

Option	Fuel Standards	Engine Standards	Estimated Relative Inventory Impacts ^c (NPV tons thru 2030; 3% discount)	Estimated Cost Impacts - \$Billion (NPV thru 2030; 3%)	Estimated Benefits Stream - \$Billion ^e (NPV thru 2030; 3%)
2c	Same as proposal except – • 15 ppm in 2009 for NR	Same as proposal except – • Move PM AT up 1 year for all engines 175-750 hp (phase in starts 2010)	20,000 PM 17,000 SO2 16,000 NOx+NMHC	\$0.8 ^d	\$6 ^b
2d	• Same as proposal	Same as proposal except – • Phase-in NOx AT for 25-75hp beginning in 2013	0 PM 0 SO2 751,000 NOx+NMHC	a	\$10 ^b
Other Options					
3	• Same as proposal	Same as proposal except – • Mining equipment over 750 hp left at Tier 2	-30,000 PM 0 SO2 -751,000 NOx+NMHC	-\$0.5	-\$18 ^b
4	Same as proposal except – • loco/marine fuel to 15 ppm in 2010	Same as proposal	9,000 PM 114,000 SO2 0 NOx+NMHC	\$1.8	\$6 ^b
5a	• Same as proposal	Same as proposal except- • No Tier 4 standards <75 hp	-209,000 PM 0 SO2 -334,000 NOx+NMHC	-\$3.8	-\$70
5b	• Same as proposal	Same as proposal except- • No new <75hp standards after 2008 (i.e., no CDPFs in 2013)	-121,000 PM 0 SO2 -333,000 NOx+NMHC	-\$2.6	-\$43

Notes:

^a Qualitative analysis only. Option is impractical due to infeasibility or other significant concerns. See the draft RIA for a detailed discussion

^b By benefits transfer method

^c Net Present (2004) Value impacts through 2030, using a 3% discount rate, relative to the proposed program. Positive values mean that the Option produces greater emission reductions from baseline than the proposed program.

^d Cost estimates do not include the costs due to potential for limited product offerings and market disruptions in the engine/equipment and/or fuel markets. See Section V of this preamble and the draft FIA for a detailed discussion.

^e Benefits do not include CO, VOC, air toxics, ozone, and PM welfare benefits. See Section V.F of this preamble and the draft RIA for additional discussion.