

March 22, 2013

Office of Management and Budget (OMB)  
Office of Information and Regulatory Affairs (OIRA)  
Via FAX (202) 395-5806 and email [OIRA\\_submission@omb.eop.gov](mailto:OIRA_submission@omb.eop.gov)

Re: EPA Tier 3 Meeting Record, March 13, 2013

Dear OIRA Administrator:

We submit this Technical Statement to clarify any potential misunderstanding regarding the relevance of certain literature to OMB's review of pending "Tier 3" motor vehicle and gasoline rules. According to OMB's Meeting Record, on March 13 oil industry representatives provided a document<sup>1</sup> which cites a figure from a peer-reviewed research article<sup>2</sup> and states that this figure "Shows no benefit for LEV-III (Tier 3-Type) relative to Tier 2." However, the cited figure does not shed any meaningful light on the true emissions and air quality benefits that would result from nationwide adoption of LEV-III-type emissions standards. While we don't find any fault with the research article itself, its findings are not relevant to Tier 3 for at least two reasons:

**1) Scenario Year.** The study considered emissions impacts of nationwide adoption of the California LEV-III vehicle standards in the year 2022. However, the LEV-III standards will not be fully phased in until model year (MY) 2025. Moreover, their full benefits will not be realized until the existing fleet has been "turned over"; a change that will only be 80% complete by MY 2036. If the implementation schedule for Tier 3 is to be harmonized with California's LEV III vehicle standards, then 2022 is not the appropriate scenario year for evaluation.

**2) Fuel Sulfur.** The study did not account for the emissions reductions associated with a reduction in average gasoline sulfur content to 10 ppm. If implemented, this reduction in sulfur content is expected to substantially reduce NOx emissions from the in-use fleet by enabling improved performance of existing catalytic converters, an effect which will occur as soon as the fuel standards are in place.

For these reasons, we do not believe that the cited article is germane to OMB's consideration of a Tier 3 rule. We thank you for the opportunity to submit this Technical Statement to the record.

Sincerely,



Paul J. Miller, Ph.D.  
NESCAUM Deputy Director

<sup>1</sup>Downloaded March 20, 2013 from OMB's website  
[http://www.whitehouse.gov/sites/default/files/omb/assets/oira\\_2060/2060\\_03132013-1.pdf](http://www.whitehouse.gov/sites/default/files/omb/assets/oira_2060/2060_03132013-1.pdf).

<sup>2</sup> Vijayaraghavan, K., C. Lindhjem, A. DenBleyker, U. Nopmongcol, J. Grant, E. Tai, G. Yarwood, *Effects of light duty gasoline vehicle emission standards in the United States on ozone and particulate matter*. Atmos. Environ. 60 (2012) 109-120 (<http://dx.doi.org/10.1016/j.atmosenv.2012.05.049>).