

## Clean Diesel Programs

**T**he Clean Diesel programs cover cleaner fuels and improved emission controls for nearly every type of diesel vehicle or equipment, whether new or in use today. These Clean Diesel programs are made possible by new technological developments and an unprecedented level of collaboration with engine manufacturers and fuel refiners.

### **New, Stringent Standards for Diesel Nonroad Engines**

#### **Clean Air Diesel Nonroad Rule**

May 10, 2004: Today, the Bush Administration announced one of the most dramatic advancements in clean air protection since passage of the Clean Air Act Amendments of 1990. EPA's Clean Air Nonroad Diesel Rule requires stringent pollution controls on diesel engines used in industries such as construction, agriculture and mining, and it will slash sulfur content in diesel fuel. By combining tough exhaust standards with cleaner fuel requirements, the rule will cut emission levels from nonroad diesel equipment by over 90 percent. The new rule will also remove 99 percent of the sulfur in diesel fuel used in nonroad equipment, resulting in dramatic reductions in particulate pollution from nonroad diesel engines. The program will have dramatic health benefits each year, including preventing 12 thousand fewer premature deaths and hundreds of thousands of incidences of respiratory problems. The overall benefits (\$80 billion annually) of this rule outweigh the costs by 40:1.

These environmental and public health benefits are made possible by new emission control technologies and cleaner, low-sulfur fuels. Lowering sulfur in diesel fuel directly reduces particulate matter emissions and enables manufacturers to install emission control devices. The Clean Air Nonroad Diesel rule will reduce the sulfur content of diesel fuel from its currently uncontrolled level of approximately 3000 parts per million to 500 parts per million (ppm) beginning in 2007 and then to 15 ppm (in 2010 for land-based nonroad diesel fuel and in 2012 for fuel used in locomotives and marine vessels), a 99 percent reduction.

#### **Advance Notice of Proposed Rulemaking for Locomotives and Marine Engines**

EPA is considering emission standards modeled after our 2007/2010 clean highway and nonroad diesel engine program, with an emphasis on achieving large reductions

in PM and NO<sub>x</sub> emissions as early as possible through the use of advanced emission control technology. These standards, which could apply as early as 2011, would be enabled by the availability of clean diesel fuel. The low-sulfur fuel will be broadly available throughout the United States in 2010.

## **Continued Progress: Clean Diesel Truck and Bus Rule**

In 2000, EPA finalized the Clean Diesel Truck and Bus Rule. This rulemaking provides for the cleanest-running heavy-duty trucks and buses in history. Due to new control technologies and cleaner, low-sulfur fuel, these vehicles will be over 90 percent cleaner than today's trucks and buses. EPA has closely followed industry progress toward meeting the new standards. Our review has found that engine manufacturers are on target to introduce new engines in 2007 and that 15 ppm sulfur highway diesel fuel will be widely available nationwide. In fact, refiners are already providing low-sulfur fuels to numerous areas across the nation, including parts of California and the northeast.

## **Cleaning Up Vehicles on the Road Today**

EPA also has developed a number of voluntary programs that complement these rulemakings by addressing emissions from diesel vehicles on the road today.

### **Clean School Bus USA**

EPA's Clean School Bus USA program brings together partners from business, education, transportation, and public health organizations to work toward three goals: 1) eliminating unnecessary public school bus idling; 2) retrofitting buses with improved emission control technologies; and 3) replacing the oldest buses in the fleet with new, less polluting buses.

President Bush's 2005 budget proposal includes a \$65 million request for the Clean School Bus USA Program. This funding, a \$60 million increase over current levels, would greatly enhance the ability of Clean School Bus USA partners to bring cleaner school buses to communities across the nation.

### **SmartWay Transport**

The SmartWay Transport Partnership is a collaborative voluntary program between EPA and the freight industry that will increase the energy efficiency and energy security of our country while significantly reducing air pollution and greenhouse gases. By 2012, this initiative aims to reduce between 33 - 66 million metric tons of carbon dioxide (CO<sub>2</sub>) emissions and up to 200,000 tons of NO<sub>x</sub> emissions per year. At the same time, the initiative will result in fuel savings of up to 150 million barrels of oil annually.

### **Voluntary Diesel Retrofit Program**

The Voluntary Diesel Retrofit Program addresses pollution from diesel construction equipment and heavy-duty vehicles in use today. The EPA, in partnership with state, local and industry stakeholders, is working towards reducing emissions from existing diesel engines in 29 states

and the District of Columbia. EPA recently announced \$1.5 million in grant funding for retrofit projects demonstrating innovative strategies for reducing emissions from diesel fleets, including nonroad equipment. This funding is particularly focused on projects that address sensitive populations, such as children, the elderly, and the chronically ill, who are more susceptible to the effects of diesel exhaust.

## **For More Information**

Additional information on EPA's Clean Diesel Programs is located at:

<http://www.epa.gov/cleandiesel/>