

Thursday, February 27, 1997

8:00 a.m.—12:00 p.m.—*Session III—
Chemical Removal Technology*

This session will explore the range of viable containment, recovery, source control or chemical treatment options appropriate to reduce the risk to public health and the environment.

Thursday, February 27, 1997

1:00 p.m.—5:00 p.m.—*Session IV—
Public Responder versus Private
Responder Issues*

This session will examine the roles of local, public responders and the role of private, contracted responders within the context of hazardous substance response plan regulations.

Thursday, February 27, 1997

7:00 p.m.—9:00 p.m.—*Public Meeting*

Discussion of workshop highlights and open public comment.

Procedural

The workshop is open to the public; however, in order to provide a forum for balanced discussion on specific issues, The Keystone Center has invited a limited number of individuals to be actual participants in the various sessions. In sessions I through IV, the facilitator of the conference will schedule a period of time when the public may present limited, oral comments. As noted in the agenda, the public meeting is open to all individuals to make any comments or respond to points made during the workshop. Persons wishing to make oral presentations during the public meeting should notify the person listed above under **FOR FURTHER INFORMATION CONTACT** no later than Thursday, February 20, 1997. Written material may be submitted prior to, during, or up to 30 days after the meeting.

Information on Services for Individuals With Disabilities

For information on facilities or services for individuals with disabilities or to request special assistance at the workshop, contact the person listed under **FOR FURTHER INFORMATION CONTACT**.

Joseph J. Angelo,

Director of Standards.

[FR Doc. 97-2865 Filed 2-4-97; 8:45 am]

BILLING CODE 4910-14-M

**ENVIRONMENTAL PROTECTION
AGENCY**

40 CFR Part 52

[DE027-1006; FRL-5684-2]

**Approval and Promulgation of Air
Quality Implementation Plans;
Delaware—15 Percent Rate of
Progress Plan**

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: EPA is proposing to approve, conditionally, the State Implementation Plan (SIP) revisions submitted by the State of Delaware to meet the 15 Percent Rate of Progress Plan requirements of the Clean Air Act. EPA is proposing to conditionally approve the SIP because the 15 Percent Plan, submitted by Delaware, will result in significant emission reductions in volatile organic compounds (VOCs) from the 1990 baseline and thus, will provide progress toward attainment of the ozone standard. This action is being taken under section 110 of the Clean Air Act. **DATES:** Comments must be received on or before March 7, 1997.

ADDRESSES: Comments may be mailed to David L. Arnold, Section Chief, Ozone/CO & Mobile Sources Section, Mailcode 3AT21, Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air, Radiation, and Toxics Division, Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107; the Air and Radiation Docket and Information Center, Environmental Protection Agency, 401 M. Street, SW., Washington, D.C. 20460; and the Delaware Department of Natural Resources & Environmental Control, 89 Kings Highway, P.O. Box 1401, Dover, Delaware 19903.

FOR FURTHER INFORMATION CONTACT: Rose Quinto, (215) 566-2182, at the EPA Region III address above. Information can also be requested via e-mail (quinto.rose@epamail.epa.gov); however, comments must still be submitted in writing.

SUPPLEMENTARY INFORMATION:

Background

Section 182(b)(1) of the Clean Air Act as amended in 1990 (CAAA), requires ozone nonattainment areas with classifications of moderate and above to develop plans to reduce area-wide

volatile organic compound (VOC) emissions by 15 percent from a 1990 baseline. The plans were to be submitted by November 15, 1993 and the reductions were required to be achieved within 6 years of enactment or November 15, 1996. The CAAA also sets limitations on the creditability of certain types of reductions. Specifically, states cannot take credit for reductions achieved by Federal Motor Vehicle Control Program (FMVCP) measures (new car emissions standards) promulgated prior to 1990 or for reductions resulting from requirements to lower the Reid vapor pressure (RVP) of gasoline promulgated prior to 1990.

Furthermore, the CAAA does not allow credit for corrections to Vehicle Inspection and Maintenance Programs (I/M) or corrections to Reasonably Available Control Technology (RACT) rules as these programs were required prior to 1990.

In addition, section 172(c)(9) of the CAAA requires that contingency measures be included in the plan revision to be implemented if reasonable further progress is not achieved or if the standard is not attained.

On February 17, 1995, the Delaware Department of Natural Resources & Environmental Control (DNREC) submitted revisions to its SIP. One of those revisions pertains to the 15% Rate of Progress Plan (RPP) for the State of Delaware. Kent and New Castle are the two counties for which Delaware is required to develop a 15% RPP. The other SIP revisions submitted on February 17, 1995 are the subject of separate rulemaking notices.

EPA is soliciting public comments on the issues discussed in this document or on other relevant matters. These comments will be considered before taking final action. Interested parties may participate in the Federal rulemaking procedure by submitting written comments to the EPA regional offices listed in the **ADDRESSES** section of this document.

EPA's Analysis

EPA has reviewed Delaware's submittal for consistency with the requirements of EPA regulations. A summary of EPA's analysis is provided below. More detailed support for approval of Delaware's submittal is contained in a Technical Support Document (TSD), which is available from the Region III office listed above.

A. Accurate Emission Inventory

Sections 172(c)(3) and 182(b)(1) of the CAAA require that nonattainment plan provisions include a comprehensive,

accurate, current inventory of actual emissions from all sources of relevant pollutants in the nonattainment area. Because the approval of such inventories is necessary to an area's rate of progress plan and attainment demonstration, the emission inventory must be approved prior to or with the rate of progress plan submission.

On January 24, 1996, EPA approved Delaware's 1990 base year inventory (61 FR 1838). Therefore, Delaware has a comprehensive, accurate, current inventory of actual emissions from all sources of relevant pollutants in the nonattainment areas.

B. Calculation of the Adjusted Base Year Inventory

The CAAA specifies the emission baseline from which the 15 percent reduction is calculated. This baseline value is termed the 1990 adjusted base year inventory. Section 182(b)(1)(D) excludes from the baseline the emissions that would be eliminated by Federal Motor Vehicle Control Program (FMVCP) regulations promulgated by January 1, 1990, and Reid Vapor Pressure (RVP) regulations (55 FR 23666, June 11, 1990), which require maximum RVP limits in nonattainment areas during the peak ozone season.

The adjusted base year inventory is determined by starting with the emission inventory, and taking out all biogenic emissions as well as emissions from sources located outside of the designated nonattainment boundary. The resulting inventory is termed rate of progress base year inventory. The rate of progress base year inventory is then adjusted by subtracting the expected FMVCP and RVP emissions reductions in order to derive the adjusted base year inventory.

The FMVCP and RVP emissions reductions are determined using the on-road mobile source emissions modeling software, Mobile 5a, provided by EPA.

Provided below is a tabular summary of the emission inventories calculated as described above.

Emissions inventory	Tons per day
A. 1990 Base Year Inventory	196.529
B. 1990 Rate of Progress Inventory	145.843

Emissions inventory	Tons per day
C. FMVCP and RVP Emission Reductions between 1990 and 1996	9.590
D. 1990 Adjusted Base Year Inventory (B-C)	136.253

C. Required Reductions

The adjusted base year inventory is multiplied by 0.15 to calculate the amount of the required rate of progress emission reduction. The amount of reductions necessary to meet the contingency plan requirement is 3 percent of the adjusted base year inventory. Therefore the adjusted base year inventory is multiplied by 0.03 to calculate the amount of required reductions for the contingency plan requirement.

Shown below is a table summarizing the amount of required reductions for the rate of progress and contingency plans.

Inventory	Tons per day
1990 Adjusted Base Year Inventory	136.253
Reduction for Rate of Progress Requirement	20.438
Reduction for Contingency Requirement	4.088

Therefore, to meet the rate of progress requirement, Delaware's plan must provide at least a 20.438 tons per day (tpd) reduction, net of growth, in VOC emissions. In addition, to meet the contingency requirement, Delaware's plan must provide at least a 4.088 tpd reduction, net of growth, in VOC emissions.

The 20.438 tpd is the amount of VOC emissions by which Delaware must reduce its 1990 Adjusted Base Year Inventory in order to meet the 15 percent requirement. The 20.438 tpd required reduction does not include the amount of projected growth in emissions by 1996 that must be offset in the 15% RPP.

As previously stated, under section 182(b)(1)(D) of the CAAA, the following reductions are not creditable towards the rate of progress reductions: (1) FMVCP regulations promulgated by January 1, 1990; (2) RVP regulations; (3)

RACT corrections; and (4) inspection and maintenance (I/M) corrections. Thus, the total expected reductions comprise the amount of reductions necessary to meet the rate of progress requirement and the expected reductions from the four noncreditable programs just described.

Delaware has documented the correct amount for the total expected reductions in the nonattainment area by showing each step, discussing any assumptions made, and stating the origin of the number used in the calculations.

D. Projected Emission Inventory

The 15% reduction in VOC emissions net of growth required by the CAAA amounts to 45.441 tons/day for Kent and New Castle Counties. These emissions will be accomplished by implementation of new VOC control measures between 1990 and 1996. In order to show that the reductions associated with these new control measures are adequate to meet the 15% reduction requirement, the 1990 baseline emissions are projected to 1996. The inventory that results from projecting 1990 baseline emissions to 1996 including growth and new controls is called the 1996 Control Strategy Projection Inventory. The total amount of VOC emissions in the 1996 Control Strategy Projection Inventory must be equal to or less than the 1996 Target Level of VOC emissions in order to show that the new control measures will be adequate to meet the 15% rate of progress requirement. The target level of VOC was calculated to be 115.815 tons VOC/day, and the total 1996 Control Strategy Projection Inventory for VOC is 115.336 tons VOC/day. Therefore, the control measures that are included in the 1996 Control Strategy Projection are adequate to meet the 15% rate of progress requirement.

E. Control Measures

The total emissions reduction for Kent and New Castle is 45.920 tons per peak ozone season day. The amount of VOC reduction that Delaware needs to meet the 15% rate of progress requirement is 45.441 tons/day. Therefore, the control measures listed in the tables below are adequate to meet the 15% rate of progress requirement.

CONTROL MEASURES AND EXPECTED VOC EMISSIONS REDUCTIONS

Control measures	Creditable/non-creditable	Expected emissions reductions (tons VOC/day)
Point Source Controls		
RACT Catch-ups in Kent County:		
Solvent Metal Cleaning	Creditable	0.582
Surface Coating of Metal Furniture	Creditable	0.039

CONTROL MEASURES AND EXPECTED VOC EMISSIONS REDUCTIONS—Continued

Control measures	Creditable/non-creditable	Expected emissions reductions (tons VOC/day)
Leaks from Synthetic Organic Chemical, Polymer, and Resin Mfg Equipment	Creditable	0.004
Subtotal for RACT in Kent County .....	.....	0.625
New RACT Regulations:		
Bulk Gasoline Marine Tank Vessel Loading Facilities	Creditable	1.896
SOCMI Reactor Processes and Distillation Operations	Creditable	0.024
Batch Processing Operations	Creditable	0.406
Offset Lithography	Creditable	0.078
Aerospace Coatings	Creditable	0.008
Industrial Cleaning Solvents	Creditable	0.499
Non-CTG RACT	Creditable	0.359
Subtotal for New RACT Regulations .....	.....	3.270
Benzene Waste Rule	Creditable	1.733
Sanitary Landfills	Creditable	0.158
Irreversible Process Changes	Creditable	1.381
Total Point Source Reductions .....	.....	7.167
Stationary Area Source Controls		
RACT Catch-ups in Kent County:		
Solvent Metal Cleaning	Creditable	0.134
Cutback Asphalt	Creditable	0.025
Subtotal for RACT in Kent County .....	.....	0.159
New RACT Regulations:		
Stage I Vapor Recovery	Creditable	0.629
Emulsified Asphalt	Creditable	0.052
Motor Vehicle Refinishing	Creditable	1.242
Offset Lithography	Creditable	0.070
Aerospace Coatings	Creditable	0.030
Subtotal for New RACT Regulations .....	.....	2.023
Stage II Vapor Recovery	Creditable	1.740
Open Burning	Creditable	3.992
Total Stationary Area Source Reductions .....	.....	7.9141
Off-Road Mobile Source Controls:		
Reformulated Fuel	Creditable	0.509
Total Off-Road Mobile Source Reductions .....	.....	0.509
On-Road Mobile Source Controls:		
FMVCP and RVP	Noncreditable	24.120
Tier I Vehicle Emissions Standards	Creditable	0.170
For Kent County: a. Low Enhanced I/M, b. Pressure and ATP	Creditable	1.420
Pressure & ATP in New Castle County	Creditable	2.180
Reformulated Fuel	Creditable	2.440
Total On-Road Mobile Source Reductions .....	.....	30.330
TOTAL REDUCTIONS FROM ALL CONTROL MEASURES .....	.....	45.920

Contingency Measures

For ozone areas classified as moderate or above, states must include in their submittal, under section 172(c)(9) of the CAAA, contingency measures to be implemented if Reasonable Further Progress (RFP) is not achieved or if the standard is not attained by the applicable date. The General Preamble to Title I, (57 FR 13498) states that the contingency measures should, at a minimum, ensure that an appropriate level of emissions reduction progress continues to be made if attainment or

RFP is not achieved and additional planning by the state is needed. Therefore, EPA interprets the CAAA to require states with moderate and above ozone nonattainment areas to include sufficient contingency measures in the RPP submittal, so that upon implementation of such measures, additional emissions reductions of up to three percent of the adjusted base year inventory (or a lesser percentage that will make up the identified shortfall) would be achieved in the year after the failure has been identified. Contingency

measures must be fully adopted so that, upon failure to meet a milestone, the contingency measures may be implemented without any further rulemaking activities by the state.

Analysis of Specific Contingency Measures

The following is a discussion of each of the contingency measures that have

been included in the SIP submittal and an analysis of their acceptableness.

1. *Stage II Vapor Recovery.* The CAAA requires states with moderate and above ozone nonattainment areas to submit a SIP revision requiring owners or operators of gasoline dispensing systems to install and operate a system for gasoline vapor recovery of emissions from the fueling of motor vehicles. Delaware's Stage II Vapor Recovery program, Section 36 of Delaware Air Regulation 24, includes state inspections of affected facilities every three years. Delaware took credit for VOC emissions reductions from a Stage II Vapor Recovery program with triennial inspections as part of its required 15% reduction. Emissions reduction from this type of program are estimated using a rule effectiveness value. The rule effectiveness increases, if the program is conducted with annual state inspections. That is, the program is more effective at reducing VOC emissions with the higher inspection frequency. Therefore, Delaware plans to implement an annual inspection program for Stage II Vapor Recovery as a contingency measure.

2. *Open Burning.* Delaware has adopted revisions to its open burning regulation which include more stringent restrictions than the previous version. A portion of the VOC emissions reductions resulting from the open burning regulation will be used as contingency measures.

EMISSIONS REDUCTIONS FROM CONTINGENCY MEASURES IN TONS PER PEAK OZONE SEASON DAY

Contingency measures	VOC emissions reductions
Stage II Vapor Recovery with Annual Inspections	0.619
Open Burning	3.469
Total	4.088

Proposed Action

EPA has evaluated the Delaware 15% RPP SIP submittal for consistency with the CAAA, EPA regulations, and EPA policy. The 15% RPP SIP submittal will achieve enough reductions to meet the 15 percent rate of progress requirements of section 182(b)(1) of the CAAA. In addition, the contingency plans in the SIP submittal will achieve enough emission reductions, if implemented, to meet the three percent reduction requirement under 172(c)(9) of the CAAA. EPA is proposing conditional

approval of this plan revision under section 110(k)(3) and Part D.

EPA believes that approval of the control measures in the 15% RPP will strengthen the Delaware SIP. Therefore, EPA is proposing conditional approval of the control measures in the 15% Rate of Progress and Contingency Plans.

All of the control measures which produce creditable reductions in VOCs have been approved by EPA with one exception. Delaware has amended provision of its vehicle inspection and maintenance (I/M) program for pressure testing and anti-tampering. EPA is, today, via a separate rulemaking, also proposing conditional approval of Delaware's amendments to its enhanced I/M SIP. As credits from that program are part of the 15% plan, EPA must conditionally propose approval of the 15% plan SIP as well.

EPA is proposing to conditionally approve Delaware's enhanced I/M SIP if Delaware commits within 30 days of EPA's proposal to correct the deficiencies identified in our proposed rulemaking notice on the I/M SIP by a date certain within 1 year of the final conditional ruling. If Delaware corrects the deficiencies by that date, and submits a new enhanced I/M SIP revision, EPA will conduct rulemaking to fully approve the revision. Each of the conditions must be fulfilled by Delaware and submitted to EPA as an amendment to Delaware's I/M SIP revision. If such commitment is not made within 30 days, EPA is proposing in the alternative to disapprove the I/M SIP revision. If Delaware does make a timely commitment, but the conditions are not met by the specified date within 1 year, EPA is proposing that the rulemaking will convert to a final disapproval. EPA would notify Delaware by letter that the conditions have not been met and that the conditional approval of the enhanced I/M SIP has converted to a disapproval. Once Delaware satisfies the condition of its I/M rulemaking and receives full approval, EPA will fully approve the 15% plan SIP. Conversely, if the I/M rulemaking converts to a final disapproval, EPA's conditional approval of the 15% plan SIP would also convert to a disapproval.

Nothing in this proposed rule should be construed as permitting or allowing or establishing a precedent for any future request for revision to any SIP. Each request for revision to any SIP shall be considered separately in light of specific technical, economic, and environmental factors and in relation to relevant statutory and regulatory requirements.

Administrative Requirements

A. Executive Order 12866

This action has been classified as a Table 3 action for signature by the Regional Administrator under the procedures published in the Federal Register on January 19, 1989 (54 FR 2214-2225), as revised by a July 10, 1995 memorandum from Mary Nichols, Assistant Administrator for Air and Radiation. The Office of Management and Budget (OMB) has exempted this regulatory action from E.O. 12866 review.

B. Regulatory Flexibility Act

Under the Regulatory Flexibility Act, 5 U.S.C. 600 *et seq.*, EPA must prepare a regulatory flexibility analysis assessing the impact of any proposed or final rule on small entities. 5 U.S.C. 603 and 604. Alternatively, EPA may certify that the rule will not have a significant impact on a substantial number of small entities. Small entities include small businesses, small not-for-profit enterprises, and government entities with jurisdiction over populations of less than 50,000.

Conditional approvals of SIP submittals under section 110 and subchapter I, part D of the CAAA do not create any new requirements, but simply approve requirements that the state is already imposing. Therefore, because the Federal SIP approval does not impose any new requirements, EPA certifies that it does not have a significant impact on any small entities affected. Moreover, due to the nature of the Federal-State relationship under the CAAA, preparation of a regulatory flexibility analysis would constitute Federal inquiry into the economic reasonableness of state action. The CAAA forbids EPA to base its actions concerning SIPs on such grounds. *Union Electric Co. v US EPA*, 427 US 246, 256-66 (S.Ct. 1976); 42 U.S.C. 7410(a)(2).

If the conditional approval is converted to a disapproval under section 110(k), based on the State's failure to meet the commitment, it will not affect any existing state requirements applicable to small entities. Federal disapproval of the state submittal does not affect its state-enforceability. Moreover, EPA's disapproval of the submittal does not impose a new Federal requirement. Therefore, EPA certifies that this disapproval action does not have a significant impact on a substantial number of small entities because it does not remove existing requirements nor does it substitute a new federal requirement.

C. Unfunded Mandates

Under Sections 202 of the Unfunded Mandates Reform Act of 1995 ("Unfunded Mandates Act"), signed into law on March 22, 1995, EPA must prepare a budgetary impact statement to accompany any proposed or final rule that includes a Federal mandate that may result in estimated costs to State, local, or tribal governments in the aggregate; or to private sector, of \$100 million or more. Under Section 205, EPA must select the most cost effective and least burdensome alternative that achieves the objectives of the rule and is consistent with statutory requirements. Section 203 requires EPA to establish a plan for informing and advising any small governments that may be significantly or uniquely impacted by the rule.

EPA has determined that the approval action proposed/promulgated does not include a Federal mandate that may result in estimated costs of \$100 million or more to either State, local, or tribal governments in the aggregate, or to the private sector. This Federal action, Delaware 15% Rate of Progress Plan, approves pre-existing requirements under State or local law, and imposes no new requirements. Accordingly, no additional costs to State, local, or tribal governments, or to private sector, result from this action.

The Administrator's decision to approve or disapprove the Delaware 15% Rate of Progress Plan SIP revision will be based on whether it meets the requirements of section 110(a)(2)(A)-(K) and part D of the CAAA, and EPA regulation in 40 CFR part 51.

List of Subjects in 40 CFR Parts 52

Environmental protection, Air pollution control, Carbon monoxide, Hydrocarbons, Intergovernmental regulations, Nitrogen oxide, Reporting and recordkeeping, Ozone, Volatile organic compounds.

Authority: 42 U.S.C. 7401-7671q.

Dated: January 24, 1997.

W. Michael McCabe,

Regional Administrator, Region III.

[FR Doc. 97-2848 Filed 2-4-97; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 52

[DE-28-1007; FRL-5684-3]

Approval and Promulgation of Air Quality Implementation Plans; State of Delaware; Enhanced Motor Vehicle Inspection and Maintenance Program

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed conditional approval.

SUMMARY: EPA is proposing conditional approval of a State Implementation Plan (SIP) revision submitted by the State of Delaware. This revision establishes and requires the implementation of a low enhanced motor vehicle inspection and maintenance (I/M) program in the counties of Kent and New Castle. The intended effect of this action is to propose conditional approval of the Delaware enhanced motor vehicle I/M program. EPA is proposing conditional approval because Delaware's SIP revision is deficient in certain aspects with respect to the requirements of the Clean Air Act and EPA's I/M program regulations. EPA regards the following deficiencies of the Delaware program as those most significantly affecting the program's operation: Lack of legal authority, finalized program regulations, certain testing and quality control procedures, waiver requirements; program evaluation requirements, sufficient quality control procedures and requirements; complete equipment specifications; specific enforcement requirements; certain public information and consumer enforcement requirements; certain public information and consumer protection requirements; sufficient enforcement authority; sufficient test documentation through test memoranda and procedural memoranda. EPA is currently working with the State on correcting these deficiencies. Delaware conducted a public hearing on December 18, 1996 on additional revisions to the Delaware I/M SIP which are intended to remedy some of the deficiencies noted in this notice. However, today's rulemaking applies to Delaware's I/M SIP submissions of February 24, 1995 and November 30, 1995 which are currently pending before EPA. EPA expects that Delaware will work, promptly to remedy these items, through future submissions necessary to meet the I/M rule requirements. In this notice, EPA cites its concerns with the Delaware I/M program. While some of these concerns are less significant to the program's immediate success, they still need to be corrected so as to achieve the program's full air quality protection potential. This action is taken under section 110 of the Clean Air Act.

DATES: Comments must be received on or before March 7, 1997.

ADDRESSES: Comments may be mailed to David L. Arnold, Chief, Ozone/CO & Mobile Sources Section, Mailcode 3AT21, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania

19107. Copies of the documents relevant to this action are available for public inspection during normal business hours at the Air, Radiation, and Toxics Division, U.S. Environmental Protection Agency, Region III, 841 Chestnut Building, Philadelphia, Pennsylvania 19107 and the Delaware Department of Natural Resources and Environmental Control, Air Quality Management Section, Division of Air and Waste Management, 89 Kings Highway, PO Box 1401, Dover, Delaware, 19903.

FOR FURTHER INFORMATION CONTACT: Paul T. Wentworth, P.E. at 215566-2183 at the EPA Region III address above, or via e-mail at Wentworth.Paul@epamail.epa.gov. While information may be requested via e-mail, comments must be submitted in writing to the Region III office.

SUPPLEMENTARY INFORMATION:

I. Introduction

Motor vehicles are significant contributors of volatile organic compounds (VOC), carbon monoxide (CO) and nitrogen oxide (NO_x) emissions. An important control measure to reduce these emissions is the implementation of a motor vehicle I/M program. Despite being subject to the most rigorous vehicle pollution control program in the world, cars and trucks still create toxic contaminants, about half of the ozone air pollution and nearly all of the carbon monoxide air pollution in United States cities. Of all highway vehicles, passenger cars and light-duty trucks emit most of the vehicle-related carbon monoxide and ozone-forming hydrocarbons. They also emit substantial amounts of nitrogen oxides and air toxics. Although the U.S. has made progress in reducing emissions of these pollutants, total fleet emissions remain high. This is because the number of vehicle miles traveled on U.S. roads has doubled in the last 20 years to 2 trillion miles per year, offsetting much of the technological progress in vehicle emission control over the same two decades. Projections indicate that the steady growth in vehicle travel will continue. Ongoing efforts to reduce emissions from individual vehicles will be necessary to achieve our air quality goals.

Today's cars are absolutely dependent on properly functioning emission controls to keep pollution levels low. Minor malfunctions in the emission control system can increase emissions significantly, and the average car on the road emits three to four times the new car standard. Major malfunctions in the emission control system can cause emissions to skyrocket. As a result, 10