

effective reduction in emissions of these pollutants, as discussed in section II below. In addition, our authority under section 211(c) is discussed in more detail in Appendix A to the draft RIA.

II. What Is the Air Quality Impact of the Sources Covered by the Proposed Rule?

With this proposal, EPA is acting to extend highway types of emission controls to another major source of diesel engine emissions, nonroad diesel engines. These emissions are significant contributors to atmospheric pollution from particulate matter, ozone and a variety of toxic air pollutants. In our most recent nationwide inventory used for this proposal (1996), the nonroad diesels affected by this proposal⁸ contribute over 43 percent of diesel PM emissions from mobile sources, up to 18

percent of PM_{2.5} emissions in urban areas, and up to 14 percent of NO_x emissions in urban areas.

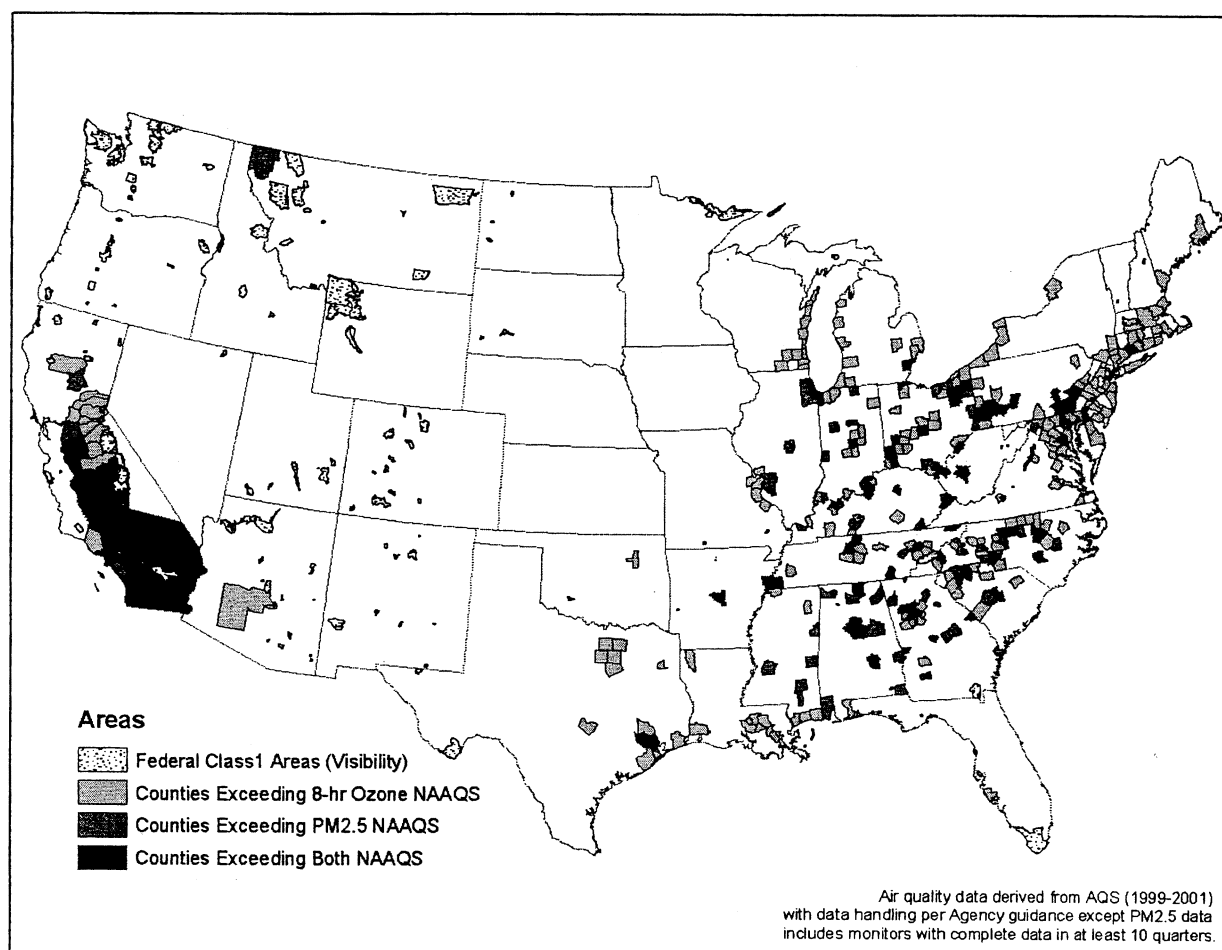
Without further control beyond those standards we have already adopted, by the year 2020, these engines will emit 62 percent of diesel PM emissions from mobile sources, up to 19 percent of PM_{2.5} emissions in urban areas, and up to 20 percent of NO_x emissions in urban areas.

When fully implemented, this proposal would reduce nonroad diesel PM_{2.5} and NO_x emissions by more than 90 percent. It will also virtually eliminate nonroad diesel SO_x emissions, which amounted to nearly 230,000 tons in 1996, and would otherwise grow to approximately 340,000 tons by 2020.

These dramatic reductions in nonroad emissions are a critical part of the effort by Federal, State and local governments

to reduce the health-related impacts of air pollution and to reach attainment of the NAAQS for PM and ozone, as well as to improve other environmental effects such as atmospheric visibility. Based on the most recent data available for this rule (1999–2001), such problems are widespread in the United States. There are over 65 million people living in counties with monitored PM_{2.5} levels exceeding the PM_{2.5} NAAQS, and 111 million people living in counties with monitored concentrations exceeding the 8-hour ozone NAAQS. Figure II–1 illustrates the widespread nature of these problems. Shown in this figure are counties exceeding either or both of the two NAAQS plus mandatory Federal Class I areas, which have particular needs for reductions in atmospheric haze.

FIGURE II-1 -- AIR QUALITY PROBLEMS ARE WIDESPREAD



As we will describe later in this preamble, the air quality improvements

expected from this proposal is anticipated to produce major benefits to

human health and welfare, with a combined value in excess of half a

⁸ For NO_x and PM_{2.5} this includes all land-based nonroad diesel engines, but not locomotive,

commercial marine vessel, and recreational marine vessel engines. Since the latter three engine

categories are affected by the fuel sulfur portions of the proposal, they are included for SO₂.