

TABLE 10.—AGENCY ESTIMATES OF BENEFITS AND COSTS OF MAJOR RULES—Continued
[October 1, 1993 to September 30, 1994]

Rule	Agency	Benefits	Costs	Other information
Acid Rain NO _x Regulations under Title IV of the Clean Air Act Amendments of 1990.	EPA	Phase I: 400,000 tons NO _x reduced Phase II: 1.89 million tons NO _x reduced.	Phase I: \$77 million/year Phase II: \$300 million/year.	Qualitative human health benefits: Lower ambient levels of NO _x (and associated lower PM and lower ozone levels) may mean fewer lost school days, fewer disability days for children; for all, less eye irritation and its associated acute and chronic health effects; for exercising asthmatics, improved pulmonary function. Also ambient concentrations of nitrates will be lower and fewer toxic nitrogenous compounds will be formed. (RIA, pp. 9–1 to 9–4) Qualitative welfare effects: reduced materials damage, increased visibility that is associated with enhanced enjoyment of vistas and fewer aircraft and motor vehicle accidents. The potential ecological effect include minimizing the adverse effects of excess nitrogen deposition in forest soils and surface waters, including the “acid pulses” that precede fish kills and consequently, reduced biodiversity. (RIA, pp. 9–1 to 9–4) “Moreover, EPA expects that most or all utility expenses from meeting NO _x requirements will be passed along to ratepayers * * * Under today’s rule the cost to ratepayers is very small, relative to their current expenditures on electricity. The average increase in electric rates across the United States is estimated to be only 0.03 and 0.13 percent under Phases I and II respectively.” (59 FR 13538–).
Hazardous Organic NESHAP (HON) for the Synthetic Organic Chemical Manufacturing Industry (SOCMI) and Other Processes Subject to the Negotiated Regulation for Equipment Leaks.	EPA	HAP reduction: 510,000 tons/year; VOC reduction: 1,000,000 tons/year.	Total nationwide annual cost: \$230 million/year (\$1989); CO emission increase: 1,900 tons/year; NO _x emission increase: 19,000 tons/year.	“Thus, the estimates represent annual impacts occurring in the fifth year.” (59 FR 19402–). “As discussed in section III.B.3 of this preamble, the EPA has deferred the final decision regarding control of medium-sized storage vessels at existing sources. Therefore, emission reductions for storage vessels shown in Table 1, and consequently the total, may be slightly overstated.” (59 FR 19402–). “Because of the EPA’s deferral of a final decision on control of medium-sized storage vessels at existing sources, as discussed in section III.B.3 of this preamble, the cost impacts for storage vessels, and consequently the total cost impact, may be slightly overstated.” (59 FR 19402–). “Market analyses for a subset of 21 of the chemicals estimated price increases from 0.1 percent to 3.9 percent and quantity decreases from 0.1 percent to 4 percent.” (59 FR 19402–).
Control of air pollution from new motor vehicles and new motor vehicle engines, refueling emission regulations for light-duty vehicles and trucks and heavy-duty vehicles.	EPA	Without Stage II controls, average VOC annual emission reductions: over 420,000 tons per year; With Stage II phase-out when ORVR and Stage II would cover the same percent of fuel, average annual emission reduction: 378,000 tons; If retain Stage H controls, an incremental emission reduction: 285,000 tons.	Without Stage II controls, the average annual cost: –\$6 million (1998–2020); With Stage II and phasing out at 2010, the average annual cost: \$2 million (1998–2020); With Stage II and no phase out, the average annual cost: \$27 million (1998–2020); In 1998 NPV, costs are \$102 million, \$264 million and \$435 million respectively.	“It should be noted that the RIA was completed prior to EPA’s decision to delay the requirements for LDTs and to exclude HDVs. These controls were included in the analysis and were assumed to begin in 1998. EPA expects that inclusion of these items in the analysis has no significant effect on the results and does not affect the conclusions which are based on the analysis.” (59 FR 16262–). “In the cases where costs are negative, it is because the value of the recovery credits exceeds the hardware and R, D, & T costs.” (59 FR 16262–).