

**STAPPA/ALAPCO RESOLUTION
ON
SULFUR IN DIESEL FUEL**

WHEREAS, diesel engines are significant contributors of nitrogen oxides (NO_x), sulfur dioxide (SO₂), fine particulate matter (PM_{2.5}), PM_{2.5} precursors, PM₁₀, toxic air pollutants and greenhouse gases;

WHEREAS, reducing sulfur in diesel fuel will directly decrease emissions of SO₂, PM₁₀, PM_{2.5}, PM_{2.5} precursors and acid rain precursors, and reduce regional haze;

WHEREAS, reducing sulfur in diesel fuel can indirectly decrease emissions of other pollutants, including NO_x and toxics, as well as visible emissions from diesel engines, by enabling application of advanced catalyst technologies and reducing the poisoning effect on these catalyst technologies;

WHEREAS, emission decreases from reducing sulfur in diesel fuel can further the objectives of pollution prevention;

WHEREAS, in the U.S., the U.S. Environmental Protection Agency (EPA) currently caps sulfur in onroad diesel fuel at 500 parts per million (ppm);

WHEREAS, sulfur in nonroad diesel fuel is not limited by federal regulation, although the American Society for Testing and Materials recommends a cap of 5000 ppm;

WHEREAS, in the U.S., new diesel-fueled passenger vehicles and light-duty trucks could become a more significant portion of the vehicle fleet, as they have in Europe, due to demands for higher fuel efficiencies (such as under the Partnership for a New Generation of Vehicles program) and reductions in greenhouse gases;

WHEREAS, advanced technologies, such as lean-NO_x catalysts and adsorbers and particulate filters, will likely be needed on new diesel engines in order to meet future NO_x and particulate emission reduction requirements for heavy-duty vehicles and fuel-neutral emission standards for Tier 2 light-duty vehicles;

WHEREAS, sulfur in onroad diesel fuel at the 500-ppm level currently allowed by EPA is a potential impediment to the introduction and effective operation of advanced technologies, such as lean-NO_x catalysts and adsorbers and particulate filters, which, in addition to reducing emissions, offer the opportunity to improve fuel economy;

WHEREAS, given the adverse impact on air quality of sulfur levels in gasoline, EPA has committed to reducing the sulfur content of gasoline in the U.S.;

WHEREAS, the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO) have recommended that EPA adopt a national gasoline sulfur cap of no higher than 80 ppm,

with an average in the range of 40 ppm, to be in effect by 2003 to reduce emissions from the existing vehicle fleet and to enable advanced technologies to meet very low emission levels;

WHEREAS, STAPPA and ALAPCO have also recommended that EPA adopt aggressive Tier 2 vehicle emission standards to take effect by model year 2004 that, among other things, are fuel neutral and are in no way compromised or relaxed to accommodate greater emissions, such as NO_x and PM_{2.5}, from diesel engines;

WHEREAS, the Worldwide Fuel Charter of vehicle and engine manufacturers currently recommends that advanced countries, including the U.S., limit sulfur in diesel fuel to 30 ppm and will soon recommend a further tightening of diesel sulfur levels;

WHEREAS, in Sweden, sulfur in Class I diesel fuel – which accounts for almost 100 percent of the market – is limited to 10 ppm;

WHEREAS, the European Union has adopted a 50-ppm cap on the sulfur content of both gasoline and onroad diesel fuel, to take effect in 2005, with incentives for early introduction and up to a two-year limited delay in compliance;

WHEREAS, harmonizing programs to reduce the sulfur content of gasoline and diesel fuel will allow refiners to better plan for necessary capital investments and refinery modifications and to do so at potentially lower costs;

WHEREAS, EPA has established a long-term goal of harmonizing vehicle and fuel requirements internationally;

WHEREAS, EPA has recently promulgated emission standards for new nonroad heavy-duty diesel engines and has committed to give consideration to fuel composition when a technology review for this rule is conducted in 2001; and

WHEREAS, sulfur in diesel fuel can be reduced without adversely affecting existing diesel emission control technologies or diesel engines and sulfur reductions have been demonstrated to extend engine life and reduce maintenance costs.

THEREFORE, BE IT RESOLVED THAT STAPPA and ALAPCO recommend that EPA adopt the most stringent national diesel fuel sulfur standards technologically and economically feasible to ensure maximum emission reductions from existing and emerging light-duty and heavy-duty diesel technologies;

BE IT FURTHER RESOLVED THAT STAPPA and ALAPCO recommend that EPA adopt a national cap on sulfur in nonroad diesel fuel (including that used in locomotives and marine engines) of 500 ppm, to take effect as soon as possible prior to 2004, so that nonroad diesel fuel is subject to the same sulfur standards as currently apply to onroad diesel fuel;

BE IT FURTHER RESOLVED THAT STAPPA and ALAPCO recommend that EPA adopt a national cap on sulfur in both onroad and nonroad diesel fuel (including that used in locomotives and marine engines) of no higher than 30 ppm, to take effect by 2004;

BE IT FURTHER RESOLVED THAT STAPPA and ALAPCO recommend that, based on additional study, EPA further lower national standards for sulfur in onroad and nonroad diesel fuel (including that used in locomotives and marine engines) and set appropriate standards for other characteristics affecting diesel fuel quality and/or emissions, to take effect in 2007;

BE IT FURTHER RESOLVED THAT STAPPA and ALAPCO recommend that, in reducing sulfur in diesel fuel, EPA ensure that there will be no adverse impacts on emissions or drivability as a result of changes in other fuel parameters and no increase in the sulfur content of other petroleum fuels; and

FINALLY, BE IT RESOLVED THAT STAPPA and ALAPCO recommend that, in setting sulfur caps, EPA consider regulatory flexibilities, such as early reduction credits and other economic incentives, to minimize the cost to and compliance burden on affected parties, without significantly affecting the overall benefits of the program in any particular area of the country.

Adopted: October 13, 1998

Amended: May 18, 1999