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**STATE ENVIRONMENTAL BOARD APPROVES NEW VEHICLE EMISSIONS
STANDARDS**

Regulations will Help Reduce Harmful Air Pollutants That Contribute to Climate Change

At a public meeting held today, the New York State Environmental Board approved State regulations that require significant reductions in greenhouse gas (GHG) emissions from motor vehicles. These regulations will reduce pollutants that contribute to global climate change.

“Under the leadership of Governor George E. Pataki, New York is demonstrating our commitment to improving air quality and addressing climate change by reducing harmful emissions in our State and beyond,” State Department of Environmental Conservation (DEC) Acting Commissioner Denise M. Sheehan said. “The regulations approved today will further our commitment to reducing greenhouse gases and continue the progress being made to create a cleaner environment and healthier communities.”

In his 2003 State of the State address, Governor Pataki called for New York to work to reduce greenhouse gases by adopting the greenhouse gas emission standards for motor vehicles which were proposed by California. In adopting the regulations, the State Department of Environmental Conservation (DEC) is fulfilling the Governor's commitment and enhancing New York's status as a leader in addressing global climate change.

New York first adopted the California Low Emission Vehicle (LEV) program in the early 1990s, and has continued to follow the cleaner LEV program as it has evolved. Under the Clean Air Act, states have the right to adopt the more stringent California LEV program for its reduced automotive emissions, or they must adhere to Federal standards. States may not create their own programs regulating vehicle emissions. The approval of the regulations today is the latest in the series of changes necessary for New York to maintain adherence to the California LEV program.

Traditionally, the LEV program has focused on reducing nitrogen oxides (NOx) and volatile organic compounds (VOCs) from tailpipe and fuel system emissions. The latest version of the program specifically addresses greenhouse gases for the first time, in recognition of the large contribution of the transportation sector to the global climate change problem. The regulations revise New York's existing LEV program to address the adverse climate change impacts that greenhouse gases, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons (HFC's) can cause in New York, and globally, if left uncontrolled. The regulations will take effect for the 2009 model year.

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James T. B. Tripp, general counsel of Environmental Defense and former member of Governor Pataki's Greenhouse Gas Task Force, said, "New York's decision to adopt the California global warming auto emission standards demonstrates to New York, the country and the world that more and more Americans are ready to confront global warming now and to support state actions that will unleash engine and fuel innovations that will make US auto manufacturers competitive in a carbon-constrained economy. Through this action and an ongoing effort with Northeast governors to reduce carbon pollution from electric utilities, Governor Pataki has demonstrated important leadership in fostering markets that will reduce global warming pollution from major sectors of the State's economy."

Theo Spencer, Senior Project Manager at the Natural Resources Defense Council, said, "New York is taking huge steps forward in addressing the problem of global warming pollution, both by adopting clean car tailpipe standards for cars today, and by championing the Northeast states' effort to cap global warming pollution from power plants. Governor Pataki and DEC deserve great credit for these groundbreaking initiatives that will help to protect New York's environment, public health and economy from the impacts of global warming."

Vehicles discharge climate-changing emissions in several ways: emissions of CO₂, CH₄, and N₂O resulting directly from the operation of the vehicle; emissions of CO₂ resulting from the operation of the air conditioning (AC) system (indirect AC emissions); and emissions of refrigerant from the AC system. All of these elements are incorporated into the GHG emission reduction standard.

Based on an analysis done by California, options to assist in complying with the regulations include: charge modification (turbo and super-charging); cylinder deactivation; 6-speed transmissions; and variable displacement air conditioning compressor, among others.

The regulations mandate new vehicle certification levels for all passenger cars, light-duty trucks, and medium-duty passenger vehicles starting with the 2009 model year. Manufacturers of all 2009 and later model year vehicles will be required to meet a fleet average standard that becomes more stringent each year through 2016. The fleet average standard is the emissions standard that a manufacturer's average emissions must meet for its entire product line. There is one standard for passenger cars and the lightest trucks, sport utility vehicles, and minivans; and another standard for heavier trucks and SUVs.

DEC estimates that the regulations will reduce New York State's light and medium-duty vehicle GHG emissions by an estimated 14,855,500 CO2 equivalent tons per year in 2020 and by 26,280,000 CO2 equivalent tons per year in 2030.

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The regulations also provide flexibility to assist vehicle manufacturers in complying with the standards. Under the declining fleet average standard, the emissions from a manufacturer's entire product line will have to meet the standard, not necessarily each individual vehicle; various combinations of existing and emerging control technologies; early reduction credits and credit trading for 2000-2008 model year vehicles that meet or surpass the 2012 standards (credits can be traded between vehicle categories and to other manufacturers to offset a compliance deficit); and alternative compliance options that involve increased use of alternative fuels in model year 2009 and later vehicles covered by the regulations.

New York State is a national leader in addressing global climate change. In June 2001, Governor Pataki announced the formation of the New York State Greenhouse Gas Task Force to develop policy recommendations for greenhouse gas emissions and global warming. Based on the recommendations of the Task Force, in April 2003, Governor Pataki invited the Governors of the Northeast and Mid-Atlantic states to join in a regional effort to reduce carbon dioxide (CO2) emissions from power plants by developing a regional cap and trade program for CO2. That effort is currently underway and the states are actively participating in discussions to develop a model rule for the program.

The 16-member Environmental Board is composed of state agency heads and representatives of the environmental community, citizen groups, business and industry. With today's approval of the regulations, DEC will file the rulemaking package with the Department of State (DOS). The revisions to the regulations will become final 30 days after filing with DOS.

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