



# Connecticut Department of Energy and Environmental Protection



# EPA's Proposed Resolution of the Heavy-Duty Engine NOx Petition

January 12, 2017  
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Connecticut Department of Energy and Environmental Protection

# Petition Background

- June 3, 2016 (Petitioners) sent a letter to the EPA petitioning the agency to conduct a rulemaking to establish new ultra-low NOx emission standards for on-road heavy-duty engines and trucks that would go into effect with 2022 model year vehicles



# Petitioners

- South Coast Air Quality Management District
- Pima County Dept. of Environmental Quality (Arizona)
- Bay Area Air Quality Management District (California)
- ★ Connecticut Dept. of Energy and Environmental Protection
- Delaware Dept. of Natural Resources and Environmental Control, Division of Air Quality
- Washoe Co. Health District, Air Quality Management (Nevada)
- New Hampshire Dept. of Environmental Services
- New York City Dept. of Environmental Protection (New York)
- Akron Regional Air Quality Management District (Ohio)
- Washington State Dept. of Ecology
- Puget Sound Clean Air Agency (Washington)

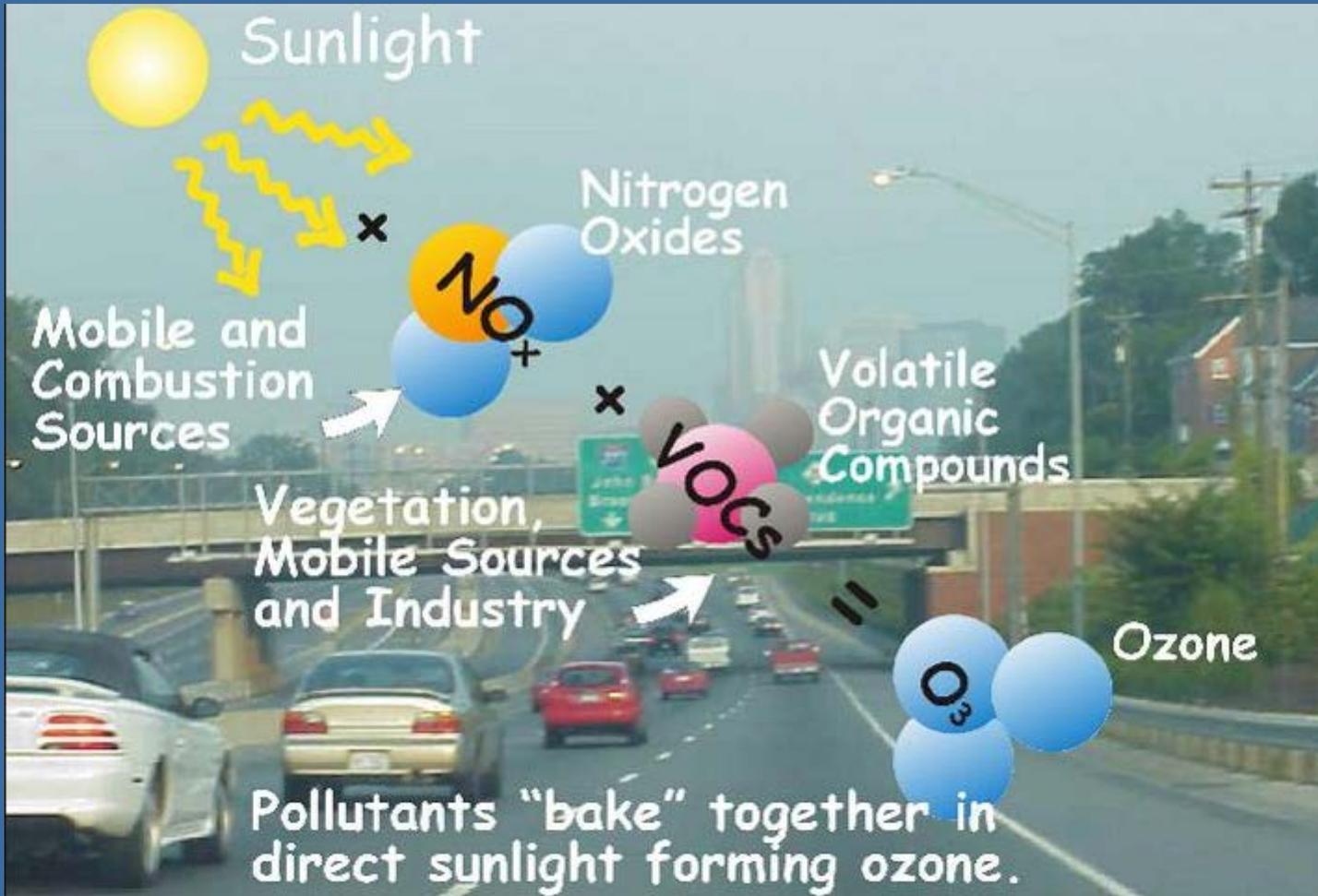


# Petition Covered 4 Points

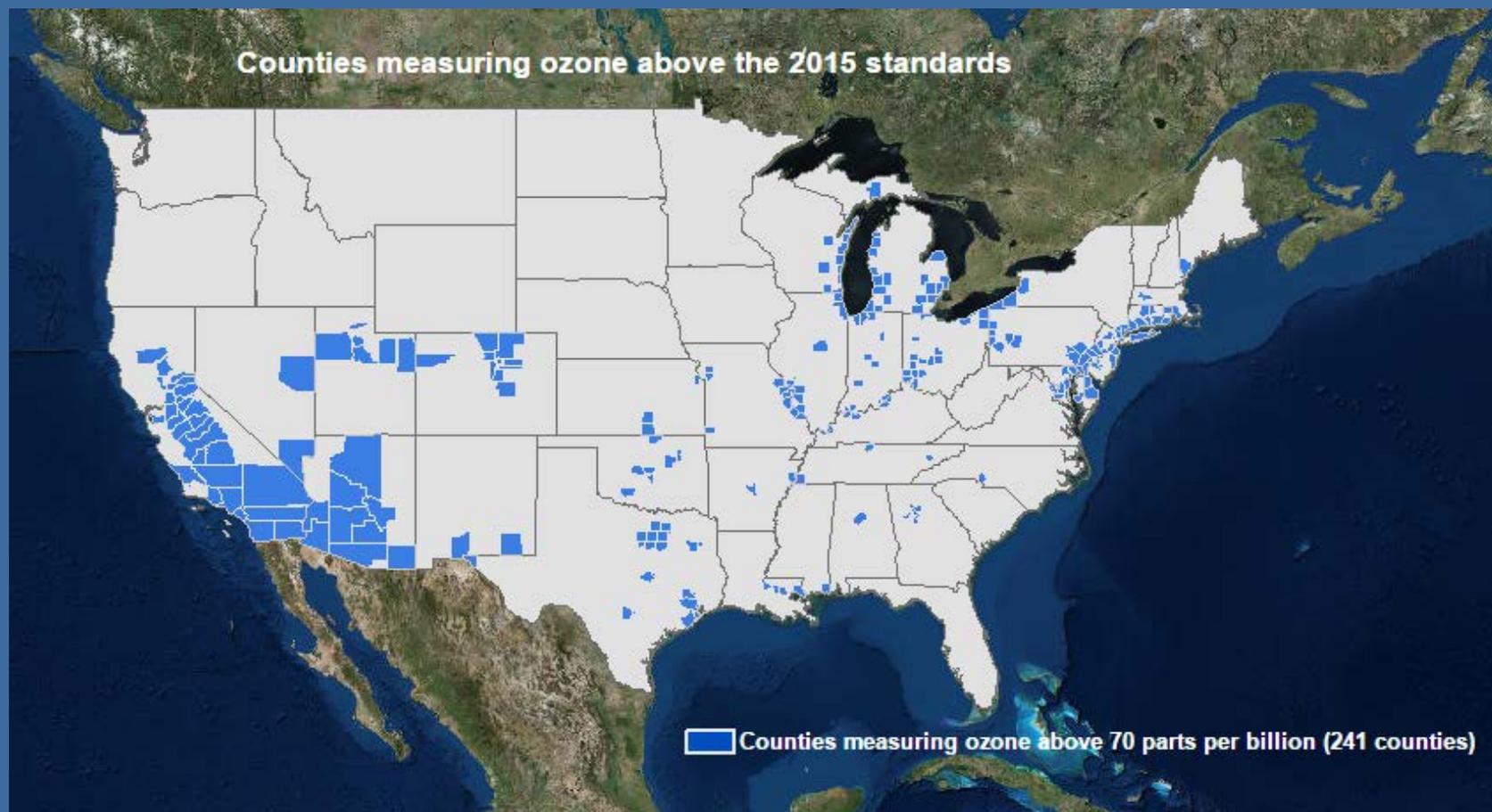
1. Requested EPA to begin Rulemaking to develop an “ultra low” NOx emission standard for on-road heavy duty engines (from .2 grams per brake horsepower-hour to .02g/bhp-hr) with proposed rulemaking by July 2017, with final rulemaking by December 2017.
2. The new ultra low standard should apply to MY 2022 vehicles
3. Develop phase in requirements-ideal if the new NOx standards were fully implemented by Jan. 2022 but would be happy with Jan. 2024
4. Broaden the DERA program to allow on-road heavy-duty vehicles meeting the current standard (.2g/bhp-hr) to qualify for incentive funding



# NOx-an Ozone Precursor



# Counties that don't meet 70ppb Std.



Source: EPA ([https://ozoneairqualitystandards.epa.gov/OAR\\_OAQPS/OzoneSliderApp/index.html#](https://ozoneairqualitystandards.epa.gov/OAR_OAQPS/OzoneSliderApp/index.html#))  
using Design Value Data from 2012-2014



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# Intensity of Truck Freight Highway Congestions 2012



# EPA's Response to Petition

- Shared comments from stakeholder listening sessions for Phase 2 Rule
- Acknowledged a need for additional NOx reductions-initiate rulemaking
- A condensed timeframe for launching new NOx standards-not feasible for 2022 but maybe for 2024
- Work to coincide the NOx standard with the implementation of the HD Phase 2 Standard



# EPA's Response to Petition

- EPA will work closely with a wide range of stakeholders and California Air Resource Board to develop a new federal and CA harmonized 50-state program
- Did not commit to Lowering the NOx emission Standard-future strategy could be based on:
  - Real World Tests, certifications, protocols
  - Consideration of useful life
  - Lengthening emission-related warranties
  - Rebuilding/remanufacturing practices
  - Incentives to encourage the transition to current/next generation cleaner technologies



# EPA's Response to Petition

- EPA will review its approach and guidance regarding 2007-2010 MY eligibility for DERA
  - Will continue to prioritize optional low NOx standard retrofit and/or replacement options in 2017 DERA RFP
  - Ensure guidance is updated as needed to encourage early deployment of ultra-low NOx engines



# Questions?



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