



**OZONE** TRANSPORT COMMISSION

# Mobile Source Committee Report

**November 10, 2010**

**Boston, Massachusetts**

# Presentation Outline

- Measures
  - Non-Road Idling Model Rule
  - Lightering Model Rule
  - Drayage Trucks
- Recent Federal Actions
  - Light Duty Vehicles
  - Medium and Heavy Duty Vehicles
  - E-15
- State Activity - Transportation Climate Initiative
  - Transportation, Energy and Environmental Agencies
- Committee Action Plan

# Nonroad Idling

- Goal – Reduce emissions by decreasing unnecessary nonroad equipment idling
- Drafted a Model Rule based on existing rules in Connecticut, New Jersey, Rhode Island and California.
- Solicited Comments at the September Stakeholder Meeting

# Comments Received

- Comments received from:
  - Engine Manufacturers Association (EMA)
  - Contractors Association of Eastern Pennsylvania (CAOEPA)
  - Verallia
  - Associated General Contractors of America (AGC)
  - Associated Pennsylvania Constructors (APC)
- Issues that Stakeholders commented on:
  - Definitions
  - Idling time increase to 5 – 15 minutes
  - Handling extreme weather conditions
  - Applicability – operators & owners of equipment and land
  - Comment period – too short
  - Exempt Tier 4 equipment
  - Concerns over the exemptions
- Next Steps - Meetings scheduled with stakeholders in November

# Lightering Activities

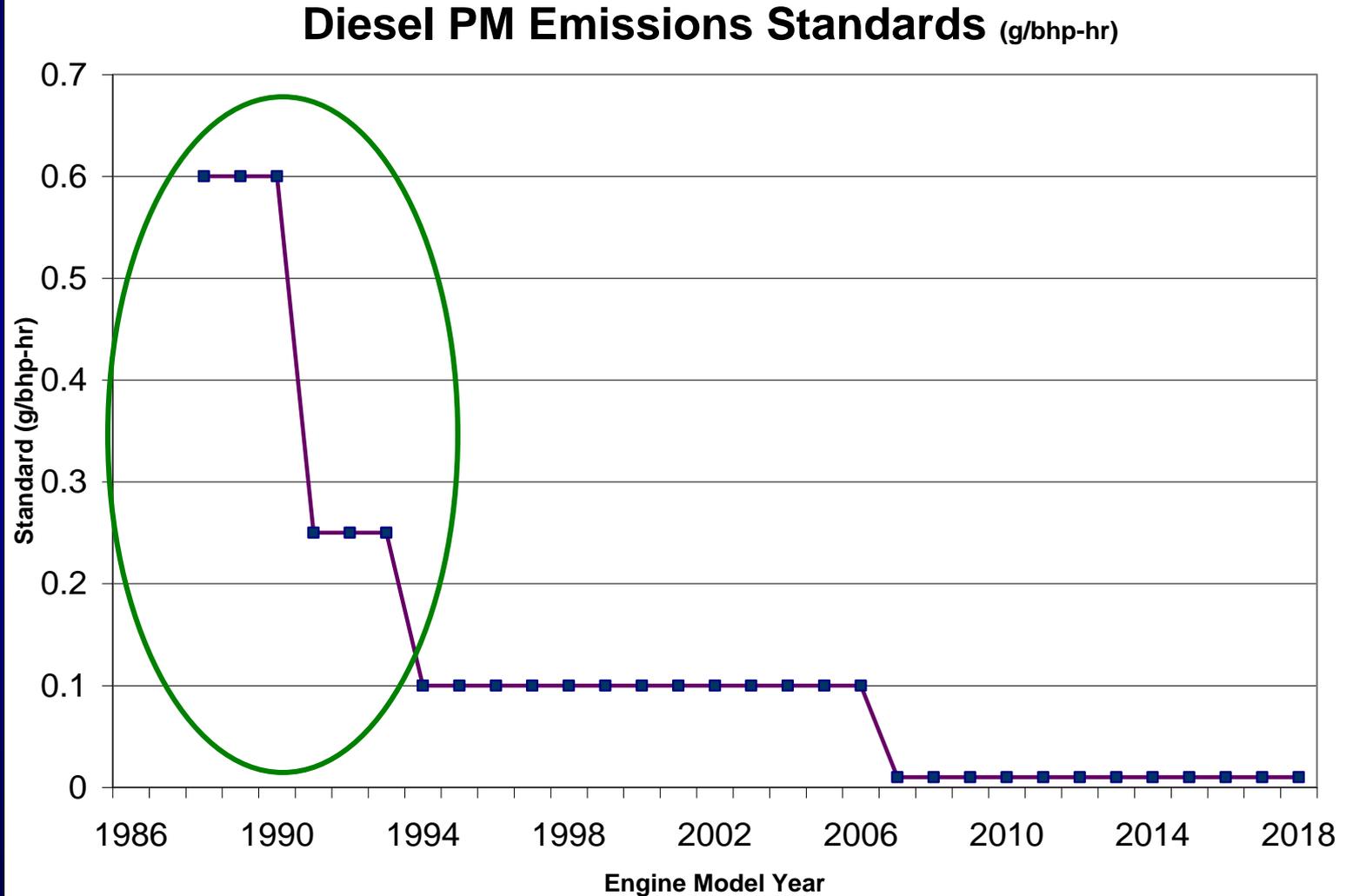
- Drafted Model Rule based on the Delaware Rule
- Most lightering activity occurs in New York Harbor
- Next Steps:
  - Outreach to stakeholders in New York Harbor
  - Collaboration with Coast Guard

# Drayage Trucks

- Focus – Reducing emissions from the oldest most polluting trucks
- Stakeholder Meetings
  - June 2010 – MARAMA
  - October 2010 – NESCAUM

# Focus of the Strategy

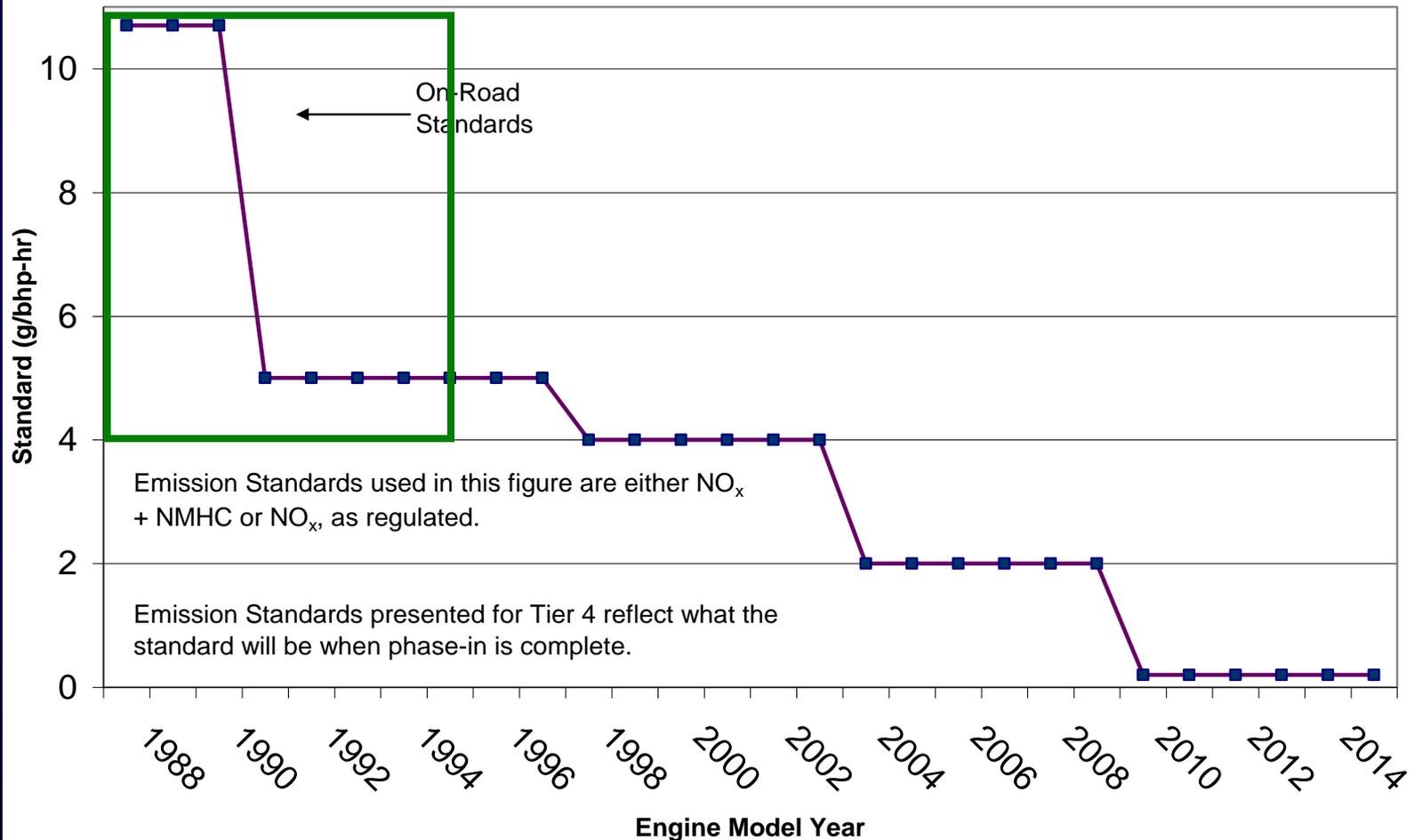
## Oldest most polluting trucks



# Focus of the Strategy (cont.)

## Oldest most polluting trucks

### Diesel NO<sub>x</sub> Emissions Standards (g/bhp-hr)



# Update on Drayage Workshops

## MARAMA

- MARAMA Workshop – June 2010
- Representatives participated from:
  - Ports of Baltimore, Philadelphia, Hampton Roads (VA), and New York/New Jersey
  - EPA, state and local agencies
  - Environmental nonprofits
  - Industry
- Issues discussed included:
  - The need for appropriate incentives (carrots & sticks) for the dray trucking community
  - Technical difficulties with obtaining and installing certain diesel emissions controls
  - Rising cost of 2007 and later model year used trucks due to increased demand for cleaner vehicles

# Update on Drayage Workshops

## NESCAUM

- NESCAUM workshop - October 2010
- Issues discussed include:
  - Competitive disadvantage if only one port in the region requires cleaner trucks
  - Look at strategies to reduce emissions from all sources at port, not just trucks
  - Concern about encouraging purchase of newer, but still pre-07, trucks, if pre-07 will be banned in future
  - Equipment & emission inventories are important
  - Involve stakeholders
  - Offer incentives such as “fast lanes”
  - Difficult for truck drivers to afford new(er) trucks, even with financial incentives

# Drayage Trucks

- Next Steps - Committee to review stakeholder comments and develop a recommendation for the Commission

# Recent Federal Actions

- Notice of Intent - 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and CAFE Standards (Tier 3)
- Proposal - Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles
- Partial Approval of the E-15 Waiver

# Light Duty Vehicles

- OTC “Scenario 3” Sensitivity Modeling demonstrates additional emission reductions from motor vehicles will help attain the ozone NAAQS
- May 21, 2010 Presidential Directive:

The Administrator to review the adequacy of the current non-greenhouse emission regulations for new motor vehicles, new motor vehicle engines, and motor vehicle fuels. If the Administrator finds new emission regulations are required, then the Administrator is to promulgate such regulations as part of a comprehensive approach towards regulating motor vehicles.
- Notice of Intent
- OTC Statement to EPA:
  - Harmonize with California Program for tailpipe and evaporative emission standards and fuels
  - Offset emission increases as a result of the implementation of the Renewable Fuel Standard

# Heavy Duty GHG Regulations

- October 2010, proposed rulemaking by EPA to regulate GHG emissions
- Requires reductions in GHG emissions of 20% by 2018, which entails increasing fuel efficiency to an average of ~8 mpg
- EPA Estimates an ~20% reduction in NO<sub>x</sub> by 2030 from the Heavy Duty Category

# EPA's Partial Approval of the E15 Waiver Application

- On October 13, 2010 EPA partially approved Growth Energy's waiver request allowing fuel manufacturers to introduce gasoline containing up to 15% by volume ethanol (E15)
  - Approved for MY 2007 and newer cars, light-duty trucks and medium-duty passenger vehicles only
  - Deferring decision on 2001-2006 light-duty vehicles pending testing results
  - Not approved for use in MY2000 and older vehicles, all off-road vehicles and engines, all motorcycles and all vehicles with heavy-duty engines
- EPA notes that additional steps must be completed before the sale and distribution of E15 can occur (such as: E15 fuel registration and changes to some state laws)
- EPA expects a ~5% increase in NOx emissions from vehicles using E15, however emissions are expected to remain within certification standards due to compliance margins

# Transportation Climate Initiative (TCI)

- Collaboration will aid efforts to:
  - Reduce traffic congestion;
  - Encourage job growth and accommodate the flow of goods and services while contributing to statewide greenhouse gas reduction targets;
  - Develop state and land use strategies that encourage increased commercial and residential housing density and encourage transit-friendly design;
  - Improve the performance of existing highway, transit and other transportation modes while enhancing neighborhoods and urban centers; and
  - Promote mixed-use development that supports viable alternatives to driving

June 2010 Declaration of Intent

# Transportation Climate Initiative (TCI)

- Develop better understanding of the region's transportation-related greenhouse gas emissions and energy use
- Assess state climate action plan goals
- Identify and implement regional strategies and policies that will cost effectively assist the states in achieving its emission reduction goals

# Action Plan

- Continue working on Measures
  - Nonroad Idling
  - Lightering
  - Drayage Truck Strategy
  - After market catalyst recommendation
- Review Federal Actions
- Identify potential future actions
  - Review the 2007 and future year emission inventories
  - Transportation Climate Initiative