

costs, and net benefits of the proposed rule. Figure VE.1 displays the stream of benefits, costs, and net benefits of the Nonroad Land-based Diesel Vehicle Rule from 2007 to 2030. In addition,

Table V-E.4 presents the net present value of the stream of benefits, costs, and net benefits associated with the rule for this 23 year period (using a three percent discount rate). The total net

present value in 2004 of the stream of net benefits (benefits minus costs) is \$530 billion.

TABLE V.E-3.—SUMMARY OF BENEFITS, COSTS, AND NET BENEFITS OF THE PROPOSED NONROAD DIESEL ENGINE AND FUEL STANDARDS

	2020 ^a (billions of 2000 dollars)	2030 ^a (billions of 2000 dollars)
Social Costs ^b	\$1.4	\$1.5.
Social Benefits ^{b, c, d} :		
CO, VOC, Air Toxic-related benefits	Not monetized	Not monetized.
Ozone-related benefits	Not monetized	Not monetized.
PM-related Welfare benefits	\$1.2	\$1.9.
PM-related Health benefits	\$42+ B	\$79 + B.
Net Benefits (Benefits-Costs) ^c	\$42 + B	\$79 + B.

Notes:

^a All costs and benefits are rounded to two significant digits.

^b Note that costs are the total costs of reducing all pollutants, including CO, VOCs and air toxics, as well as NO_x and PM. Benefits in this table are associated only with PM, NO_x and SO₃ reductions.

^c Not all possible benefits or disbenefits are quantified and monetized in this analysis. Potential benefit categories that have not been quantified and monetized are listed in Table V.E-5. B is the sum of all unquantified benefits and disbenefits.