

EPA Issues Amendments to Light-duty Tier 3 Vehicle and Fuel Standards and Other Nonroad and Fuel Provisions

This direct final rule will provide significant improvements in regulatory flexibility and clarity. This involves a wide range of corrections and minor adjustments to the regulations for different mobile source categories. This action would not result in any significant adverse costs or emission impacts. The amendments apply in the following areas:

Amendments

Light-duty Tier 3 vehicle and fuel standards: We adopted the Tier 3 requirements in April 2014. EPA and manufacturers have identified several items that need clarification or correction. This final action does not change the policy direction, stringency, or cost of the original final rule.

MARPOL Annex VI provisions: We are revising the regulations to include a reference to the updated version of Annex VI; this is necessary to properly reference the North American ECA and the U.S. Caribbean Sea ECA. We are also correcting the starting date for applying the 0.10 % ECA fuel-sulfur standard from January 1, 2016, to January 1, 2015, and we are clarifying that operators of exempted or excluded vessels, such as steamships and vessels with a Regulation 3 exemption, may purchase (and suppliers may sell) fuel that exceeds the 0.10 % fuel-sulfur standard.

Nonroad SI evaporative emission test procedures: We are adding to our regulations a reference to a new SAE test procedure for measuring permeation emissions; this optional procedure addresses measurement variability for narrow-diameter fuel lines. We are also adding detail to the test procedure specifications for measuring diurnal emissions from land-based and marine fuel tanks; this includes minor adjustments that will make it easier to complete a valid test. Finally, we are clarifying the separate certification responsibilities for engine manufacturers, equipment manufacturers, and manufacturers of fuel-system components.

Small SI testing and certification procedures: We are removing the expiration date for the regulatory provision allowing manufacturers to use the ethanol-based test fuel (E10) specified for certifying engines in California. We are also making minor adjustments to bonding provisions to clarify responsibilities and simplify administration of the program. The most prominent simplification is to replace broad language describing how we can offer small-volume relief from bonding requirements with specific provisions describing what provisions apply for small businesses; these changes will allow us to maintain current practice with less administrative effort.

Portable fuel containers: We are revising the regulations to clarify that manufacturers can incorporate pressure venting into their container designs, and to describe how to do so while complying with the standard. This does not change the underlying test procedure or emission standard, but the clarification may be helpful in addressing manufacturers' uncertainty about how EPA regulations may affect their ability to design their containers to address consumer concerns about usability of portable fuel containers.

40 CFR Part 80 fuel changes: We are revising the regulations to make minor technical corrections and edits to 40 CFR part 80 fuels regulations that were amended in both the Tier 3 and in Quality Assurance Program final rulemakings.

What are the Economic and Environmental Impacts?

This rulemaking action is not expected to result in any significant changes in regulatory burdens, costs, or emissions.

For More Information

You can access the direct final rule, the proposed rule and related documents on EPA's Office of Transportation and Air Quality (OTAQ) Web site at

www.epa.gov/otaq/tier3.htm.

For more information on these and related rules, please contact EPA through EPA OTAQ Public Inquiries at

www.epa.gov/otaq/oms-cmt.htm