

INDUSTRY NEWS

EPA Proposes New Emissions Regs For Stationary Diesel, Gas Engines

The EPA is proposing new emissions standards for stationary reciprocating internal combustion engines that are not already covered by earlier EPA regulations. The rule would apply to engines that are smaller than or equal to 500 hp that were manufactured (or remanufactured) before June 12, 2006. It also covers engines larger than or equal to 500 hp that were manufactured or remanufactured before Dec. 19, 2002, at major sources of air toxics.

The U.S. Environmental Protection Agency (EPA) is proposing new national emissions standards for hazardous air pollutants for stationary reciprocating internal combustion engines that are not already covered by earlier EPA regulations.

The newly announced regulations would set emissions limits for formaldehyde, benzene, acrolein and other air toxics from certain stationary diesel

and gas-fired engines. EPA said the plan is expected to be fully implemented by 2013.

The schedule for completing this regulation is part of a consent decree with Environmental Defense, which requires the EPA administrator to complete a proposed rule by Feb. 25, 2009, and a final rule by Feb. 10, 2010.

EPA's announcement said that in 2008, over 1 million of these engines generated electricity, powered equipment and operated during emergencies at industrial, agricultural and other facilities. The proposed limits would apply to engines located at smaller sources of air toxics.

Specifically, EPA said these engines are used at facilities such as power, chemical and manufacturing plants to generate electricity and power pumps and compressors. They are also used to produce electricity and pump water for flood and fire control in emergencies.

EPA said this rule would apply to engines that are smaller than or equal to 500 hp that were manufactured (or remanufactured) before June 12, 2006. It also covers engines larger than or equal to 500 hp that were manufactured or remanufactured before Dec. 19, 2002, at major sources of air toxics. The EPA definition of major sources of air toxics are operations that emit 10 tons per year of a single air toxic or 25 tons per year of a mixture of air toxics.

The agency said that owners or operators of existing engines would be required to install emissions control equipment that would limit air toxics emissions by up to 90%, perform emissions tests to demonstrate en-


gine performance and compliance with rule requirements and burn ultra-low sulfur diesel fuel in non-emergency engines with a site rating greater than 300 hp.

To meet the proposed emissions requirements, owners and operators of the engines covered in the regulation would need to install aftertreatment controls — such as filters or catalysts — to engine exhaust systems, EPA said.

This proposed EPA rule focuses on two options for aftertreatment control of emissions from existing diesel engines. One is oxidation catalysts, a technology that EPA said can achieve up to 90% air toxics reductions from diesel engines, but can only reduce fine particle pollution by about 25 to 30%. Oxidation catalysts also provide negligible reductions of black carbon soot, EPA said.

Also in EPA's plans are catalyzed diesel particulate filters that can reduce air toxics and fine particle emissions from diesel engines. This technology is very effective in reducing diesel black carbon soot at over 90%, EPA said.

The agency also said it expects owners or operators of existing rich-burn engines, burning natural gas, gasoline or other fuels, to install a nonselective catalytic reduction device to meet the proposed limits on air toxics emissions.

The public comment period will be open for 60 days upon publication in the Federal Register. 

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