

UPDATE OF UNITED STATES REGULATORY ACTIVITIES

(Transmitted by the Expert from the United States)

New Generation Mobile Source Emissions Model

EPA is undertaking an effort to develop a new set of modeling tools for the estimation of emissions produced by on-road and off-road mobile sources. The design of this modeling system is guided by four broad objectives: a) the model should encompass all pollutants (including HC, CO, NO_x, particulate matter, air toxics, and greenhouse gases) and all mobile sources at the levels of resolution needed for the diverse applications of the system; b) the model should be developed according to principles of sound science; c) the software design of the model should be efficient and flexible; and d) the model should be implemented in a coordinated, clear and consistent manner. The New Generation Model will not necessarily be a single piece of software, but instead will encompass the necessary tools, algorithms, underlying data and guidance necessary to meet the stated objectives. This modeling system would be put forward by the Agency for use in all official analyses associated with regulatory development, compliance with statutory requirements, and national/regional inventory projections. EPA has requested public comment on a paper discussing a new modeling approach which is available at www.epa.gov/otaq/ngm.htm

New Toxics Emissions Standards Set for Gasoline

New toxics emission performance requirements are being set for conventional gasoline and cleaner-burning reformulated gasoline. Under these new requirements, refiners must maintain their average 1998-2000 toxics performance levels, which are better than what regulations require, for benzene, formaldehyde, acetaldehyde, 1,3-butadiene, and POM, identified as "toxic air pollutants." All five of these air toxics are known or probable human carcinogens. Levels of air toxics from mobile sources are decreasing as a result of EPA's clean air programs that have produced cleaner cars and cleaner burning gasoline. For example, benzene levels in urban areas have decreased nationwide by almost 40 percent between 1993 and 1998. This trend is expected to continue because of more stringent standards for cars and light- and heavy-duty trucks and cleaner diesel fuel. This rule helps to ensure that the positive steps already taken to reduce mobile source air toxics will continue. Because motor vehicles emit a variety of toxic air pollutants, EPA will begin in 2003 to re-evaluate emissions of these pollutants to ensure adequate protection of public health and the environment. Additional information on this proposal and other transportation and air quality issues is available at: www.epa.gov/otaq/toxics.htm