EPA Overview of the Cleaner Trucks Initiative

August 27, 2019

Bill Charmley
Office of Transportation & Air Quality, US EPA

Association of Air Pollution Control Agencies Fall Business Meeting
Office of Transportation & Air Quality Update

• Lot’s happening in OTAQ this Summer & Fall
  • Fuels
    • Year-round E15 final rule issued in June
    • 2020 RFS proposal in July, with final rule expected in November
    • Fuel Regulatory Streamlining proposal expected early 2020

• Engines and Vehicle
  • Heavy-duty Clean Trucks Initiative proposal development
  • Diesel Marine Engine proposal
  • Light-duty Vehicle GHG/CAFE SAFE Final Rule development
  • Additional, smaller scale regulatory actions
2008 Locomotive & Marine Engine Rule

• Covers all new marine diesel engines with per cylinder displacement up to 30 liters
  • Everything from small marine gensets and sailboat engines to propulsion engines for river and harbor tugs, push boats, pilot boats, fishing vessels, ferries, and offshore supply vessels

• Marine diesel engine standards
  • “Tier 3” levels: All new engines, phase-in by engine size beginning 2009
  • “Tier 4”: new engines >600 kiloWatts, phasing in 2014-2017

• Significant expected annual inventory reductions (2030, short tons)

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<thead>
<tr>
<th></th>
<th>Commercial Marine</th>
<th>Recreational Marine</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM$_{2.5}$</td>
<td>13,700</td>
<td>90</td>
<td>14,000</td>
</tr>
<tr>
<td>NOx</td>
<td>371,000</td>
<td>4,400</td>
<td>376,000</td>
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Marine Regulatory Relief

• EPA is developing a new proposal to address a Tier 4 engine availability issue for a small number of boats
  • Provide additional lead time for low-horsepower, high power-to-weight ratio engines used in certain vessels

• Proposal will also include provisions to provide flexibility in supplying fuel in the U.S. that meets 2020 global fuel sulfur standards for ships

• Notice of Proposed Rulemaking signed 8/26/2019
Cleaner Trucks Initiative: Overview

- EPA Motivation
- Cleaner Trucks Initiative
- Program Elements being Explored
- Current EPA Activities
- Rulemaking Schedule
- Opportunities for Ongoing Engagement
Motivation

• EPA last revised NOx standards for heavy-duty trucks nearly 20 years ago

• We have an opportunity to modernize the requirements to better reflect the capability of available emissions control technologies

• EPA current emissions standards have lowered overall NOx emissions, but have not resulted in effective emission control under low-load conditions (when trucks are at idle, moving slowly, or in stop-and-go traffic)
  • By addressing low-load operation, we can improve NOx emission controls in cities and in areas of high traffic, making a big difference to communities
Impact of NOx Emissions from Heavy-Duty Diesel Vehicles

- Large contributor to mobile source NOx
- One of the largest mobile source contributors to ozone in 2025
- Significant mobile source contributor to PM2.5 in 2025, due to
  - NOx emissions which form PM & Directly emitted PM

*Zawacki, et al. [https://doi.org/10.1016/j.atmosenv.2018.04.057]
Heavy-Duty Diesel NOx Contribution to Ozone in 2025

State & Local Air Quality Agencies June 2016 Petition

- Many HD vehicles travel interstate, and areas impacted most by NOx emissions are distributed around the country.

- June 2016: ~20 state and local air quality agencies petitioned EPA to undertake a new HD NOx rule.

- December 2016: EPA responded:
  - Acknowledge the need for additional NOx reductions.
  - EPA will initiate technical work that could be used to support a future action.

### Petition to EPA for Rulemaking to Adopt Ultra-Low NOx Exhaust Emission Standards for On-Road Heavy-Duty Trucks and Engines

Submitted by:

- 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)

### United States Environmental Protection Agency

Washington, D.C. 20240

December 23, 2016

Mr. Wayne Nassi
Acting Executive Officer
South Coast Air Quality Management District
2380 Campus Drive
Diamond Bar, California 91765

Dear Mr. Nami:

On June 3, 2016, South Coast Air Quality Management District, Pima County Dept. of Environmental Quality, Bay Area Air Quality Management District, 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, Akron Regional Air Quality Management District, Washington State Dept. of Ecology, and Puget Sound Clean Air Agency (“Petitioners”) wrote a letter to the Environmental Protection Agency (EPA) for the Agency to promulgate new regulations to establish new ultra-low NOx criteria standards for heavy-duty engines and trucks.

On January 15, 2016, the California Air Resources Board (CARB) adopted a proposal to consider the development of a new...
The Cleaner Trucks Initiative

- On November 13, 2018, EPA Administrator Andrew Wheeler announced the “Cleaner Trucks Initiative” (CTI)

- Objective is to achieve lower NOx emissions nationwide—
  - Ensure real world emissions reductions
  - Improving certification and in-use testing requirements
  - Pursue a national, harmonized program
  - Focus on NOx, but take a broad look at other heavy-duty engine emissions

- Identify cost-effective means of ensuring real-world compliance and explore opportunities to streamline existing requirements
Clean Air Act – Section 202(a) provides specific direction to EPA for Highway Heavy-duty Engines & Vehicles

- Set Standards for air pollutants & revise from time to time, must provide 3 years of stability between standards

- Implement after lead-time necessary to develop and apply technology, must provide at least 4 years

- Standards applicable for the engine/vehicle useful life

- Give appropriate consideration to the cost of compliance

- Emission standards for HC, CO, NOx, PM must reflect the greatest degree of emission reduction achievable through technology – considering lead time, cost, energy, & safety
Current Heavy-Duty Engine Requirements

Engine Certification
(Lab-based testing)
- Engine standards
- Test procedures:

In-Use Requirements
(Real-world testing)
- In-use standards
- Test procedures

Under CTI, we are taking a holistic approach to heavy-duty engine requirements to ensure in-use reductions over more of the operating life of these engines, while lowering manufacturer burden where possible.

Other Requirements
- Durability demonstration
- Length of useful life
- Emissions warranty
- On-board Diagnostics

* For Heavy Heavy-Duty Diesel Engines

- Engine Design and Build
- Begin Regulatory Useful Life: 0 miles
- End of Regulatory Useful Life: 435,000 miles*
- Actual Engine Operating Life: 1,000,000+ miles*
- In-Use Operation

Updates to in-use requirements will be key and will allow streamlining of other program elements.
Where do we see higher NOx emissions on the road? During Low Load Operation

Data from 93 vehicles; all engines certified to 0.2 g/bhp-h in pre-production lab tests

Data from 5 vehicles; all engines passed in-use testing standard of 0.3 g/bhp-h for conditions outlined in the test procedure

Greatest potential for NOx reductions in low speed operation

Emissions highest in the speed ranges with the lowest aftertreatment temperatures
Key Program Elements being Explored

- **Nationwide Emissions Reductions**
  - Work to closely align CARB and Federal long-term programs
  - Continue technical coordination with CARB and industry

- **Ensure In-Use Emissions Reductions**
  - New in-use protocol that covers “all” in-use operation
  - Conducting and contributing to multiple technology demonstration programs
  - Regulatory useful life and warranty that reflect current operating life

- **Streamline & Modernize Requirements**
  - Accelerated aging protocol for diesel aftertreatment systems
  - Incentives for advanced technologies: o gram NOx

- **Effective EPA Compliance & Enforcement**
  - Utilize onboard data streams to identify emissions compliance concerns early
  - Consider technologies which can discourage tampering with emissions control technologies
CTI Rulemaking Timeframe and Current Status

• Targeting 2020 for a Notice of Proposed Rulemaking
  • Comment period after the proposal, followed by Final Rulemaking

• Currently in the information-gathering stage
  • Early outreach to stakeholders
  • Continuing engagement and coordination with California Air Resources Board (CARB) staff on technical work
  • Assessing technical feasibility - Evaluating the effectiveness of advanced technologies and compliance strategies
  • Developing cost, benefit, emissions inventory, air quality, and economic analyses to inform the CTI proposal
CTI: Early EPA Stakeholder Engagement
(Not Comprehensive)

User Community
- OOIDA
- ATA
- AMERICAN TRUCKING ASSOCIATIONS
- NTEA
- ATD
- AMERICAN TRUCK DEALERS ASSOCIATION

State, Local, Tribal Governments & Air Associations
- NACTO
- NACAA
- AAPCA
- CAPCOA
- ECOS
- South Coast AQMD
- CALIFORNIA AIR RESOURCES BOARD

Clean Air & Env. NGOs
- EDF
- NRDC
- AMERICAN LUNG ASSOCIATION
- ICCT
- Union of Concerned Scientists

Suppliers & Labor
- UAW
- MECA
- EATON
- MEMA
- TENNECO
- BASF

OEMs
- CMA
- PACCAR
- Cummins
- HINO
- GM
- ISUZU
- FCA
- DETROIT
- DAIMLER
- VOLVO TRUCKS
- NAVISTAR
- Ford
CTI: Ongoing Technical Assessment

(Not Comprehensive)

- Baseline HDD engine performance over engine dyno test cycles
- HDD cylinder deactivation demonstration
- HD gasoline baseline and advanced technology demonstration
- Evaluate baseline emissions (HDIUT)
- HD gasoline assessment
- Next generation engine and aftertreatment demonstration
- HDV chassis & PEMS testing
- NOx sensor performance

Additional Stakeholder Data

- Possible telematic data from a HD truck fleet

- WVU activity and in-use emissions study
- Possible NOx sensor performance evaluation at SwRI
- HDV chassis & PEMS testing
- NOx sensor performance

- Advanced technology demonstration (Stage 1-3 HDD engines)
- Low-load cycle development
- NREL cost study

- Environment and Climate Change Canada
Evaluating performance of next generation aftertreatment configurations and formulations

Investigating strategies to improve HD gasoline catalyst performance

Exploring cylinder deactivation to increase diesel exhaust temperatures without raising CO2 emissions
CTI: Major Updates for Heavy-duty Emissions Projections

New Data On…

- HD Activity
- VMT & Vehicle Populations
- Glider Vehicles
- HD Emission Rates

CTI Proposal
- Emissions Inventories
- Full Air Quality Analysis (CMAQ)
- Benefits Calculations (BenMAP)
- Proposed Program Benefit Cost Analysis

*Will not be a new release of MOVES – an update for the NPRM analysis
CARB Heavy-duty NOx Activities

• California Air Resources Board (CARB) has been developing a major heavy-duty diesel program revisions, including lower NOx standards, for several years.

• CARB time line can enable faster implementation then US EPA
  • CARB likely to adopt new standards in early 2020, with new NOx standards implementation to begin in 2024. This is sooner then EPA can require.

• CARB staff issued a White Paper in April 2019, detailing their views for a 2024 program, and noting additional improvements for 2027.

• EPA staff continue to coordinate on technical issues with CARB, and we are exploring approaches with CARB and industry to maintain the historic EPA-CARB coordinated 50-state program approach.
AAPCA Opportunities for Engagement

• Opportunities for communication
  • Meetings with OTAQ staff to discuss updates on EPA work and share your perspectives related to the rulemaking
  • Periodic meetings with OTAQ Office Director Dunham and/or OAR Assistant Administrator Idsal

• Information of interest to EPA
  • Your perspectives (and analysis where available) on the role of heavy-duty vehicle NOx emissions in your air quality, or other environmental challenges
    • Is this effort important to achieving your goals, and why?
      • Attainment, transport, visibility, deposition, etc..
    • Any specific data sources, analyses, case studies from your area?
    • Specific issues or concerns with the potential regulatory program?
Points of Contact in EPA’s Office of Transportation & Air Quality

• CTI Rulemaking Team Leads
  • Christy Parsons, Parsons.Christy@epa.gov, 734-214-4243
  • James Sanchez, Sanchez.James@epa.gov, 734-214-4439
  • Jessica Brakora, Brakora.Jessica@epa.gov, 734-214-4936

• Brian Nelson, Director, Assessment & Standards Division’s Heavy-Duty Onroad & Nonroad Center, Nelson.Brian@epa.gov, 734-214-4278

• Kathryn Sargeant, Deputy Director, Assessment & Standards Division, Sargeant.Kathryn@epa.gov, 734-214-4441

• Bill Charmley, Director, Assessment & Standards Division, Charmley.William@epa.gov, 734-214-4466