

**NPRM proposing
Clean Fuel Fleet Emission Standards,
Conversions, and General Provisions**

AND

**NPRM proposing
California Pilot Test Program and
Clean Fuel Vehicle Standards for Light-Duty
Vehicles and Light-Duty Trucks**

PUBLIC HEARING

Ann Arbor, Michigan, July 15, 1993

INTRODUCTORY STATEMENT

INTRODUCTION AND WELCOME

GOOD MORNING. ON BEHALF OF THE ENVIRONMENTAL PROTECTION AGENCY, I WOULD LIKE TO WELCOME ALL OF YOU TO TODAY'S HEARING. MY NAME IS CHARLES GRAY. I AM DIRECTOR OF REGULATORY PROGRAMS AND TECHNOLOGY IN THE OFFICE OF MOBILE SOURCES. I WILL BE SERVING AS THE PRESIDING OFFICER FOR TODAY'S HEARING.

WE WILL BE HEARING TESTIMONY TODAY ON TWO NOTICES OF PROPOSED RULEMAKING FOR REGULATIONS CONCERNING CLEAN-FUEL VEHICLES AND CLEAN FUEL FLEETS. ONE RULEMAKING COVERS CLEAN FUEL FLEET HEAVY-DUTY VEHICLE EMISSION STANDARDS, CONVERSIONS, AND GENERAL PROVISIONS, AND THE OTHER COVERS THE CALIFORNIA PILOT TEST PROGRAM AND CLEAN-FUEL LIGHT-DUTY VEHICLE AND TRUCK EMISSION STANDARDS. THE PROPOSED REGULATIONS BEING CONSIDERED TODAY WERE PUBLISHED IN THE FEDERAL REGISTER BY EPA ON JUNE 10 AND 29, 1993. THEY ARE PURSUANT TO THE REQUIREMENTS OF THE CLEAN AIR ACT AS AMENDED IN NOVEMBER OF 1990.

AS PART OF THE CLEAN AIR ACT AMENDMENTS OF 1990, CONGRESS

ADDED A NEW PART C TO TITLE II OF THE CLEAN AIR ACT. THIS PART WAS CREATED TO FACILITATE THE INTRODUCTION OF CLEAN-FUEL VEHICLES INTO THE NATIONAL FLEET. CLEAN-FUEL VEHICLES ARE VEHICLES THAT MEET MORE STRINGENT EXHAUST EMISSION REQUIREMENTS THAN CONVENTIONAL VEHICLES. THEY MAY OPERATE ON ANY FUEL SO LONG AS THE EMISSION STANDARDS ARE MET.

THESE VEHICLES WILL BE INTRODUCED INTO THE NATIONAL FLEET THROUGH THE CALIFORNIA PILOT PROGRAM AND THE FEDERAL CLEAN FUEL FLEET PROGRAM, BOTH OF WHICH WILL BE DISCUSSED TODAY.

MOVING TO THE PROPOSED RULES TO BE DISCUSSED TODAY, THE CALIFORNIA PILOT PROGRAM ESTABLISHES MINIMUM SALES REQUIREMENTS FOR SALES OF CLEAN-FUEL VEHICLES. BEGINNING IN 1996, THIS PROGRAM REQUIRES VEHICLE MANUFACTURERS TO PRODUCE AND MAKE AVAILABLE FOR SALE IN CALIFORNIA A CERTAIN NUMBER OF CLEAN-FUEL VEHICLES. OTHER STATES WITH SERIOUS, SEVERE, OR EXTREME OZONE NONATTAINMENT AREAS MAY OPT IN TO THIS PROGRAM BY OFFERING INCENTIVES FOR THE USE OF CLEAN-FUEL VEHICLES AND CLEAN FUELS WHICH ARE REQUIRED TO BE PRODUCED, SOLD, AND DISTRIBUTED IN CALIFORNIA. THIS PROPOSAL ALSO SETS OUT EMISSION STANDARDS FOR LIGHT-DUTY CLEAN-FUEL VEHICLES, AND EPA PROPOSES

THAT THESE STANDARDS APPLY TO THE FEDERAL CLEAN FUEL FLEET PROGRAM AS WELL AS TO THE CALIFORNIA PILOT PROGRAM. COMMENTS ARE REQUESTED TODAY REGARDING VARIOUS ASPECTS OF THIS PROGRAM.

THE PROPOSED FLEET RULE TO BE DISCUSSED TODAY HAS SEVERAL COMPONENTS. IN ADDITION TO THE CLEAN-FUEL VEHICLE STANDARDS FOR LIGHT-DUTY VEHICLES AND LIGHT-DUTY TRUCKS WHICH WOULD APPLY TO CLEAN-FUEL FLEET VEHICLES, EXHAUST EMISSION STANDARDS ARE BEING PROPOSED FOR HEAVY-DUTY CLEAN-FUEL VEHICLES UP TO 26,000 LBS GROSS VEHICLE WEIGHT RATING. THE PROPOSED STANDARDS REQUIRE THAT THESE VEHICLES MEET A COMBINED NONMETHANE HYDROCARBON PLUS OXIDES OF NITROGEN STANDARD OF 3.5 GRAMS PER BRAKE HORSEPOWER HOUR. COMMENTS ARE REQUESTED TODAY ON THE FEASIBILITY OF THAT STANDARD AND ANY OTHER ISSUES RELATED TO THESE PROPOSED EXHAUST EMISSION STANDARDS.

A TYPOGRAPHICAL ERROR WAS FOUND CONCERNING THE FORMALDEHYDE STANDARD FOR HEAVY-DUTY ULTRA LOW-EMISSION VEHICLES. THIS STANDARD SHOULD BE CHANGED FROM 0.05 TO 0.025 G/BHP-HR. EPA REQUESTS COMMENTS ON THE CHANGE OF THE HEAVY-DUTY ULTRA LOW-EMISSION VEHICLE STANDARD TO THIS LEVEL.

WITH REGARD TO CONVERSIONS OF CONVENTIONAL VEHICLES TO CLEAN-FUEL VEHICLES, IT IS PROPOSED THAT CONVERTED VEHICLES MEET THE CLEAN-FUEL VEHICLE EXHAUST EMISSION STANDARDS, AND THAT THEIR PRODUCERS BE SUBJECT TO CERTIFICATION, WARRANTY, AND RECALL REQUIREMENTS. TWO APPROACHES TO ESTABLISHING THE "MANUFACTURER" FOR REGULATORY PURPOSES ARE BEING PROPOSED. COMMENTS ARE REQUESTED TODAY ON THESE TWO PROPOSED APPROACHES AND ANY OTHER ASPECTS OF THE CONVERSION REGULATIONS.

THE GENERAL PROVISIONS TO BE DISCUSSED TODAY ARE PROPOSED DEFINITIONS THAT ARE INTENDED TO CLARIFY KEY TERMS REGARDING THE IMPLEMENTATION OF THE FEDERAL CLEAN FUEL FLEET PROGRAM. THESE DEFINITIONS WILL HELP IDENTIFY WHICH FLEETS ARE AFFECTED AND WHAT FLEET OPERATORS MUST DO. THE DEFINITIONS WILL REDUCE AMBIGUITY AND INCREASE THE EFFECTIVENESS OF THE CLEAN FUEL FLEET PROGRAM. COMMENTS ARE REQUESTED TODAY REGARDING VARIOUS ASPECTS OF THE PROPOSED DEFINITIONS.

THE EPA PANEL WILL CONSIST OF MYSELF, GLENN PASSAVANT, CHIEF OF THE SPECIAL REGULATORY PROJECTS BRANCH, JOANNE GOLDHAND, CHIEF OF THE ENGINE AND VEHICLE REGULATIONS BRANCH,

TAD WYSOR, SENIOR PROJECT MANAGER, AND MICHAEL HOROWITZ FROM THE OFFICE OF GENERAL COUNSEL.

BEFORE GETTING STARTED WITH TODAY'S TESTIMONY, I WOULD LIKE TO TAKE A FEW MINUTES TO DESCRIBE HOW WE WILL CONDUCT THE HEARING.

WE ARE CONDUCTING THIS HEARING IN ACCORDANCE WITH SECTION 307(d)(5) OF THE AMENDED CLEAN AIR ACT, WHICH REQUIRES EPA TO PROVIDE INTERESTED PERSONS WITH AN OPPORTUNITY FOR ORAL PRESENTATION OF DATA, VIEWS, OR ARGUMENTS, IN ADDITION TO AN OPPORTUNITY TO MAKE WRITTEN SUBMISSIONS.

THE RECORD OF THIS HEARING WILL REMAIN OPEN UNTIL AUGUST 15, 1993 FOR ADDITIONAL WRITTEN COMMENTS OR REBUTTAL. WE HAVE RECEIVED A REQUEST FROM THE AMERICAN AUTOMOBILE MANUFACTURERS ASSOCIATION TO EXTEND THE WRITTEN COMMENT PERIOD UNTIL SEPTEMBER 15, 1993. WHILE WE WOULD LIKE TO GRANT THIS REQUEST IN ITS ENTIRETY, THE SCHEDULE FOR COMPLETING THESE RULES IS NOW THE SUBJECT OF A DRAFT CONSENT DECREE. THE FINAL RULE ON THE DEFINITIONS AND GENERAL PROVISIONS RELATED TO THE FLEET PROGRAM IS DUE BY DECEMBER 1, 1993. THUS, WE DO NOT HAVE

THE FLEXIBILITY TO EXTEND THE DEADLINE OF CLOSE OF COMMENTS FOR THAT PORTION OF THE FLEETS PROPOSAL. HOWEVER, WE ARE CONSIDERING EXTENDING THE DEADLINE FOR THE ENTIRE CALIFORNIA PILOT PROGRAM PROPOSAL AND THE OTHER PORTIONS OF THE FLEETS PROPOSAL. WE WILL PUBLISH A NOTICE OF THIS EXTENSION IF WE DECIDE TO GRANT IT.

THE HEARING WILL BE CONDUCTED INFORMALLY, AND FORMAL RULES OF EVIDENCE WILL NOT APPLY. THE PRESIDING OFFICER IS AUTHORIZED, HOWEVER, TO STRIKE FROM THE RECORD STATEMENTS WHICH ARE DEEMED IRRELEVANT OR NEEDLESSLY REPETITIOUS, AND TO ENFORCE REASONABLE LIMITS ON THE DURATION OF THE STATEMENT OF ANY WITNESS.

WITNESSES ARE REQUESTED TO STATE THEIR NAMES AND AFFILIATIONS PRIOR TO MAKING THEIR STATEMENTS. WHEN A WITNESS HAS FINISHED HIS OR HER PRESENTATION, MEMBERS OF THE EPA PANEL WILL BE GIVEN AN OPPORTUNITY TO ASK THAT PERSON QUESTIONS CONCERNING ISSUES RAISED IN THE TESTIMONY. WITNESSES ARE REMINDED THAT ANY FALSE STATEMENT OR FALSE RESPONSE TO QUESTIONS MAY BE A VIOLATION OF LAW.

IF THERE ARE ANY MEMBERS OF THE AUDIENCE WHO HAVE NOT ALREADY CONTACTED US, AND WHO WISH TO TESTIFY, PLEASE SUBMIT YOUR NAME AT THE RECEPTION TABLE. WE WILL MAKE EVERY EFFORT TO ACCOMMODATE ALL THOSE WHO WISH TO TESTIFY. WE WOULD LIKE ALL ATTENDEES TO SIGN THE REGISTER WHETHER OR NOT THEY TESTIFY.

FINALLY, IF YOU WOULD LIKE A TRANSCRIPT OF THE PROCEEDINGS, YOU SHOULD MAKE ARRANGEMENTS DIRECTLY WITH THE COURT REPORTER DURING ONE OF THE BREAKS. THE TRANSCRIPT SHOULD BE AVAILABLE IN THE DOCKET WITHIN 2 WEEKS.

WITH THAT, WE'LL BEGIN WITH THE FIRST SPEAKER. THE FIRST WITNESS ON OUR SCHEDULE TODAY IS

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