

# **EPA Perspective on Federal Clean Air Developments**

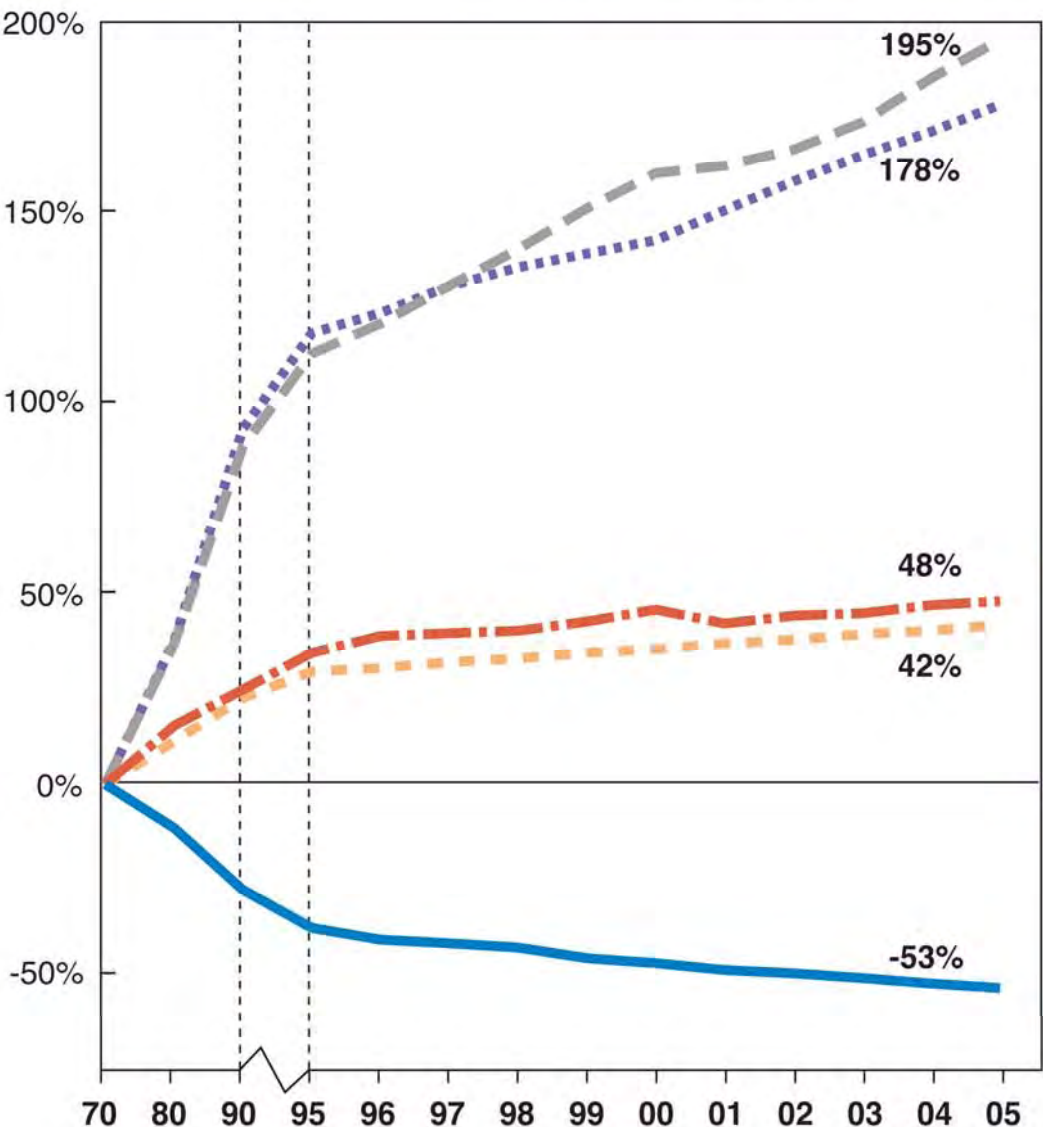
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## Comparison of Growth Areas and Emissions




Gross Domestic Product



Vehicle Miles Traveled



Energy Consumption



Population



Aggregate Emissions (Six Principal Pollutants)

# ***NAAQS Update***

- Ozone NAAQS Review
  - Final Staff Paper (01/07)
  - Proposal (06/07)
  - Final Rule (03/08)
- Lead NAAQS Review
  - Completed First Draft Staff Paper (12/06)
  - Policy Assessment/ANPR (11/07)
  - Proposal (5/08)
  - Final Rule (9/08)

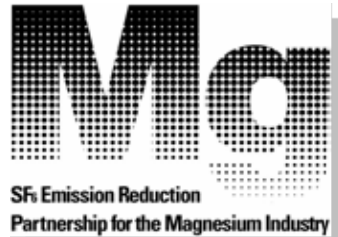
# *Mobile Sources Update*

- Locomotive and Marine Rule – Proposed on March 2, 2007
  - Proposal would cut particulate matter emissions from these engines by 90 percent and nitrogen oxides emissions by 80 percent.
  - Annual health benefits of \$12 billion in 2030
  - Overall benefits are estimated to outweigh costs by more than 20 to 1.
- Mobile Source Air Toxics (MSAT) – Final Rule on February 9, 2007
  - Estimated reduction in total emissions of mobile source air toxics by 330,000 tons and VOC emissions by over 1 million tons
- Fuel Economy Labeling – Final Rule on December 11, 2006
  - New estimates take effect with model year 2008 vehicles (available in dealer showrooms this year)
- RFS Program – Final Rule April 10, 2007
  - 4.02 percent of the gasoline sold or dispensed to U.S. motorists in 2007 must be renewable fuel
- Small Engine Rule – Spring 2007
  - Proposal for lawn and garden equipment and small personal boats

# *U.S. Climate Change Strategy*

- Slow the growth of GHG emissions
  - Reduce emissions intensity (tons/\$GDP) by 18% between 2002 and 2012
  - Improving fuel economy and expanding alternative fuel use
- Develop strong domestic programs
  - ENERGY STAR and Climate Leaders
- Invest in technology
  - Focus on long term R&D
- Invest in science
  - Reduce scientific uncertainties and better understand climate change impacts
- Enhance international cooperation
  - Asia-Pacific Partnership and Methane to Markets

# Select EPA Climate Change Partnership Programs



# The Company We Keep



# *Massachusetts v. EPA*

- A number of environmental organizations petitioned EPA to regulate emissions of carbon dioxide and other greenhouse gases from new motor vehicles and engines as “air pollutants” under section 202(a)(1) of the Clean Air Act.
- Court held:
  - States have standing to bring the claim
  - EPA has authority to regulate GHGs as air pollutants
  - EPA must reevaluate its decision whether to regulate GHGs from mobile sources.

# *Implications of Massachusetts v. EPA?*