

TABLE 9.—AGENCY ESTIMATES OF BENEFITS AND COSTS OF MAJOR RULES—Continued  
[October 1, 1992 to September 30, 1993]

Rule	Agency	Benefits	Costs	Other information
Vehicle Inspection and Maintenance Requirements for State Implementation Plan (Final Rule).	EPA	Emission reductions from continuing current I/M program unchanged (baseline = no I/M program) in 2000: 116016 tons VOC, 1566395 tons CO (annual tons in 2000); Emission reductions from new I/M program in 2000 (baseline = no I/M program): 420415 tons VOC, 2845754 tons CO (annual tons in 2000).	Continuing current I/M program: NET COST = \$894 million (\$2000); New I/M program: NET COST = \$541 million (\$2000).	"These repairs have been found to produce fuel economy benefits that will at least partially offset the cost of repairs. Fuel economy improvements of 6.1% for repair of pressure test failures and 5.7% for repair of purge test failures were observed. Vehicles that failed the transient short test at the established cutpoints were found to enjoy a fuel economy improvement of 12.6% as a result of repairs." (57 FR 52950–). "In conclusion, today's action may cause significant shifts in business opportunities. Small businesses that currently do both inspections and repairs in decentralized I/M programs may have to choose between the two. Significant new opportunities will exist in these areas for small businesses to continue to participate in the inspection and repair industry. This will mean shifts in jobs but an overall increase in jobs in the repair sector and a small to potentially large increase in the inspection sector, depending on state choices." (57 FR 52950–).
Evaporative emission regulations for gasoline-fueled and methanol-fueled light duty vehicles, light-duty trucks, and heavy-duty vehicles—SAN 2969.	EPA	Total VOC Reduction in 2020: 1,120,000 metric tons.	Annual total program cost without fuel savings: \$130–200 million (\$1992, NPV to the year of the sale).	"[Emission] projections are made for the year 2020 in order to provide benefit predictions for a fully turned-over fleet and to factor in other known trends, such as the effects of other new Clean Air Act programs. These new programs include high-technology inspection and maintenance and reformulated gasoline. Reformulated gasoline achieving a 25 percent overall VOC emission reduction standard is assumed to be used in 40 percent of the nation." (58 FR 16002–). "[The cost] estimate does not include the offsetting fuel savings." (58 FR 16002–).
Control of air pollution from new motor vehicles and new motor vehicle engines, regulations requiring on-board diagnostic systems on 1994 and later model year light-duty vehicles.	EPA	4.0 million tons HC, 30.8 million tons CO, 2.5 million tons NO <sub>x</sub> (NPV).	\$16.6 billion (NPV) (\$1993).	Discount rate: 7% (58 FR 9468–) Timeline: 2005–2020 (58 FR 9468–). "EPA has not been able to adequately quantify some potential cost savings not included in these estimates. Potential cost savings can accrue due to early repairs of malfunction which, if left undetected and unrepaired, could result in the need for even more costly repairs in the future. Also, improved repair effectiveness should reduce the potential for a part to be unnecessarily replaced in attempting to fix a problem. Repair facilities should also benefit from the availability of generic tools for accessing and using the OBD system in problem diagnosis and repair. These service facility benefits could be passed along to the consumer in the form of lower repair costs." (58 FR 9468–).