



Charge to the Mobile Source Committee to Pursue Potential Strategies for Regional Attainment of Ozone National Ambient Air Quality Standards

The Ozone Transport Commission (OTC) directs the Executive Staff and the OTC Mobile Source Committee to perform technical, legal and economic analyses to help OTC develop cost-effective strategies to achieve emissions reductions of ozone-forming pollutants from mobile sources. The goal is to identify potential strategies (including delineation of appropriate geographical areas for application of such strategies) for consideration by the OTC. These mobile source strategies include the following:

Connecticut

Delaware

District of Columbia

Maine

Maryland

Massachusetts

New Hampshire

New Jersey

New York

Pennsylvania

Rhode Island

Vermont

Virginia

(1) Sectors of High Emission Reduction Potential.
Using the data developed over the past several years from projected mobile emissions inventories, the committee should identify sources and activities that are projected to produce the largest emissions in the future. The committee should analyze approaches and opportunities to reduce emissions from these sectors. These sources and activities include, but are not limited to, the following:

- Heavy duty diesel trucks;
- Passenger vehicles;
- The movement of goods (e.g. drayage trucks, rail cars, marine engines);
- Construction equipment; and
- Pleasure craft.

(2) Ports.
Serve as a forum for the discussion of the best practices to control and reduce emissions associated with activities at ports in the Ozone Transport Region (OTR).

(3) SmartWay®.
Continue to work with EPA to develop methods to quantify additional emission reductions and potential SIP credits that could be associated with the efforts to increase participation in the SmartWay® Program by carriers transporting goods in the OTR.

(4) Diesel Inspection and Maintenance Programs.
Continue to work with the Northeast States for Coordinated Air Use Management (NESCAUM) Diesel Workgroup and the U.S. Environmental Protection Agency to obtain credit in State Implementation Plans for inspection and maintenance programs for diesel powered engines and equipment.

(5) VMT Strategies.
Identify regional strategies that the OTC states can consider to reduce vehicle miles travelled (VMT).

(6) Additional Transportation Strategies.
The Mobile Source Committee should continue to research additional strategies that reduce mobile source emissions in a cost effective manner, employing available emission inventory estimates. This research should include consideration of the work of other groups in the transportation sector (e.g., Transportation Climate Initiative and Metropolitan Planning Organizations).

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(7) Ongoing Activities.

Continue to monitor activities to develop new heavy duty vehicle engine and emission control systems which will reduce NOx emissions. Continue to monitor the resolution of the defeat devices recently discovered in the in-use vehicle fleet and assess the impact. Monitor changes in electric vehicle penetration and associated emission changes in coordination with other groups monitoring the sector (e.g., NESCAUM).

To be completed by the 2016 Annual Meeting:

1. Report on the status of efforts to upgrade the national aftermarket replacement catalysts programs;
2. Best practices document concerning anti-idling regulations;
3. An approach to quantify the benefits in regards to ozone precursors from the SmartWay[®] program;
4. Report on the status of efforts to reduce emissions from new heavy-duty vehicles; and
5. Summary document on the status of discussions over the continuing need for EPA to assist the OTC states with deeper mobile source NOx reductions.

The other committees of the OTC are directed to provide whatever assistance is needed to the Mobile Source Committee in carrying out this Charge.

Adopted by the Commission on November 5, 2015