

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

WHEREAS, diesel engines are significant contributors of nitrogen oxides (NO<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), fine particulate matter (PM<sub>2.5</sub>), PM<sub>2.5</sub> precursors, PM<sub>10</sub>, toxic air pollutants and greenhouse gases;

WHEREAS, reducing sulfur in diesel fuel can directly decrease emissions of SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, PM<sub>2.5</sub> precursors and acid rain precursors, and reduce regional haze;

WHEREAS, reducing sulfur in diesel fuel can indirectly decrease emissions of other pollutants, including NO<sub>x</sub> 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 limits sulfur in onroad diesel fuel to a level of 500 parts per million (ppm);

WHEREAS, in the U.S., new diesel-fueled passenger vehicles and light-duty trucks are expected to 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<sub>x</sub> catalysts and particulate regenerative traps, will likely be needed on new diesel engines in order to meet future NO<sub>x</sub> 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<sub>x</sub> catalysts and particulate regenerative traps;

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 NOx and PM2.5, from diesel engines;

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.

THEREFORE, BE IT RESOLVED THAT STAPPA and ALAPCO recommend that EPA adopt the most stringent national onroad diesel fuel sulfur standards technologically and economically feasible to ensure maximum emission reductions from existing and emerging light-duty and heavy-duty diesel technologies and that these standards take effect by 2003;

BE IT FURTHER RESOLVED THAT STAPPA and ALAPCO support EPA's commitment to consider fuel composition for nonroad heavy-duty diesel engines as part of its 2001 technology review of nonroad heavy-duty diesel standards and urge the agency, based on this review and other pertinent factors – including evaluations of the health impacts of diesel exhaust – to adopt the most stringent sulfur standards technologically and economically feasible for nonroad diesel fuel to effect emission reductions from existing engines and to enable emerging emission control technologies; and

FINALLY, BE IT RESOLVED THAT EPA announce its intent to adopt such standards as soon as possible in order to provide petroleum refiners the maximum

opportunity to consider the least-cost and most holistic ways of complying with both gasoline and diesel sulfur control requirements and to ensure the timely availability of the low-sulfur diesel fuels necessary to enable future diesel emission control technologies.

Adopted: October 13, 1998