

3. What Other Impact Would Today's Actions Have on the Performance of Diesel and Other Fuels?
- H. Refinery Air Permitting
- V. Economic Impacts
 - A. Refining and Distribution Costs
 1. Refining Costs
 2. Cost of Lubricity Additives
 3. Distribution Costs
 4. How EPA's Projected Costs Compare to Other Available Estimates
 5. Supply of Nonroad, Locomotive and Marine Diesel Fuel
 6. Fuel Prices
 - B. Cost Savings to the Existing Fleet From the Use of Low Sulfur Fuel
 - C. Engine and Equipment Cost Impacts
 1. Engine Cost Impacts
 - a. Engine Fixed Costs
 - i. Engine and Emission Control Device R&D
 - ii. Engine-Related Tooling Costs
 - iii. Engine Certification Costs
 - b. Engine Variable Costs
 - i. NO_x Adsorber System Costs
 - ii. Catalyzed Diesel Particulate Filter (CDPF) Costs
 - iii. CDPF Regeneration System Costs
 - iv. Closed-Crankcase Ventilation System (CCV) Costs
 - v. Variable Costs for Engines Below 75 Horsepower and Above 750 Horsepower
 2. Equipment Cost Impacts
 - a. Equipment Fixed Costs
 - b. Equipment Variable Costs
 3. Overall Engine and Equipment Cost Impacts
 - D. Annual Costs and Cost Per Ton
 1. Annual Costs for the 500 ppm Fuel Program
 2. Cost Per Ton for the 500 ppm Fuel Program
 3. Annual Costs for the Proposed Two-Step Fuel Program and Engine Program
 4. Cost per Ton of Emissions Reduced for the Total Program
 5. Comparison With Other Means of Reducing Emissions
 - E. Do the Benefits Outweigh the Costs of the Standards?
 1. What were the results of the benefit-cost analysis?
 2. What was our overall approach to the benefit-cost analysis?
 3. What are the significant limitations of the benefit-cost analysis?
 - F. Economic Impact Analysis
 1. What is an Economic Impact Analysis?
 2. What is EPA's Economic Analysis Approach for This Proposal?
 3. What Are the Results of This Analysis?
 - a. Expected Market Impacts
 - b. Expected Welfare Impacts
 - VI. Alternative Program Options
 - A. Summary of Alternatives
 - B. Introduction of 15 ppm Nonroad Diesel Sulfur Fuel in One Step
 1. Description of the One-Step Alternative
 2. Engine Emission Impacts
 3. Fuel Impacts
 4. Emission and Benefit Impacts
 - C. Applying 15 ppm Requirement to Locomotive and Marine Diesel Fuel
 - D. Other Alternatives
 - VII. Requirements for Engine and Equipment Manufacturers
 - A. Averaging, Banking, and Trading
 1. Are we proposing to keep the ABT program for nonroad diesel engines?
 2. What are the provisions of the proposed ABT program?
 3. Should we expand the nonroad ABT program to include credits from retrofit of nonroad engines?
 - a. What would be the environmental impact of allowing ABT nonroad retrofit credits?
 - b. How would EPA ensure compliance with retrofit emissions standards?
 - c. What is the legal authority for a nonroad ABT retrofit program?
 - B. Transition Provisions for Equipment Manufacturers
 1. Why are we proposing transition provisions for equipment manufacturers?
 2. What transition provisions are we proposing for equipment manufacturers?
 - a. Percent-of-Production Allowance
 - b. Small-Volume Allowance
 - c. Hardship Relief Provision
 - d. Existing Inventory Allowance
 3. What are the recordkeeping, notification, reporting, and labeling requirements associated with the equipment manufacturer transition provisions?
 - a. Recordkeeping Requirements for Engine and Equipment Manufacturers
 - b. Notification Requirements for Equipment Manufacturers
 - c. Reporting Requirements for Engine and Equipment Manufacturers
 - d. Labeling Requirements for Engine and Equipment Manufacturers
 4. What are the proposed requirements associated with use of transition provisions for equipment produced by foreign manufacturers?
 - C. Engine and Equipment Small Business Provisions (SBREFA)
 1. Nonroad Diesel Small Engine Manufacturers
 - a. Lead Time Transition Provisions for Small Engine Manufacturers
 - i. What the Panel Recommended
 - ii. What EPA Is Proposing
 - b. Hardship Provisions for Small Engine Manufacturers
 - i. What the Panel Recommended
 - ii. What EPA Is Proposing
 2. Nonroad Diesel Small Equipment Manufacturers
 - a. Transition Provisions for Small Equipment Manufacturers
 - i. What the Panel Recommended
 - ii. What EPA Is Proposing
 - b. Hardship Provisions for Small Equipment Manufacturers
 - i. What the Panel Recommended
 - ii. What EPA Is Proposing
 - D. Phase-In Provisions
 - E. What Might Be Done To Encourage Innovative Technologies?
 1. Incentive Program for Early or Very Low Emission Engines
 2. Continuance of the Existing Blue Sky Program
 - F. Provisions for Other Test and Measurement Changes
 1. Supplemental Transient Test
 2. Cold Start Testing
 3. Control of Smoke
 4. Steady-State Testing
 5. Maximum Test Speed
 6. Improvements to the Test Procedures
 - G. Not-To-Exceed Requirements
 - H. Certification Fuel
 - I. Labeling and Notification Requirements
 - J. Temporary In-Use Compliance Margins
 - K. Defect Reporting
 - L. Rated Power
 - M. Hydrocarbon Measurement and Definition
 - N. Auxiliary Emission Control Devices and Defeat Devices
 - O. Other Issues
- VIII. Nonroad Diesel Fuel Program: Compliance and Enforcement Provisions
 - A. Fuel Covered and Not Covered by This Proposal
 1. Covered Fuel
 2. Special Fuel Provisions and Exemptions
 - a. Fuel Used in Military Applications
 - b. Fuel Used in Research and Development
 - c. Fuel Used in Racing Equipment
 - d. Fuel for Export
 - B. Additional Requirements for Refiners and Importers
 1. Transfer of Credits
 2. Additional Provisions for Importers and Foreign Refiners Subject to the Credit Provisions or Hardship Provisions
 3. Proposed Provisions for Transmix Facilities
 4. Highway or Nonroad Diesel Fuel Treated as Blendstock (DTAB)
 - C. Requirements for Parties Downstream of the Refinery or Import Facility
 1. Product Segregation and Contamination
 - a. The Period From June 1, 2007 Through May 31, 2010
 - b. The Period From June 1, 2010 Through May 31, 2014
 - c. After May 31, 2014
 2. Diesel Fuel Pump Labeling To Discourage Misfueling
 - a. Pump Labeling Requirements 2006
 - b. Pump Labeling Requirements 2007–2010
 - c. Pump Labeling Requirements 2010–2014
 - d. Pump Labeling Requirements Beginning June 1, 2014
 - e. Nozzle Size Requirements or Other Requirements To Prevent Misfueling
 3. Use of Motor Oil in New Nonroad Diesel Equipment
 4. Use of Kerosene in Diesel Fuel
 5. Use of Diesel Fuel Additives
 6. End User Requirements
 7. Anti-Downgrading Provisions
 - D. Diesel Fuel Sulfur Sampling and Testing Requirements
 1. Testing Requirements
 - a. Test Method Approval, Recordkeeping, and Quality Control Requirements
 - i. How Can a Given Method Be Approved?
 - ii. What Information Would Have To Be Reported to the Agency?
 - iii. What Quality Control Provisions Would Be Required?
 - b. Requirements To Conduct Fuel Sulfur Testing.
 2. Two Part-Per-Million Downstream Sulfur Measurement Adjustment
 3. Sampling Requirements
 4. Alternative Sampling and Testing Requirements for Importers of Diesel