

Joint OTC/MANE-VU Stakeholder Meeting

September 12th, 2013

Washington, DC

Mobile Source Committee Update



Overview

1. Committee Work
 1. Aftermarket Catalysts
 2. Inventory Analysis
2. Federal Measure Update
 1. Emission Control Areas

Aftermarket Catalyst Recommendation

EPA's policy was set in 1986 and has not been updated to reflect improvements in technologies & emission standards

OTC submitted a finalized recommendation for an updated catalyst program to EPA in April, 2011



Aftermarket Catalyst Model Rule

Goal: To develop an aftermarket catalytic converter model rule for OTR states to use:

- Essentially provides the language necessary for a state to pursue adoption of the California aftermarket catalyst program.
- Based on regulation implemented by New York.
- Has optional language for allowing used converters to be installed on vehicles with OBD.

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

Stakeholder Comments

Comments express support for an updated Federal program

Concerns expressed about OTC's model rule

- There are delays in CARB certifying parts for up to 40% of vehicles
- CARB does not certify parts for federal vehicles and OTC has a larger portion of federal to CA LEV vehicles
- Concerns about enforcement, especially due to cheating from buying across state lines
- Differing installation techniques in CA (universal fit) vs. OTC states (direct fit)
- Necessity of lead time and better vehicle fleet information for suppliers to obtain stock

Onroad Inventory Project

Analyzed 2020 emissions for a mix of suburban and urban counties on the I-95 corridor

- Baltimore City, MD
- New Castle, DE
- Mercer, NJ
- Fairfield, CT
- Rockingham, NH

Focused on emissions from:

- Starts/Running/Idling
- VMT
- Model Year Distribution



Next steps: prepare a draft analysis for review

Next Steps

Review the comments and take a recommendation to the OTC Air Directors for the Fall Meeting

Continue to Call on EPA to complete a revision to the Federal Program

Status of OTC Federal Measure Asks

OTC Request	Action	Status
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)	$\frac{1}{2}$
	Locomotive Engines	$\frac{1}{2}$
	Marine Engines	$\frac{1}{2}$

Status of Federal Measure Commitments

Date	Action	Status
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	1/2

Emission Control Areas (ECA)

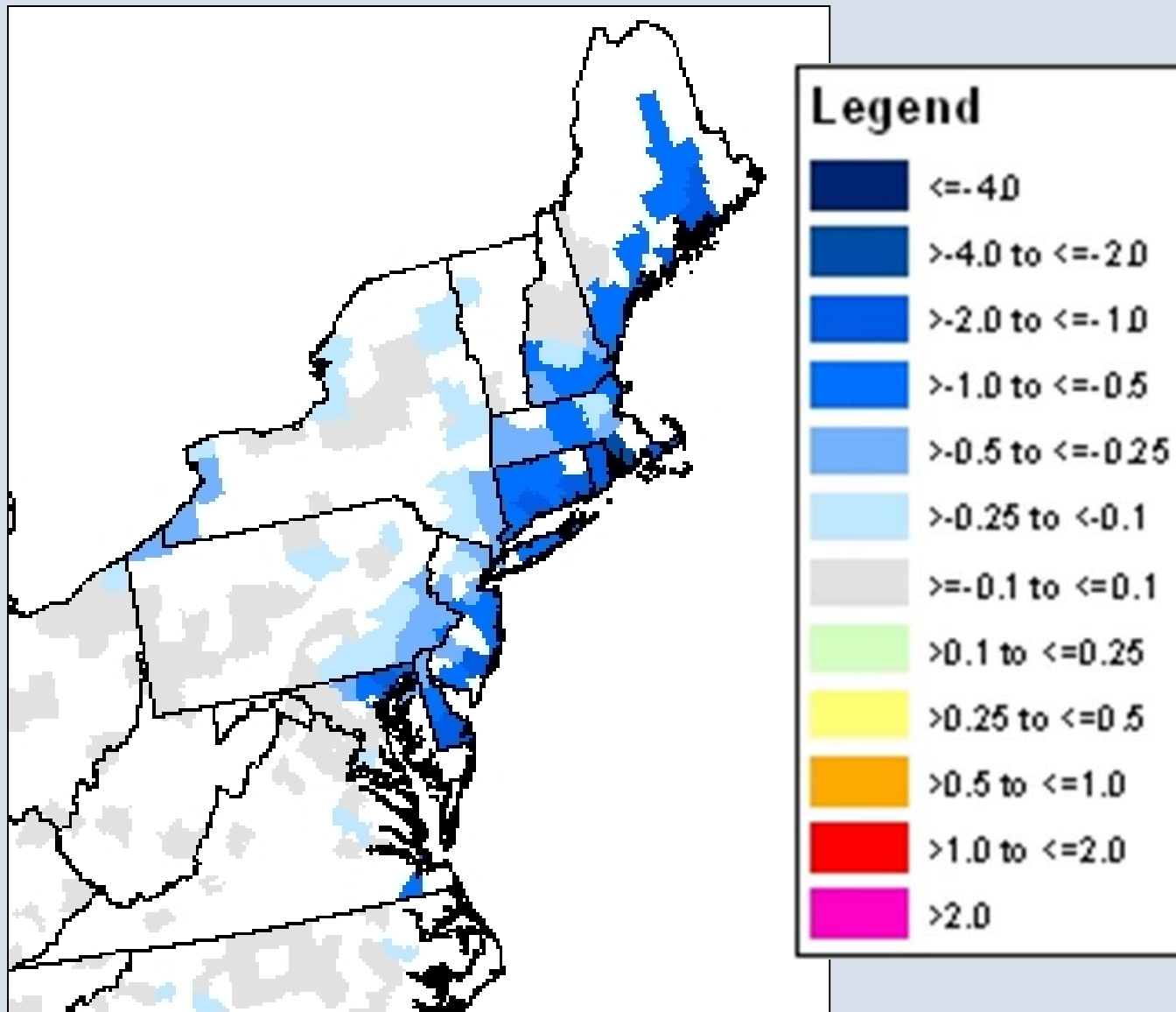
USEPA & International Maritime Organization (IMO) Action

NO_x and SO₂ requirements on ship near shore

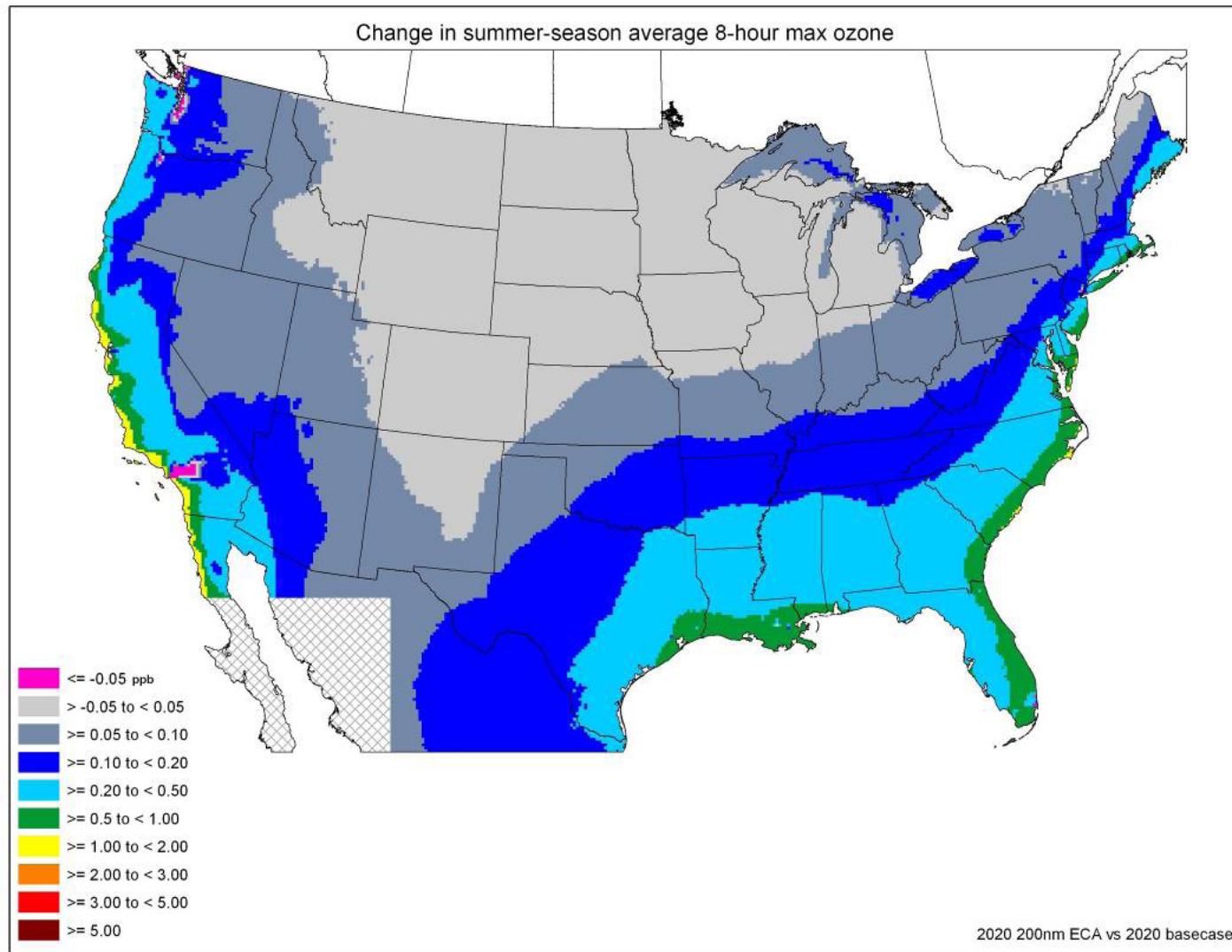
- 2015: 1000 ppm Maximum Sulfur Fuel
- **2016: New Engine Standards – Tier 3 (80% reduction)**
- 2010: Existing Engines – 15-20% NO_x reductions

Provides Significant Air Quality Benefits in the OTR and throughout the Nation.

Emission Control Area – Ozone Benefits in 2020



Improvement in Summertime Average 8-hour Average Ozone Concentrations in 2020 Resulting from the Proposed Emission Control Area



Current Issues with ECA

The Russian Federation is challenging the finding of the market availability of emission control technologies for affected ships;

- Recommends a five (5) year delay

U.S. EPA and Coast Guard are pushing back

Decision will be made March 2014

Ozone reductions in coastal areas of up to 2ppb in 2020 are at risk

Summary of the Next Steps

Aftermarket Catalytic Converters

- Update technical support document
- Develop a model guidance document
- Finalize Model Rule language

Emissions Inventory Analysis w/ 2020 MOVES

- Finalize White Paper
- Use results to inform development of a Charge to the Committee

Other Efforts

- Heavy Duty Diesel I/M
- Fuels Workgroup

Federal Measures

