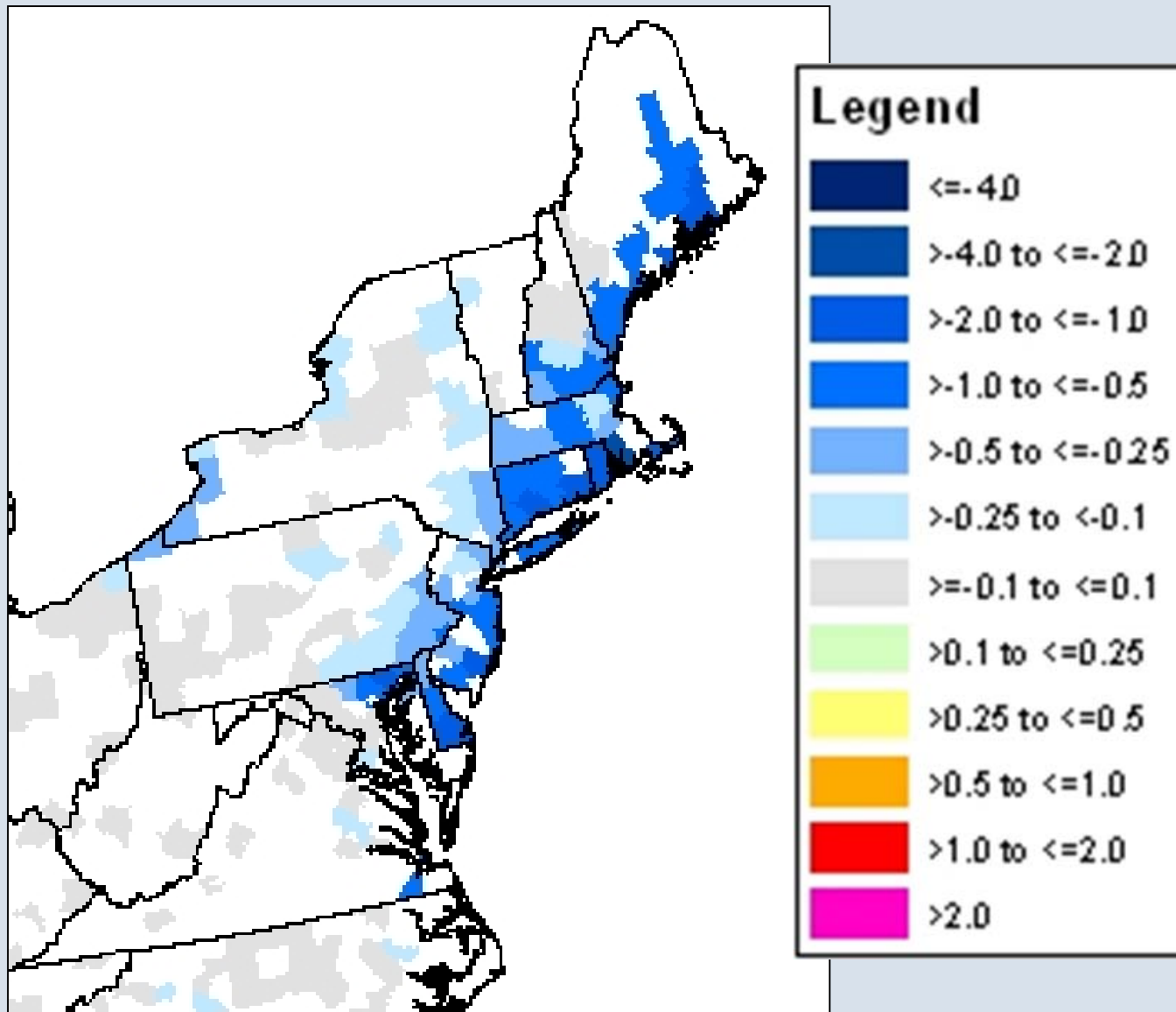
- 2015: 1000 ppm Maximum Sulfur Fuel
- **2016: New Engine Standards – Tier 3 (80% reduction)**
- 2010: Existing Engines – 15-20% NOX reductions

The Current Issue:

- Russian Federation is challenging the finding of the market availability of emission control technologies for affected ships;
 - Recommends a five (5) year delay
 - Decision will be made March 2014
- Ozone reductions in coastal areas of up to 2ppb in 2020 are at risk

Committee working on a letter to the State Department, EPA, and Coast Guard

Emission Control Area – Ozone Benefits in 2020



Next Steps

Aftermarket Catalytic Converters

- Update technical support document
- Develop implementation guidance document
- Finalize model rule language

Emissions Inventory Analysis w/ 2020 MOVES

- Finalize White Paper
- Use results to inform development of recommendations

Other Efforts

- Duty Diesel I/M
- Fuels Workgroup

Federal Measures



Charge

- Goal - Identify Potential Strategies For the June Commission Meeting
- Areas of Focus – In-use Fleet
 - Aftermarket Catalysts - Model Rule & Guidance Document
 - Credit for Diesel I/M
 - Gasoline Fueled Vehicles
 - Goods Movement
 - Additional Strategies