Bill as Introduced

HCR 30 – AS INTRODUCED

2000 SESSION

00-2544
03/09

HOUSE CONCURRENT RESOLUTION ***30***

A RESOLUTION urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.

SPONSORS: Rep. Norelli, Rock 31; Rep. Keans, Straf 16; Rep. Lynde, Hills 24; Rep. Maxfield, Merr 9; Sen. Below, Dist 5; Sen. Cohen, Dist 24; Sen. Russman, Dist 19

COMMITTEE: Science, Technology and Energy

ANALYSIS

This house concurrent resolution urges the United States Environmental Protection Agency to adopt the Tier2/Gasoline Sulfur Rule as proposed and urges the commissioner of the department of environmental services to pursue regional transportation fuel specifications.

HCR 30 – AS INTRODUCED

00-2544
03/09

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand

A RESOLUTION urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.

Whereas, the state of New Hampshire has made significant efforts to improve the state's air quality and reduce air pollutant emissions from many source categories in accordance with the Clean Air Act Amendments of 1990; and

Whereas, emissions from mobile sources, particularly automobiles and sport utility vehicles (SUVs), now contribute a majority of air pollutant emissions within the state and nationwide; and

Whereas, vehicle miles traveled in New Hampshire have more than doubled between 1975 and 1995, offsetting improvements in federal standards for new vehicles during the last 2 decades that have reduced emission rates from individual vehicles; and

Whereas, many SUVs are currently subject to emission standards that allow them to emit at a rate more than 3 times that of other light duty vehicles such as common passenger vehicles; and

Whereas, many SUVs consume more than twice the fuel of common passenger vehicles for each mile traveled, resulting in greater emissions of both air pollutants and greenhouse gases which contribute to global climate change; and

Whereas, an increasing proportion of SUVs, which were traditionally used for commercial and agricultural purposes, are now being purchased and used as passenger vehicles; and

Whereas, motor vehicle emissions control technology has advanced sufficiently that SUVs and other medium-duty vehicles can achieve the same emission standards as light duty vehicles; and

Whereas, new vehicle standards are most efficiently and equitably implemented at the national level; and

Whereas, current allowable levels of sulfur in motor fuels negatively affect the efficiency of vehicle emission control systems, and contribute to primary and secondary particulate matter formation; and

Whereas, reductions in fuel sulfur content would have an immediate positive effect on the efficiency of emission control systems and thus reduce overall air pollutant emissions from all vehicles; and

Whereas, reductions in fuel sulfur content are necessary to achieve proposed new vehicle standards; and

Whereas, changes in fuel formulation are most efficiently and equitably implemented on a nationwide or regionwide basis; and

Whereas, the United States Environmental Protection Agency has recently proposed a combined rulemaking, referred to as the Tier 2/Gasoline Sulfur Rule, that would treat vehicles and fuels as a

combined system and introduce appropriately stringent standards on SUVs and other medium duty and heavy duty vehicles beginning in 2004, resulting in significant reductions in air pollutant emissions from mobile sources; and

Whereas, in the absence of appropriately stringent nationally applicable standards for automotive emissions and gasoline sulfur, many states (including New Hampshire) may adopt their own standards, resulting in a complex and inefficient regulatory system for vehicles and fuels, with negative financial effects on manufacturers, refiners, and consumers; now, therefore, be it

Resolved by the House of Representatives, the Senate concurring:

That, the United States Environmental Protection Agency should adopt the Tier 2/Gasoline Sulfur Rule as proposed and without any significant amendment that would weaken the proposed standards for new vehicles and fuels; and

That, in the event that the United States Environmental Protection Agency adopts new vehicle standards and fuel sulfur rules that are less stringent than those in the proposed Tier 2/Gasoline Sulfur Rule, the New Hampshire General Court should adopt new motor vehicle emission standards similar to those adopted by the state of California referred to as the California Low Emission Vehicle (LEV) Program, and evaluate fuel sulfur regulations to assess if any additional regulations are needed at the state level; and

That, regardless of the outcome of this EPA rulemaking, the commissioner of the New Hampshire department of environmental services should pursue options for establishing consistent and effective specifications for transportation fuels on a regional basis; and

That copies of this resolution be sent by the house clerk to the President of the United States, the President of the United States Senate, the Speaker of the United States House of Representatives, the chairpersons of committees of the United States Congress having jurisdiction over the Clean Air Act, the Administrator of the United States Environmental Protection Agency, and each member of the New Hampshire congressional delegation.

Amendments

Rep. Norelli, Rock. 31
Rep. MacGillivray, Hills. 21
January 13, 2000
2000-3087h
08/09

Amendment to HCR 30

Not Used

Amend the title of the resolution by replacing it with the following:

A RESOLUTION urging the United States Environmental Protection Agency to adopt recently proposed new emission standards for heavy-duty vehicles, at least as stringent as originally proposed, and to adopt a second phase of emission standards for heavy-duty vehicles and reductions in the sulfur content of highway diesel fuel.

Amend the resolution by replacing all after the resolving clause with the following:

Whereas, the state of New Hampshire has made significant efforts to improve the state's air quality and reduce air pollutant emissions from many source categories in accordance with the Clean Air Act Amendments of 1990; and

Whereas, emissions from mobile sources now contribute a majority of air pollutant emissions within the state and nationwide; and

Whereas, the United States Environmental Protection Agency has recently adopted the so-called Tier 2/Gasoline Sulfur Rule which will require significantly reduced emissions from light-duty vehicles such as common passenger vehicles and from sport utility vehicles, will require sport utility vehicle emissions to be reduced to not more than those allowed for common passenger vehicles, and will require significantly decreased levels of sulfur in gasoline during the next few years; and

Whereas, the United States Environmental Protection Agency has shown the reductions to be achieved by this adopted Tier 2/Gasoline Sulfur Rule to be cost-effective; and

Whereas, the United States Environmental Protection Agency in October, 1999 proposed a strategy to significantly reduce emissions from on-highway heavy-duty vehicles (vehicles of gross vehicle weight over 8,500 pounds), including diesel and gasoline engines used in large commercial trucks, large full-size pickup trucks, passenger vans, and the largest sport utility vehicles; and

Whereas, this proposed strategy includes both a first phase of new emission standards for heavy-duty vehicles, and a second phase to be proposed soon which will treat vehicles and fuels as a combined system and introduce both significant additional emission reduction requirements for heavy-duty vehicles and, in order to enable new emissions-control technology on heavy trucks, requirements that the sulfur content of highway diesel fuel be reduced by approximately 90 percent from its current level of 500 parts per million (ppm); and

Whereas, diesel vehicle emissions control technology has advanced sufficiently that diesel vehicles can cost-effectively achieve similar emission reductions to requirements recently adopted for gasoline vehicles; and

Whereas, non-highway vehicles can often achieve emission controls at a similar cost and with similar cost-effectiveness as highway vehicles; and

Whereas, reductions in the sulfur content of highway diesel fuel are cost-effective and necessary to enable the use of new diesel vehicle emissions-control technology; and

Whereas, changes in fuel formulation are most efficiently and equitably implemented on a nationwide or regionwide basis; and

Whereas, in the absence of appropriately stringent nationally applicable standards for heavy-duty vehicle emissions and diesel fuel sulfur, many states may adopt their own standards, resulting in a complex and inefficient regulatory system for vehicles and fuels, with negative financial effects on consumers, manufacturers, and refiners; and

Whereas, the estimated cost per ton of emissions reduced in the first phase of the United States Environmental Protection Agency's proposed strategy is less than 1/4 to 1/2 of the cost per ton of the recent Tier 2/Gasoline Sulfur Rule, and less than the cost of many emission reductions currently being required for electricity generation plants; and

Whereas, additional financial incentives for vehicle users and fuel suppliers to provide emission reductions beyond those mandated by these rules are likely to produce additional cost-effective emission reductions at minimal cost; now, therefore, be it

Resolved by the House of Representatives, the Senate concurring:

That the United States Environmental Protection Agency is hereby commended for adopting its so-called Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should adopt the new emissions standards for on-highway heavy-duty vehicles proposed in the first phase of its proposed heavy-duty vehicle strategy, without any significant amendment that would weaken the proposed standards; and

That the United States Environmental Protection Agency should propose and adopt a second phase of integrated vehicle standards and diesel fuel sulfur rules similar to those outlined in its descriptions to date of its heavy-duty vehicle strategy, provided that they are at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should propose and adopt similar additional integrated vehicle standards and diesel fuel sulfur rules for non-highway vehicles in addition to those for highway vehicles, provided that they are also at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should investigate options for providing financial incentives for vehicle users and fuel suppliers that produce additional emission

reductions beyond those mandated by these rules in order to obtain additional cost-effective emission reductions at minimal cost; and

That copies of this resolution be sent by the house clerk to the President of the United States, the President of the United States Senate, the Speaker of the United States House of Representatives, the chairpersons of committees of the United States Congress having jurisdiction over the Clean Air Act, the Administrator of the United States Environmental Protection Agency, and each member of the New Hampshire congressional delegation.

2000-3087h

AMENDED ANALYSIS

This house concurrent resolution urges the United States Environmental Protection Agency to adopt recently proposed new emission standards for heavy-duty vehicles, at least as stringent as originally proposed, and to adopt a second phase of emission standards for heavy-duty vehicles and reductions in the sulfur content of highway diesel fuel.

Rep. Norelli, Rock. 31
Rep. MacGillivray, Hills. 21
March 8, 2000
2000-3677h
08/04

NOT USED

Amendment to HCR 30

Amend the title of the resolution by replacing it with the following:

A RESOLUTION urging the United States Environmental Protection Agency to adopt recently proposed new emission standards for heavy-duty vehicles, at least as stringent as originally proposed, and to adopt a second phase of emission standards for heavy-duty vehicles and reductions in the sulfur content of highway diesel fuel.

Amend the resolution by replacing all after the title with the following:

Whereas, the state of New Hampshire has made significant efforts to improve the state's air quality and reduce air pollutant emissions from many source categories in accordance with the Clean Air Act Amendments of 1990; and

Whereas, emissions from mobile sources now contribute a majority of anthropogenic air pollutant emissions within the state and nationwide; and

Whereas, the United States Environmental Protection Agency has recently adopted the so-called Tier 2/Gasoline Sulfur Rule which will require significantly reduced emissions from light-duty vehicles such as common passenger vehicles and from sport utility vehicles, will require sport utility vehicle emissions to be reduced to not more than those allowed for common passenger vehicles, and will require significantly decreased levels of sulfur in gasoline during the next few years; and

Whereas, the United States Environmental Protection Agency has shown the reductions to be achieved by this adopted Tier 2/Gasoline Sulfur Rule to be cost-effective; and

Whereas, the United States Environmental Protection Agency in October, 1999 proposed a strategy to significantly reduce emissions from on-highway heavy-duty vehicles (vehicles of gross vehicle weight over 8,500 pounds), including diesel and gasoline engines used in large commercial trucks, large full-size pickup trucks, passenger vans, and the largest sport utility vehicles; and

Whereas, this proposed strategy includes both a first phase of new emission standards for heavy-duty vehicles, and a second phase to be proposed soon which will treat vehicles and fuels as a combined system and introduce both significant additional emission reduction requirements for heavy-duty vehicles and, in order to enable new emissions-control technology on heavy trucks, requirements that the sulfur content of highway diesel fuel be reduced by approximately 90 percent from its current level of 500 parts per million (ppm); and

Whereas, diesel vehicle emissions control technology has advanced sufficiently that diesel

vehicles can cost-effectively achieve similar emission reductions to requirements recently adopted for gasoline vehicles; and

Whereas, non-highway gasoline and diesel vehicles, including construction and farm vehicles and off-road recreational vehicles, as well as other diesel engines, can often achieve emission controls at a similar cost and with similar cost-effectiveness as highway vehicles; and

Whereas, reductions in the sulfur content of highway diesel fuel are cost-effective and necessary to enable the use of new diesel vehicle emissions-control technology; and

Whereas, changes in fuel formulation are most efficiently and equitably implemented on a nationwide or regionwide basis; and

Whereas, in the absence of appropriately stringent nationally applicable standards for heavy-duty vehicle emissions and diesel fuel sulfur, many states may adopt their own standards, resulting in a complex and inefficient regulatory system for vehicles and fuels, with negative financial effects on consumers, manufacturers, and refiners; and

Whereas, the estimated cost per ton of emissions reduced in the first phase of the United States Environmental Protection Agency's proposed strategy is less than ~~1/4 to~~ 1/2 of the cost per ton of the recent Tier 2/Gasoline Sulfur Rule, and less than the cost of many emission reductions currently being required for electricity generation plants; and

Whereas, additional financial incentives for vehicle users and fuel suppliers to provide emission reductions beyond those mandated by these rules are likely to produce additional cost-effective emission reductions at minimal cost; and

Whereas, Governor Shaheen has written a letter dated February 2, 2000 supporting this concurrent resolution; now, therefore be it

Resolved by the House of Representatives, the Senate concurring:

That the United States Environmental Protection Agency is hereby commended for adopting its so-called Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should adopt the new emissions standards for on-highway heavy-duty vehicles proposed in the first phase of its proposed heavy-duty vehicle strategy, without any significant amendment that would weaken the proposed standards; and

That the United States Environmental Protection Agency should propose and adopt a second phase of integrated vehicle standards and diesel fuel sulfur rules similar to those outlined in its descriptions to date of its heavy-duty vehicle strategy, provided that they are at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should propose and adopt similar additional integrated vehicle standards and diesel fuel sulfur rules for non-highway gasoline and diesel vehicles ~~and other diesel engines~~, in addition to those for highway vehicles, provided that they are also at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rule; and

That the US EPA should propose & adopt similar ~~standards~~ standards for other diesel engines, provided that they are also at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rules; and

That the United States Environmental Protection Agency should investigate options for providing financial incentives for vehicle users and fuel suppliers that produce additional emission reductions beyond those mandated by these rules in order to obtain additional cost-effective emission reductions at minimal cost; and

That copies of this resolution be sent by the house clerk to the President of the United States, the President of the United States Senate, the Speaker of the United States House of Representatives, the chairpersons of committees of the United States Congress having jurisdiction over the Clean Air Act, the Administrator of the United States Environmental Protection Agency, and each member of the New Hampshire congressional delegation.

2000-3677h

AMENDED ANALYSIS

This house concurrent resolution urges the United States Environmental Protection Agency to adopt recently proposed new emission standards for heavy-duty vehicles, at least as stringent as originally proposed, and to adopt a second phase of emission standards for heavy-duty vehicles and reductions in the sulfur content of highway diesel fuel.

Science, Technology and Energy
March 8, 2000
2000-3695h
08/04

Amendment to HCR 30

Amend the title of the resolution by replacing it with the following:

A RESOLUTION urging the United States Environmental Protection Agency to adopt recently proposed new emission standards for heavy-duty vehicles, at least as stringent as originally proposed, and to adopt a second phase of emission standards for heavy-duty vehicles and reductions in the sulfur content of highway diesel fuel.

Amend the resolution by replacing all after the title with the following:

Whereas, the state of New Hampshire has made significant efforts to improve the state's air quality and reduce air pollutant emissions from many source categories in accordance with the Clean Air Act Amendments of 1990; and

Whereas, emissions from mobile sources now contribute a majority of anthropogenic air pollutant emissions within the state and nationwide; and

Whereas, the United States Environmental Protection Agency has recently adopted the so-called Tier 2/Gasoline Sulfur Rule which will require significantly reduced emissions from light-duty vehicles such as common passenger vehicles and from sport utility vehicles, will require sport utility vehicle emissions to be reduced to not more than those allowed for common passenger vehicles, and will require significantly decreased levels of sulfur in gasoline during the next few years; and

Whereas, the United States Environmental Protection Agency has shown the reductions to be achieved by this adopted Tier 2/Gasoline Sulfur Rule to be cost-effective; and

Whereas, the United States Environmental Protection Agency in October, 1999 proposed a strategy to significantly reduce emissions from on-highway heavy-duty vehicles (vehicles of gross vehicle weight over 8,500 pounds), including diesel and gasoline engines used in large commercial trucks, large full-size pickup trucks, passenger vans, and the largest sport utility vehicles; and

Whereas, this proposed strategy includes both a first phase of new emission standards for heavy-duty vehicles, and a second phase to be proposed soon which will treat vehicles and fuels as a combined system and introduce both significant additional emission reduction requirements for heavy-duty vehicles and, in order to enable new emissions-control technology on heavy trucks, requirements that the sulfur content of highway diesel fuel be reduced by approximately 90 percent from its current level of 500 parts per million (ppm); and

Whereas, diesel vehicle emissions control technology has advanced sufficiently that diesel

vehicles can cost-effectively achieve similar emission reductions to requirements recently adopted for gasoline vehicles; and

Whereas, non-highway gasoline and diesel vehicles, including construction and farm vehicles and off-road recreational vehicles, as well as other diesel engines, can often achieve emission controls at a similar cost and with similar cost-effectiveness as highway vehicles; and

Whereas, reductions in the sulfur content of highway diesel fuel are cost-effective and necessary to enable the use of new diesel vehicle emissions-control technology; and

Whereas, changes in fuel formulation are most efficiently and equitably implemented on a nationwide or regionwide basis; and

Whereas, in the absence of appropriately stringent nationally applicable standards for heavy-duty vehicle emissions and diesel fuel sulfur, many states may adopt their own standards, resulting in a complex and inefficient regulatory system for vehicles and fuels, with negative financial effects on consumers, manufacturers, and refiners; and

Whereas, the estimated cost per ton of emissions reduced in the first phase of the United States Environmental Protection Agency's proposed strategy is less than 1/2 of the cost per ton of the recent Tier 2/Gasoline Sulfur Rule, and less than the cost of many emission reductions currently being required for electricity generation plants; and

Whereas, additional financial incentives for vehicle users and fuel suppliers to provide emission reductions beyond those mandated by these rules are likely to produce additional cost-effective emission reductions at minimal cost; and

Whereas, Governor Shaheen has written a letter dated February 2, 2000 supporting this concurrent resolution; now, therefore be it

Resolved by the House of Representatives, the Senate concurring:

That the United States Environmental Protection Agency is hereby commended for adopting its so-called Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should adopt the new emissions standards for on-highway heavy-duty vehicles proposed in the first phase of its proposed heavy-duty vehicle strategy, without any significant amendment that would weaken the proposed standards; and

That the United States Environmental Protection Agency should propose and adopt a second phase of integrated vehicle standards and diesel fuel sulfur rules similar to those outlined in its descriptions to date of its heavy-duty vehicle strategy, provided that they are at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should propose and adopt similar additional integrated vehicle standards and diesel fuel sulfur rules for non-highway gasoline and diesel vehicles, in addition to those for highway vehicles, provided that they are also at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur Rule; and

That the United States Environmental Protection Agency should propose and adopt similar standards for other diesel engines, provided that they are also at least as cost-effective as the reductions contained in the Tier 2/Gasoline Sulfur rule; and

That the United States Environmental Protection Agency should investigate options for providing financial incentives for vehicle users and fuel suppliers that produce additional emission reductions beyond those mandated by these rules in order to obtain additional cost-effective emission reductions at minimal cost; and

That copies of this resolution be sent by the house clerk to the President of the United States, the President of the United States Senate, the Speaker of the United States House of Representatives, the chairpersons of committees of the United States Congress having jurisdiction over the Clean Air Act, the Administrator of the United States Environmental Protection Agency, and each member of the New Hampshire congressional delegation.

2000-3695h

AMENDED ANALYSIS

This house concurrent resolution urges the United States Environmental Protection Agency to adopt recently proposed new emission standards for heavy-duty vehicles, at least as stringent as originally proposed, and to adopt a second phase of emission standards for heavy-duty vehicles and reductions in the sulfur content of highway diesel fuel.

Speakers

SIGN UP SHEET

To Register Opinion If Not Speaking

Bill # HCR 30 Date January 18, 2000

Committee ST&E

**** Please Print All Information ****

Name	Address	Phone	Representing	Pro	Con
Kenneth A. Colburn		271-1380	NHDES	✓*	
Susan Slack	Concord	224-9945	Society for Protection of NH Forests	✓	
SANDRA B KEANS	CO-SPONSOR	STRAF 16		*	
Marjory Swope	Concord		NH Assn of Conservation Commissions	X	

Hearing Minutes

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

PUBLIC HEARING ON HCR 30

BILL TITLE: urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.

DATE: January 18, 2000

LOB ROOM: 304 **Time Public Hearing Called to Order:** 9:45 am

Time Adjourned: 10:30 am

(please circle if present)

Committee Members: Reps. J. Bradley, Guay, Rosen, Ham, Howard, Thomas, D. White, Maxfield, Tufts, Arnold, Eaton, Varrell, Grant, MacGillivray, Norelli, Lynde, Pitts, Kaen, Gilmore, Bergeron, Densmore and Moriarty.

Bill Sponsors: {Type SPONSORS' NAMES}

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Rep. Norelli – introduced and supported bill and amendment.

Steve Blackledge, NHPIRG – supported.

***Kenneth Colburn,NHDES** – supported. Tier2 role completed.

Robert J. Sculley, NHMTA – Looks like amendment is OK – check with national organizations. All diesel engines.

Rep. MacGillivray – supports bill and proposed amendment.

Respectfully Submitted:

Jessica E. Densmore, Clerk

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

PUBLIC HEARING ON HCR 30

BILL TITLE: **urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as orginally proposed.**

DATE: **January 18, 2000**

LOB ROOM: **304** **Time Public Hearing Called to Order:** 9:45

Time Adjourned: 10:30

(please circle if present)

Committee Members: Reps. J. Bradley, Guay, Rosen, Ham, Howard, Thomas, D. White, Maxfield, Tufts, Arnold, Eaton, Varrell, Grant, Sullivan, Norelli, Lynde, Pitts, Kaen, Gilmore, Bergeron, Densmore and Moriarty.

Bill Sponsors: Reps. Norelli, Keans, Lynde, Maxfield, and Sens. Below, Cohen and Russman

TESTIMONY

* Use asterisk if written testimony and/or amendments are submitted.

Rep. Norelli: introduced + supported bill + Amendment

Ms. Blackledge NHPIRG supported

Ms. Colburn NH DES supported
Tier 2 Rule completed

Ms. Stolly- looked like amendment is OK - check w/ national organization
All diesel engines

Rep MacGillivray

Sub-Committee Actions

HOUSE COMMITTEE ON CHILDREN AND FAMILY LAW

SUBCOMMITTEE WORK SESSION ON HCR 30

BILL TITLE: urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.

DATE: March 8, 2000

Subcommittee Members: Reps. White, Moriarty, Norelli, Grant, Varrell, MacGillivray

Comments and Recommendations: Vote 6-0 to adopt amendment with changes to be drafted and reviewed by subcommittee members before executive session.

Amendments:

Sponsor: Rep. MacGillivray — OLS Document #: 2000 3677h

Sponsor: Rep. — OLS Document #:

Sponsor: Rep. — OLS Document #:

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote: 6-0

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote:

Respectfully submitted,

Rep. Terie T. Norelli
Subcommittee Chairman/Clerk

Terie Norelli

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

SUBCOMMITTEE WORK SESSION ON HCR 30

BILL TITLE: urging the United States Evironmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as orginally proposed.

DATE: {Type DATE} March 8, 2000

Subcommittee Members: Reps. {Type NAMES} White, Moriarty, Norelli, Grant, Varrell, MacGillivray.

Comments and Recommendations:

Amendments:

Sponsor: Rep. MacGillivray OLS Document #: 2000-3677h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote: 6-0 to adopt amendment w/changes → to be drafted & reviewed by subcomm members before exec. session

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote:

Respectfully submitted,

Rep. {Type NAME}
Subcommittee Chairman/Clerk

Lene Norelli

Sub-Committee Minutes

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

SUBCOMMITTEE WORK SESSION ON HCR 30

BILL TITLE: urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.

DATE: February 23, 2000

Subcommittee Members: Reps. Densmore, Moriarty, Bergeron, White, Varrell, Grant, MacGillivray, Norelli, Lynde and Bradley

Comments and Recommendations: Suggested changes to amendment.

Amendments:

Sponsor: Rep. OLS Document #: 2000 — 3087h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote:

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote:

Respectfully submitted,

Rep. Terie T. Norelli
Subcommittee Chairman/Clerk

Terie Norelli

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

SUBCOMMITTEE WORK SESSION ON HCR 30

BILL TITLE: urging the United States Evironmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as orginally proposed.

DATE: ~~{Type DATE}~~ 2-23-00

Subcommittee Members: Reps. {Type NAMES} Densmore, Moriarty, Bergeron, White, Varrell, Grant, MacGillivray, Norelli, Lynde, Bradley.

Comments and Recommendations:

Amendments: suggested changes to amendment 2000-3087h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote:

Motions: OTP, OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep.

Seconded by Rep.

Vote:

Respectfully submitted,

Rep. {Type NAME}
Subcommittee Chairman/Clerk

Serie Norelli

Testimony

STATE OF NEW HAMPSHIRE

OFFICE OF THE GOVERNOR

JEANNE SHAHEEN
GOVERNOR

February 2, 2000

The Honorable Jeb Bradley, Chair
House Science, Technology and Energy Committee
Legislative Office Building, Room 304
Concord, New Hampshire 03301

Re: Proposed amendment to HCR 30, urging the U.S. Environmental Protection Agency to adopt stringent new standards for heavy-duty vehicles and fuels

Dear Chairman Bradley and Members of the Committee:

As you know, I have consistently supported the adoption of new, stringent, emission limits for motor vehicles as well as the cleaner, low-sulfur fuels necessary to enable advanced vehicle technologies. For example, as far back as December 29, 1998 I wrote to U.S. Environmental Protection Agency (EPA) Administrator Carol Browner in support of EPA's then-proposed Tier 2/Gasoline Sulfur Rule.

Such aggressive action is necessary because motor vehicles account for an ever-increasing proportion of the air pollution emitted in New Hampshire and upwind states. Further, I have supported these steps because I believe that motor vehicle pollution problems can be most effectively addressed: (1) on a national basis; (2) prospectively at the time of manufacture rather than retrospectively once vehicles are ensconced in the fleet; and (3) recognizing that vehicles and fuels operate together as a single system. The new standards that EPA has now adopted will not only reduce mobile source emissions generated here in New Hampshire, they will also benefit the State by reducing mobile source pollution emitted upwind and transported to us by prevailing winds.

The original language of HCR 30, submitted early this legislative session, encouraged EPA to adopt the Tier 2/Gasoline Sulfur Rule. In light of EPA's promulgation of this rule on December 22, 1999, I understand that a new amendment to HCR 30 was introduced during its January 18, 2000 hearing. The proposed amendment shifts HCR 30's focus to proposed new federal standards for heavy-duty diesel vehicles. I commend you on this direction, because attention to heavy-duty vehicles is an equally – if not more important – step toward reducing air pollution from mobile sources.

I write today to explicitly support this redirection of HCR 30. Further, inasmuch as I do not enjoy the opportunity to sign concurrent resolutions, I would welcome an appropriate statement reflecting my desire to address diesel emissions within the body of an amended HCR 30.

Very truly yours,

Jeanne Shaheen

Jeanne Shaheen

cc: Robert W. Varney, Commissioner, DES

State of New Hampshire
DEPARTMENT OF ENVIRONMENTAL SERVICES
6 Hazen Drive, P.O. Box 95, Concord, NH 03302-0095
(603) 271-1370 FAX (603) 271-1381

January 18, 2000

The Honorable Jeb Bradley, Chair
House Science, Technology and Energy Committee
Legislative Office Building, Room 304
Concord, New Hampshire 03301

Re: HCR 30 – A resolution urging the United States Environmental Protection Agency (EPA) to adopt the proposed Tier 2/Gasoline Sulfur Rule

Dear Chairman Bradley and Members of the Committee:

Thank you for this opportunity to testify in support of HCR 30. This resolution urges the U.S. Environmental Protection Agency (EPA) to adopt rules reflecting stringent new emission limits for cars and sport utility vehicles (SUVs) and requirements for much less sulfur in gasoline in order to make these gains possible. Together these regulations are known as EPA's "Tier 2/Gasoline Sulfur Rule." HCR 30 was submitted prior to EPA's December 22, 1999 announcement finalizing the Tier 2/Gasoline Sulfur Rule. When introduced, HCR 30 was prospectively necessary in case EPA either compromised the stringency of the Tier 2/Gasoline Sulfur rule or delayed its promulgation.

Fortunately, EPA chose to conceive of vehicles and fuels as one complete system and carried through with most of the aggressive limits that it had proposed. When implemented, this rule will dramatically reduce the principal source of air pollution emitted in, and transported to, the State of New Hampshire. Motor vehicles have become the largest share of emissions inventories in nearly all states, so national control measures – such as the Tier 2/Gasoline Sulfur Rule – make the most sense. Understanding this dynamic, Governor Shaheen lobbied strenuously for cleaner cars, SUVs, and gasoline both in letters to, and direct personal communications with, key federal policy makers. Similarly, the Department of Environmental Services (DES) strongly supported these reductions, meeting numerous times with EPA and other parties to help engineer their adoption. Finally, as HCR 30 and several earlier resolutions show, the New Hampshire General Court assisted materially in securing these pollution reductions.

In light of EPA's now-complete action on the Tier 2/Gasoline Sulfur Rule, the question arises as to how HCR 30 might be revised to further its original intent: securing additional pollution reductions from the mobile source sector. DES has three recommendations for amendments to foster this goal. First, since recent history indicates that the Tier 2/Gasoline Sulfur Rule is likely to be litigated, HCR 30 could include language encouraging DES to adopt similarly stringent regulations at the state level (to

the greatest federal law allows) to act as a "backstop." Parties may think twice about mounting dilatory legal challenges if the outcome could be a patchwork quilt of differing state regulations. HCR 30's existing language in the second "Resolved" paragraph is of this character and could easily be modified to convey this intent.

Second, the largest remaining source of relatively uncontrolled air pollution is diesel engines, used both on the highway ("on road") and in other applications ("off road"). Further, diesel fuels are notoriously high in sulfur, especially off-road diesel fuel. Like gasoline engines, new cleaner diesel engine technologies depend on dramatically lower sulfur concentrations in diesel fuel. As a result, DES urges EPA to adopt new emission standards for on-road and off-road heavy-duty engines and much more stringent sulfur limits for their corresponding diesel fuels. DES would strongly support the introduction of a comprehensive amendment to this effect.

DES recommends a third amendment as a result of HCR 30's status as a concurrent resolution. Such resolutions neither require, nor provide for, the signature of the Governor. Yet in this case, Governor Shaheen fully supports the resolution's goals and directions. HCR 30 would clearly resonate more strongly if the reader were aware that the New Hampshire House, Senate, and the Governor all concur with it. Thus, DES recommends adding a new "Whereas" clause to specifically include in HCR 30 the Governor's past efforts on Tier 2/Gasoline Sulfur and her continuing support for emission reductions from the mobile source sector including on- and off-road heavy-duty vehicles and fuels.

DES looks forward to working with the Committee in any way it can to revise HCR 30 to encourage progress at both the federal and state level in reducing emissions from the mobile source sector. Thank you again for the opportunity to offer our support for and suggestions regarding this measure. Please contact me at 271-3503 with any questions you may have.

Sincerely,

Robert W. Varney
Commissioner

cc: Rep. Terie T. Norelli
Rep. Sandra B. Keans
Rep. Harold V. Lynde
Rep. Roy D. Maxfield
Sen. Clifton C. Below
Sen. Burton J. Cohen
Sen. Richard L. Russman

Voting Sheets

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

EXECUTIVE SESSION on HCR 30

BILL TITLE: **urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regualtions, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.**

DATE: March 8, 2000

LOB ROOM: 304

Amendments:

Sponsor: Rep. OLS Document #: 2000 3695h

Sponsor: Rep. OLS Document #:

Sponsor: Rep. OLS Document #:

Motions: (OTP) OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep. Guay

Seconded by Rep. Maxfield

Vote: 15-0 (Please attach record of roll call vote.)

Motions: OTP, (OTP/A) ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep. Norelli

Seconded by Rep. Bergeron

Vote: (Please attach record of roll call vote.)

CONSENT CALENDAR VOTE: 15-0

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

HOUSE COMMITTEE ON SCIENCE, TECHNOLOGY AND ENERGY

EXECUTIVE SESSION on HCR 30

BILL TITLE: **urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regualtions, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed.**

Blumnauer Norelli

DATE: {Type DATE} 8 March

LOB ROOM: {Type ROOM NO.} 304

Amendments:

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Sponsor: Rep. OLS Document #:

Motions: (OTP), OTP/A, ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep. Guay

Seconded by Rep. Mayfield

Vote: (Please attach record of roll call vote.)

15-0

Motions: OTP, (OTP/A), ITL, Re-Refer, Interim Study (Please circle one.)

Moved by Rep. Norelli

Seconded by Rep. Bergeron

Vote: (Please attach record of roll call vote.)

15-0

CONSENT CALENDAR VOTE: {Type VOTE} Yes

(Vote to place on Consent Calendar must be unanimous.)

Statement of Intent: Refer to Committee Report

Respectfully submitted,

Rep. Ralph J. Rosen, Clerk

OFFICE OF THE HOUSE CLERK 2000 SESSION

SCIENCE, TECHNOLOGY AND ENERGY OTP/A

Bill #: HCR-30 **Title:**

PH Date: ____/____/____ **Exec Session Date:** 8/Mar/2000

Motion: Amendment #:

MEMBER	YEAS	NAYS
Bradley, Jeb E, Chairman	✓	✓
Guay, Lawrence J, V Chairman	✓	✓
Rosen, Ralph J, Clerk	✓	✓
Ham, Bonnie D		
Howard, Godfrey G	✓	✓
Thomas, John H	✓	✓
White, Donald B	✓	✓
Maxfield, Roy D	✓	✓
Tufts, J Arthur	✓	✓
Arnold, Thomas I	✓	✓
Eaton, Stephanie		
Varrell, Thomas A		
Grant, Kenneth R	✓	✓
MacGillivray, Jeffrey C	✓	✓
Norelli, Terie T	✓	✓
Lynde, Harold V	✓	✓
Pitts, Jacqueline A		
Kaen, Naida L	✓	✓
Gilmore, Gary R		
Bergeron, Lucien G	✓	✓
Densmore, Jessica E		
Moriarty, Mary M		
	15 0	15 0

TOTAL VOTE:

Printed: 12/30/1999

Committee Report

COMMITTEE REPORT

COMMITTEE: **Science, Technology and Energy**

BILL NUMBER: **HCR 30**

TITLE: urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as orginally proposed.

DATE: March 8, 2000 CONSENT CALENDAR YES ☒ NO ☐

☐ OUGHT TO PASS

☒ OUGHT TO PASS WITH AMENDMENT

☐ INEXPEDIENT TO LEGISLATE

☐ RE-REFER

☐ REFER TO COMMITTEE FOR INTERIM STUDY
(Available only in second year of biennium.)

STATEMENT OF INTENT
(Include Committee Vote)

The United States Environmental Protection Agency (EPA) recently adopted rules referred to as the Tier 2/Gasoline Sulfur Rule that would significantly and cost effectively reduce emissions from light duty vehicles. In addition, the EPA has proposed a strategy to reduce emissions from heavy-duty vehicles. HCR-30, as amended, commends the EPA for adopting the Tier 2/Gasoline Sulfur Rule and encourages the EPA to move forward with its proposed new emissions standards for heavy-duty vehicles. Lastly, it encourages the EPA to adopt a second phase of heavy-duty vehicle standards and reduce the sulfur content of diesel fuel.

Vote 15-0.

Rep. Terie T. Norelli
FOR THE COMMITTEE

Original: House Clerk
cc: Committee Bill file

USE ANOTHER REPORT FOR MINORITY REPORT

CONSENT CALENDAR

Science, Technology and Energy

HCR 30, urging the United States Environmental Protection Agency to adopt recently proposed new automobile emission standards and fuel regulations, known as the Tier2/Gasoline Sulfur Rule, at least as stringent as originally proposed. OUGHT TO PASS WITH AMENDMENT

Rep. Terie T. Norelli for Science, Technology and Energy: The United States Environmental Protection Agency (EPA) recently adopted rules referred to as the Tier 2/Gasoline Sulfur Rule that would significantly and cost effectively reduce emissions from light duty vehicles. In addition, the EPA has proposed a strategy to reduce emissions from heavy-duty vehicles. HCR-30, as amended, commends the EPA for adopting the Tier 2/Gasoline Sulfur Rule and encourages the EPA to move forward with its proposed new emissions standards for heavy-duty vehicles. Lastly, it encourages the EPA to adopt a second phase of heavy-duty vehicle standards and reduce the sulfur content of diesel fuel. Vote 15-0.