

FACT SHEET

SUPPLEMENTAL NOTICE OF PROPOSED RULEMAKING FOR NATIONAL LEV

TODAY'S ACTION

- * The Environmental Protection Agency (EPA) is issuing a Supplemental Notice of Proposed Rulemaking (SNPRM) -- the next step in establishing a voluntary nationwide program to make new cars significantly cleaner burning than today's current cars. The National Low Emission Vehicle (National LEV) program represents an alternative, more effective method of regulatory development through extensive interaction between EPA and stakeholders. When implemented, this program will achieve substantial air pollution reductions nationwide while providing the automotive industry flexibility to meet the new requirements in the most efficient manner. Today's action sets forth the few remaining issues in the National LEV program.

WHAT ARE THE HEALTH AND ENVIRONMENTAL BENEFITS?

- * National LEV will result in substantial reductions in non-methane organic gases (NMOG) and nitrous oxides (NOx), which contribute to unhealthy levels of smog in many areas across the country. Emission reduction estimates are based on proposed start date of MY 1999 in Northeast and MY 2001 nationwide:
 - NOx will be reduced by 538 tons per day nationwide in 2005 and 1,699 tons per day in 2015.
 - NMOG will be reduced by 350 tons per day nationwide in 2005 and 1,030 tons per day in 2015.
- * National LEV will also result in reductions in toxic air pollutants such as benzene, formaldehyde, acetaldehyde, and 1,3 butadiene. Benzene is classified as a human carcinogen, while the others are considered probable carcinogens.
- * National LEV vehicles will be up to 70% cleaner than today's models.

HOW WILL THE REGULATION AFFECT INDUSTRY?

- * This voluntary program provides auto manufacturers flexibility in meeting the associated standards as well as the opportunity to harmonize their production lines and make vehicles more efficiently.
- * EPA currently estimates that National LEV vehicles will cost an additional \$76 above the price of vehicles available today, but it is expected that, due to factors such as economies of scale and historical trends related to emission control costs, the actual per vehicle cost will be even lower. This incremental cost is less than 0.5% of the price of an average new car.
- * This rule does not affect existing individual state mandates for electric vehicles, which remains a state/auto issue. The parties have decided to resolve this issue outside of the National LEV process.
- * The National LEV program will not require any change in the types of fuel currently available in the marketplace.

HOW DOES THE RULE ASSIST STATES?

- * Today's action sets out the remaining issues with the National LEV program. When EPA finalizes this rule, the resulting program will provide substantial emission reductions to the Northeast states that otherwise would only be available through individual state-by-state adoption of California's motor vehicle regulations. The program will come into effect nationwide two model years after it begins in the Northeast.
- * The National LEV program, when implemented, will help ozone nonattainment areas across the country (111 million citizens) improve their air quality as well as reduce pressure to make further, more costly emission reductions from stationary industrial sources.

BACKGROUND

- * The National LEV program arose in the summer of 1994 out of discussions concerning the OTC LEV petition in the form of a proposal by the automobile manufacturers.
- * EPA continues to work with all stakeholders to resolve issues and concerns over language in the NPRM and separate Memorandum of Understanding initialed by the auto manufacturers and OTC states.
- * After EPA finalizes this SNPRM early this fall, the auto manufacturers and OTC States will be able to opt into the National LEV program and EPA can then find the program in effect.

FOR FURTHER INFORMATION...

- * For further information, feel free to contact: Karl Simon (202-260-3623); E-MAIL = SIMON.KARL@EPAMAIL.EPA.GOV

A copy of the supplemental notice is available on the Internet at (<http://www.epa.gov/docs/fedrgstr/EPA-AIR/>).