

BMB Transportation Group April 2005 Newsletter



Diesel Rules Will Help States Meet Standards

“Tighter regulations on diesel fuel and engine emissions could help states reduce pollution levels”, said Environmental Protection Agency Administrator Michael Leavitt, who announced in December that 225 counties in 20 states did not meet the agency’s clean-air standards for soot.

“Some years ago, we took lead out of gasoline. A few months ago, we started the process of taking sulfur out of diesel,” Leavitt said.

In addition to National rules that require ultra-low-sulfur diesel by mid-2006 and lower-emissions diesel engines in 2007, states with areas that exceed EPA’s soot standards – known as nonattainment areas – could implement local rules on heavy-duty trucks, industry officials told Light & Medium Truck.

“States with nonattainment areas would have to submit a plan to reduce fine particles emissions to EDP by 2008 and could have to meet EPA’s standards by 2010”, said John Millet, an EPA spokesman.

Glen Kedzie, environmental counsel for American Trucking Associations, said’ “States with nonattainment areas could implement mandatory retrofit and idling reduction programs to reduce PM 2.5, particles less than 2.5 micrometers in diameter.

“Tighter regulations on heavy trucks could probably be part of California’s plan to reduce PM 2.5”, said Jerry Martin, a spokesman for the California Air Resources Board.

“We are also looking at gasoline tanker trucks...to reduce emissions from tankers themselves when they are being loaded and unloaded,” Martin said. CARB plans to take another look at its recently implemented idling restrictions, he said.

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