

ALERT! July 2009

ALERT! is a monthly update on transportation and air quality planning activities in the Delaware Valley.



Air Quality Regulations

US EPA Grants California's Request to Regulate Greenhouse Gas Emissions from New Cars and Trucks

The US Environmental Protection Agency (EPA) announced that the agency will be granting the state of California's request to develop and enforce greenhouse gas emissions standards for new motor vehicles beginning with the current model year. The announcement, released on June 30, 2009, overturns a previous EPA ruling that denied California's request to regulate greenhouse gas emissions from cars and trucks that was submitted to the agency in 2005.

The emissions standards proposed by California will require automakers to reduce greenhouse gas emissions by 30 percent by 2016. This will translate to fuel economy standards of approximately 43 miles per gallon (mpg) for new cars and light trucks and 27 mpg for new heavy duty trucks and SUVs. Reductions will start with model year 2009 vehicles.

The federal Clean Air Act (CAA) contains provisions that require that regulation of emissions from new motor vehicles are set by the federal government. The CAA prohibits the states from regulating emissions from new motor vehicles unless EPA grants a waiver to the state to establish its own regulations and standards. The state must demonstrate that its standards are at least as protective as the federal standard and that the state's air pollution problems create a need for more protective regulation than is provided by the federal laws.

Historically, California has been granted waivers to regulate new motor vehicle emissions because of the state's serious and complicated air pollution problems. Other states are then allowed to adopt the more protective California emissions standards in their efforts to improve air quality. The EPA's denial of California's latest waiver request was the first time that California was denied the power to enforce its regulations on motor vehicles.

When California applied for the waiver in 2005, fifteen other states, including New Jersey, Maryland and Pennsylvania were prepared to adopt the California standards. Had the waiver been granted by EPA, sixteen states would have adopted the stricter standards, covering nearly half of the new cars sold in the United States each year.



**SAVE
THE
DATE**

**Monday,
July 20th, 2009
Philadelphia Diesel
Difference
Working Group
10:00 am**

DVRPC Conference Center
8th Floor
6th and Race Streets
Philadelphia, PA

**Thursday,
July 23rd, 2009
DVRPC Board Meeting
Expected adoption of
Connections
Long-Range Plan,
FY 2010 NJ TIP,
and Conformity Determination**

10:00 am – 2:00 pm

DVRPC Conference Center
8th Floor
6th and Race Streets
Philadelphia, PA

Upon entering office in January, President Obama directed the EPA administrator to assess the appropriateness of denying California's waiver request. After reviewing California's application, EPA Administrator Lisa Jackson overturned EPA's previous decision to deny California the waiver.

In June, President Obama announced a first-ever national policy aimed at increasing vehicle fuel efficiency and reducing greenhouse gases for new cars and trucks sold in the United States. The new federal standards would cover model years 2012 - 2016. California has stated that once the national program takes effect, vehicles meeting that federal standard will be considered to be in compliance with the state standards.

For more information on the EPA's decision to grant California's waiver request, please visit: www.epa.gov/otaq/climate/ca-waiver.htm.

EPA Proposes Strict Emissions Standards for American Flagged Ships

Following up on an earlier effort to protect North American coastal communities and ports from harmful emissions from ocean going vessels, the US EPA has proposed new, stricter engine fuel standards for American flagged ships.

In March 2009, the United States and Canada petitioned the International Maritime Organization (IMO) to designate a zone within 200 miles of the coast of Canada and the US as an Emissions Control Area (ECA). The creation of this ECA would impose strict emissions standards on vessels operating within the ECA. In July 2009, EPA proposed standards for American flagged ships that will bring emissions from these vessels in line with the requirements of the proposed ECA.

Emissions from large ships, including oil tankers and cargo ships, are a major contributor to air pollution in coastal communities. These emissions are expected to grow with the rapid growth of port activity. By implementing these two strategies (ECA and domestic emissions standards), EPA expects to reduce annual nitrogen oxide emissions by 1.2 million tons and particulate matter by 143,000 tons by 2030. These reductions represent an 80-85% reduction of current emissions from ocean going vessels.

In addition to the reduced emissions, the proposed regulations are expected to prevent between 13,000 and 33,000 premature deaths and save 1.5 million lost workdays. The annual health benefits of the new regulation are estimated by the EPA to be worth between \$110 and \$280 billion by the time the regulations are fully implemented in 2030.

The IMO is expected to rule on the ECA request later this summer.

For more information on the on these new air quality standards and the ECA request to the IMO please visit: www.epa.gov/otaq/oceanvessels.htm

ALERT! is a DVRPC publication.



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