

**STAPPA/ALAPCO RESOLUTION
ON
A NATIONAL GASOLINE SULFUR CAP**

WHEREAS, motor vehicles are a major source of air pollution nationally, and especially in urban areas of the country;

WHEREAS, motor vehicles create emissions that are increased by the use of higher sulfur gasoline and can adversely affect air quality in urban areas;

WHEREAS, reducing sulfur in gasoline can decrease emissions of hydrocarbons, nitrogen oxides, particulate matter, carbon monoxide and toxics from vehicles and potentially reduce greenhouse gases;

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

WHEREAS, total gasoline use in the U.S. is rising, creating a need for import of additional crude oil, which is expected to be relatively high in sulfur content;

WHEREAS, in the U.S., sulfur in gasoline outside of California is limited only by an anti-dumping provision of the Clean Air Act, a relatively high ASTM maximum of 1000 ppm, which has been adopted by some states, and an EPA standard of 500 ppm for reformulated gasoline beginning in 1998;

WHEREAS, beginning in 1980, the State of California capped sulfur in gasoline at 300 ppm and, since 1996, with the introduction of Phase II California reformulated gasoline, has capped sulfur at 80 ppm;

WHEREAS, in comparison to other developed countries, the sulfur content of gasoline in the U.S. is high;

WHEREAS, Japan, Europe and Australia have imposed gasoline sulfur caps (100 ppm, 500 ppm and 500 ppm, respectively) and Europe is considering revised caps of 150 ppm by 2000 and 50 ppm by 2005;

WHEREAS, most states and localities depend on the federal motor vehicle emission control program to provide an effective long-term approach to reduce motor vehicle emissions;

WHEREAS, the sulfur content of EPA's new vehicle certification fuel is substantially lower than the typical sulfur content of gasoline used in this country;

WHEREAS, adoption of an appropriate national cap on the sulfur content of gasoline will reconcile the difference in emission performance of motor vehicles caused by the discrepancy in the sulfur content of certification fuel versus the sulfur content of in-use "conventional" or "baseline" fuel;

WHEREAS, the Ozone Transport Assessment Group and EPA's Mobile Source Technical Advisory Subcommittee under the Federal Advisory Committee Act have recommended that EPA adopt a gasoline sulfur content control program;

WHEREAS, EPA recently promulgated more stringent National Ambient Air Quality Standards for ozone and particulate matter, providing further reason for EPA to take steps to ensure that the current and future motor vehicle fleets will achieve their anticipated emission control system performance; and

WHEREAS, in adopting regulations, it is incumbent upon EPA to consider both the qualitative and quantitative costs and benefits.

THEREFORE, BE IT RESOLVED THAT the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO) desire that states and localities realize the maximum emission reduction potential expected from EPA's new vehicle certification program with appropriate sulfur controls;

BE IT FURTHER RESOLVED THAT STAPPA and ALAPCO recommend that EPA, based on its assessment, adopt a national gasoline sulfur cap in the range of 200 ppm, to be effective as close to 2001 as possible, to reduce in-use emissions from the current motor vehicle fleet;

BE IT FURTHER RESOLVED THAT EPA, based on its assessment, also adopt a national gasoline sulfur cap of no higher than 80 ppm, to be phased in by 2003, to ensure that the fleet will achieve its maximum emission reduction potential;

FINALLY, BE IT RESOLVED THAT in setting sulfur caps, EPA should develop approaches (e.g., averaging) that minimize the cost to and compliance burden on affected parties, including consumers and the petroleum industry, without significantly affecting the overall benefits of the program to any particular area of the country.

Adopted: October 28, 1997

Amended: April 7, 1998