

STAPPA / ALAPCO

STATE AND TERRITORIAL
AIR POLLUTION PROGRAM
ADMINISTRATORS

ASSOCIATION OF
LOCAL AIR POLLUTION
CONTROL OFFICIALS

S. WILLIAM BECKER
EXECUTIVE DIRECTOR

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Contacts: Bill Becker and Nancy Kruger
(202) 624-7864

State and Local Air Pollution Control Officials Welcome EPA Proposal to Clean Up Nonroad Diesel Engines and Fuels

The two national associations of state and local air pollution control officials welcome a proposal issued today by the U.S. Environmental Protection Agency (EPA) to reduce emissions from new diesel engines used in construction and other nonroad equipment. Such nonroad engines are one of the nation's largest sources of fine particulate matter (PM_{2.5}) and ozone-forming nitrogen oxides (NO_x), posing a substantial threat to public health, including, among other things, premature mortality from exposure to PM_{2.5}.

According to the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO), if EPA takes full advantage of this opportunity to regulate nonroad diesel emissions, more than 8,500 premature deaths could be avoided each year and monetary benefits of over \$65 billion annually could be accrued.

"STAPPA and ALAPCO are very pleased that EPA's proposal is largely consistent with key objectives we are pursuing with respect to the regulation of nonroad diesel engines and fuels," said STAPPA President Lloyd Eagan of the Wisconsin Department of Natural Resources.

EPA has proposed to reduce sulfur in nonroad diesel fuel to 15 parts per million (ppm) and establish rigorous national engine standards that will cut nonroad diesel emissions of PM and NO_x by over 90 percent.

"EPA is to be commended for taking on the challenge posed by this enormous source of air pollution. Our initial reaction to this proposal is a very positive one," noted ALAPCO President Ellen Garvey of the Bay Area Air Quality Management District in San Francisco, California. "The agency has put forth what appears to be an aggressive control approach that would yield substantial public health and environmental benefits nationwide. In fact, we believe these benefits can, and should, be further augmented by

extending the use of 15-ppm low-sulfur diesel fuel to locomotives and marine engines to enable tighter engine standards for these nonroad sources of emissions, as well,” added Eric Skelton of the Spokane County Air Pollution Control Authority, Co-Chair of the STAPPA/ALAPCO Mobile Sources and Fuels Committee.

EPA will now take public comment on this proposed rule. “We look forward to reviewing the many details and implications of this critical proposal – including, among other things, the implementation schedules and applicability – and to working with EPA to enact the best possible nonroad diesel program within the next year to ensure expeditious achievement of emission reductions,” stated Nancy Seidman of the Massachusetts Department of Environmental Protection, Co-Chair of the STAPPA/ALAPCO Mobile Sources and Fuels Committee.

STAPPA and ALAPCO are the two national associations of air pollution control agencies in 54 states and territories and more than 165 metropolitan areas across the country. For further information, go to www.cleanairworld.org/scripts/stappa.asp.

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