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THE WHITE HOUSE  
WASHINGTON

4-26-75

Meta:

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on Standards Amend-  
ments file.

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Clear.

HOUSE INTERSTATE AND FOREIGN COMMERCE COMMITTEE

	Strict Standards	Modified	5 year freeze
Harley O. Staggers		X*	
Torbert H. Macdonald	X		
John D. Dingell		X	
Paul G. Rogers		X	
Lionel Van Deerlin		X	
Fred B. Rooney		X*	
John M. Murphy	X		
David E. Satterfield III			X
Brock Adams	X		
W. S. Stuckey, Jr.		X*	
Bob Eckhardt	X		
Richardson Preyer		X	
James W. Symington		X*	
Charles J. Carney		X	
Ralph H. Metcalfe	X		
Goodloe E. Byron			X
James H. Scheuer	X		
Richard L. Ottinger	X		
Henry A. Waxman	X		
Robert Krueger		X*	
Timothy E. Wirth	X		
Philip R. Sharp	X		
William M. Brodhead		X*	
W. G. (Bill) Hefner			X
James J. Florio	X	X	

	Strict Standards	Modified	5 year freeze
Toby Moffett	X		
Jim Santini		X	
Maquire	X		
Samuel L.Devine			X
James T. Broyhill			X
Tim Lee Carter			X
Clarence J. Brown			X
Joe Skubitz			X
James F. Hastings		X	
James M. Collins			X
Louis Frey, Jr.			X
John Y. McCollister		X*	
Norman F. Lent			X
H. John Heinz III		X	
Edward R. Madigan			X
Carlos J. Moorhead			X
Matthew J. Rinaldo			X

\* Maybe 3 year



SENATE PUBLIC WORKS

	Strict Standards	Modified	5 year freeze
Jennings Randolph		X*	
Edmund S. Muskie	X		
Joseph M. Montoya		X*	
Mike Gravel		X*	
Lloyd M. Bentsen, Jr.		X*	
Quentin N. Burdick		X*	
John C. Culver	X		
Robert Morgan		X*	
Gary W. Hart	X		
Howard H. Baker, Jr.		X*	
James L. Buckley		X*	
Robert T. Stafford		X*	
James A. McClure		X	
Pete V. Domenici		X*	X

\* maybe 3 year

THE WHITE HOUSE  
WASHINGTON

September 29, 1975

MEMORANDUM FOR PAT O'DONNELL  
→ CHARLES LEPPERT, JR.

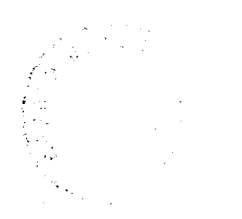
FROM: WILLIAM F. GOROG *WFG*  
SUBJECT: President's Recommendation to Suspend Emission Standards

Attached is a brief history I assembled this weekend. Chronologically, this includes:

1. A copy of the amended Bill which we submitted to the Senate and the House of Representatives.
2. Copies of letters to Staggers and Randolph requesting that hearings be held on the matter.
3. A copy of the letter to the President questioning the need for additional hearings.
4. Memorandum to Bill Seidman discussing economic impact of maintenance of the strict standards.
5. Staff briefing notes summarizing the economic impact paper.
6. Draft of a Memorandum to the President (not sent) outlining facts concerning the Rogers Sub-committee action and summarizing the impact on the auto industry if these standards were adopted. Included are statements from American Motors, General Motors and Ford, with their comment on the House Sub-committee proposal.
7. A "head count" of Senate and House Committees outlining present positions on the legislation.

I am drafting a letter from the President which can be used today. This includes a statement outlining the importance of the suspension for economic reasons, and emphasizing the need for expedited processing. The letter will also open the door for a proposal containing a compromise.

cc: L. William Seidman  
James Cannon



A BILL

To amend the Clean Air Act to continue 1975-76 Federal automobile emission standards through the 1981 model year to permit a balance among the important objectives of improving air quality, protecting public health and safety, and avoiding unnecessary increases in consumer costs for automobiles, decreases in gasoline mileage, and increases in the Nation's dependence on imported oil.

Be it enacted by the Senate and the House of  
Representatives of the United States of America in  
Congress assembled,

Sec. 2. The Clean Air Act, as amended, is amended as follows:

(a) Section 202(b)(1)(A) is amended to delete therefrom "1977" and insert in lieu thereof "1982."

(b) Section 202(b)(1)(A) is further amended to delete the last sentence therefrom and insert the following sentence in lieu thereof:

"The regulations under subsection (a) applicable to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1975 through 1981, inclusive, shall contain standards which are identical to the interim standards which were prescribed (as of December 1, 1973) under paragraph (5)(A) of this subsection for light-duty vehicles and engines manufactured during model year 1975.

(c) Section 202 (b) (1) (B) is amended to read as follows:

"The regulations under subsection (a) applicable to emission of oxides of nitrogen from light-duty vehicles and engines manufactured during model years 1975 through 1981 inclusive shall contain standards which are identical to the standards prescribed (as of December 1, 1973) under subsection (a) for light-duty vehicles and engines manufactured during model year 1975. The regulations under subsection (a) applicable to oxides of nitrogen from light-duty vehicles and engines manufactured during or after model year 1982 shall be established at such level as the Administrator determines is appropriate considering air quality, energy efficiency, availability of technology, cost, and other relevant factors. The Administrator shall publish for public comment no later than July 1, 1977, proposed standards for 1982 model year light-duty vehicles and engines and his tentative conclusions with respect to the matters he is required to consider under this paragraph and shall publish his final standards and his findings no later than July 1, 1978. Such standards may be revised after appropriate notice following such date based upon substantial changes in any of the factors the Administrator is required to consider under this paragraph.

THE WHITE HOUSE

WASHINGTON

2

Dear Mr. Chairman:

On June 27th, I transmitted to the Congress a special message which described the conclusions from a detailed executive branch review of the air quality, health, energy, and consumer cost implications of alternative automobile emission standards. I recommended that 1975-76 standards for automobile emissions be extended by the Congress through model year 1981.

I believe it important that the Congress and the public have a full opportunity to hear in detail the findings of our studies and the basis for my conclusions that existing standards should be continued. I recognize that the hearings held by your subcommittee on auto emissions ended before our studies were completed. I urge you to hold another hearing on this matter so Administration witnesses can present the findings.

Sincerely,

The Honorable Harley O. Staggers  
Chairman  
Interstate and Foreign Commerce Committee  
House of Representatives  
Washington, D.C. 20515

THE WHITE HOUSE

WASHINGTON

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Sincerely,

The Honorable Jennings Randolph  
Chairman  
Public Works Committee  
United States Senate  
Washington, D.C. 20510

KENNEDY RANDOLPH, W. VA., CHA.  
EDMOND S. MUSKIE, MAINE  
JOSEPH M. MONTGOMERY, N. MEX.  
MIKE CRANSTON, ALASKA  
LLOYD BENTSON, TEX.  
COURTNEY N. BURDICK, N. DAK.  
JOHN C. CULVER, IOWA  
ROBERT MORGAN, N.C.  
GARY HART, COLO.

M. BARRY MEYER, CHIEF COUNSEL AND CH.  
BAILEY GUARD, MINORITY CLERK

JUL 26 PM 11:18  
HAND DELIVERED

ates Senate

IN PUBLIC WORKS  
IN, D.C. 20510

9, 1975

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Honorable Gerald R. Ford  
The President  
The White House

Dear Mr. President:

We have discussed your July 26, 1975 request for a hearing on automobile emissions with the Members of the Committee on Public Works. There is agreement that a hearing could be held if you desire it. We believe, however, that there is certain information which you should have before you.

If such a hearing is held, undoubtedly private and public groups would also desire to be heard on the information presented. We would be constrained to honor those requests. Such a situation would entail postponing further Committee consideration of other issues involved in the Clean Air Act. It had been our hope to begin Full Committee consideration of the Clean Air Act during the week of September 8 so that during that week and the following week, we could develop and report the legislation for Senate consideration.

By reason of service on the Budget Committee, Senator Muskie, Chairman of the Subcommittee, Senator Buckley, the Ranking Minority Member and Senator McClure and Senator Domenici, two important participants in the consideration of Clean Air Act Amendments, will be required to address themselves to the Second Budget Resolution which must be considered by the Congress by mid-October. If the hearings you request are held, it is a reasonable certainty that the Public Works Committee could not conclude its deliberations on the Clean Air Act until late October or early November. This delay, would, we suggest, cause severe problems for those who are regulated by the Act, including the automobile industry.

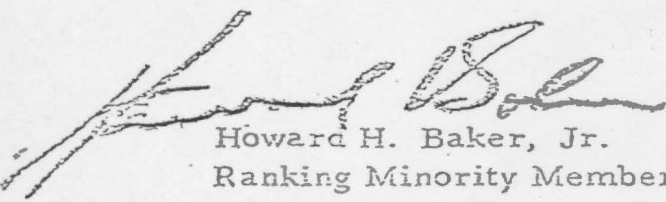


The Honorable Gerald R. Ford  
July 29, 1975

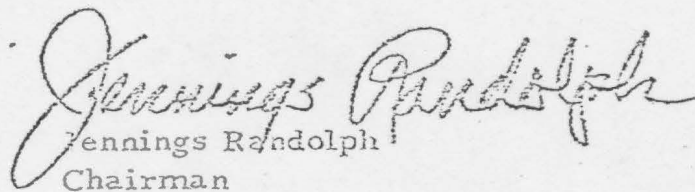
Page 2

Mr. President, if you have further counsel to give us in this matter, we shall be pleased to receive it.

Truly,



Howard H. Baker, Jr.  
Ranking Minority Member



Jennings Randolph  
Chairman





THE WHITE HOUSE

WASHINGTON

July 17, 1975

MEMORANDUM

TO: L. WILLIAM SEIDMAN

FROM: WILLIAM F. GOROG

SUBJECT: President's Recommendation to Suspend Emission Standards

This Memorandum has been prepared to examine the economic impact of the President's recommendation to suspend auto/truck emission standards for five years.

I feel it extremely important that we do not try to argue the President's position on the largely unproven and unquantifiable question of how much clean air is needed. Likewise, we do not have to rely solely on the argument that the technology to meet the 1978 standards is not now available. I do think that we can supplement the arguments made to date with the economic aspects of this decision. There is, of course, the problem of being drawn into a public posture of matching dollars against health, but if done carefully, I believe we can decouple the two sides of the question.

The economic argument we hear most frequently is the additional incremental costs to the consumer of the 1978 Standard equipment. However, this represents only a part of the additional costs to both the economy and the individual consumer. We need to examine also the effect of diverting the manufacturer's capital funds to meet these objectives, the impact of the additional costs and consumer confusion on sales, the additional operating costs from lower engine efficiencies, and the lost opportunity for lower operating costs.

Since this is a rather complex subject, I am simply going to summarize our data about the economic impact of some of these considerations. The simplest presentation is the direct costs of the Standards to the consumer.

### Consumer Costs

Direct Equipment Costs - Although the technology to achieve the higher standards does not now exist, the industry has estimated that the equipment alone will cost somewhere between \$150 to \$340 per vehicle, with the higher figure being more likely. This would mean in a ten-million car year the additional costs to consumers would be \$1.5 to \$3.4 billion per year.

Maintenance Costs - The industry has made estimates based upon current experience of maintenance of existing emission control equipment, and extrapolating to include the unproven technology that would be involved in meeting the 1978 Standards, it expects maintenance part costs of \$70 and maintenance labor costs of seven hours over five years. At the current contract rate of \$13 per hour, this adds up to about \$161 over this period.

Operating Costs - The industry estimates that the 1978 standards would result in a fuel economy loss of between 10% and 20%. Assuming that the average automobile is driven 15,000 miles per year, and currently averages 14 miles per gallon, consumption would increase anywhere from 110 to 220 gallons per year with the 1978 standard equipment. With gasoline prices currently projected at the 70¢ a gallon rate for 1978, this represents an additional cost of operation of between \$77 and \$154 per year. This would be between \$375 and \$770 over the estimated five year life of a vehicle.

Opportunity Costs (potential consumer savings) - The other side of the consumer cost coin is the savings that the consumer would be losing under the 1978 Standards. If we assume that the

manufacturers could take the capital funds required for engineering research, design, and production of equipment of the Standards equipment (estimated to be \$1 billion) and apply that instead to gaining fuel economy, an operating cost savings to the consumer would be generated. The industry has pledged that given the necessary funds, they are capable of improving fuel economy by 40%.

Applying the same assumptions used to calculate the additional operating costs above, we could achieve an estimated savings per vehicle of \$1,250 per vehicle over the useful life of the vehicle.

#### Macro Economic Impact

While not subject to precise measurement, we can expect that this action will cause a ripple effect on the whole economy.

One of the major effects would be upon employment in the auto industry. With higher purchase prices and higher operating costs, it is reasonable to expect a drop in automobile sales, at least in the near term. (Using the Chase Econometric Model for automotive volume price relationships and Wassily Leontief's sales/employment model, it has been estimated that the adverse employment effect for the industry, including industry-related employment, would be somewhere between 57,000 and 228,000 jobs)

An additional economic cost would take the form of an increase in the WPI (both in the form of higher operating costs as well as direct sales costs) which, as more wages are index-tied, would send out an inflationary ripple.

A further consideration arises from the fact that the additional economic costs accrue independently of the size or purchase price of the vehicle. This implies that the additional costs will affect all purchasers irrespective of income and thus will fall proportionally heavier on those with low incomes than on those in higher income brackets.

While it would not be possible to undertake a complete cost/benefit analysis without a great deal of data regarding the costs of whatever additional pollution was created by suspending the Standards, the analysis would be, in my estimation, not very useful because:

1. There is no clear evidence that the tighter standards would achieve any measurable reduction in pollution. Thus, with a zero denominator, such an analysis would be meaningless.
2. If the question is posed in terms of the nation's health, there is no measure which can adequately translate such a criteria into dollars.

Finally, the suspension actions must be measured in terms of its impact on the nation's energy program. Should the higher fuel economies be met, this would mean that an additional 3/4 to 1 billion gallons of gasoline per production year would not be consumed.

#### Summary

To millions of consumers the additional economic costs will be significant. The difference between the estimated additional costs generated by the enforcement of the Standards over an average five-year vehicle life is significant; between \$686 and \$1,271. When this is put against the potential operating cost savings of \$1,250, that may be generated by suspending the Standards, the real cost to consumers is even more significant.

It is important that Administration spokesmen emphasize the economic impact of the decision. Forcing compliance will strip industry of capital needed to retool for more efficient engines, will cost the consumer directly in added equipment costs, and will continue to be inflationary due to higher operating costs.

July 18, 1975

STAFF BRIEFING NOTES

EMISSIONS STANDARDS SUSPENSION ISSUE

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- \* Extremely important that we do not argue President's position on the unproven and unquantifiable question of how much clean air is needed
  - o Nor should we rely on argument that technology to meet 1978 Standards is unavailable
- \* Should stress the important economic consequences of imposing emissions Standards
  - o There are real and identifiable costs beyond the added costs to purchase price
- \* Summary of consumer costs:
  - o Direct equipment costs, by industry estimates, will range from \$150-\$340/car; in a 10 MM car year, additional consumer costs total \$1.5B - \$3.4B per year.
  - o Maintenance costs for emissions upkeep will average \$161 over each five-year car life
  - o Operating costs will increase due to reduced fuel efficiency of 10-20%; assuming average car travels 15,000 miles/year at 14 mpg, 1978 Standards would result in consumption increases of 110-220 gallons/year; with gas at a 70¢ rate as projected for 1978, yearly costs increase by \$77 to \$154; five-year figures - \$375 to \$770
  - o Opportunity costs from lost fuel savings result from auto industry's reallocation of capital funds away from fuel efficiency area into emission Standards work; capital shift for such is estimated at \$1B; given industry pledge to improve fuel economy by 40% by 1980, lost fuel savings due to emissions Standards are estimated to be \$1,250/vehicle over five-year life.

- \* We can expect substantial macroeconomic impact from Standards imposition.
  - o Chase volume -price model and Leontief sales-employment model project a drop in sales in the near term, and concomitant drop in industry and industry-related employment of 57,000 to 228,000 jobs
  - o Additional effect would stem from a WPI increase due to higher operating and sales costs, inflationary ripple effect would appear, as more wages are index-related
  - o Consumer costs accrue independent of size or purchase price; all purchasers pay additional costs regardless of income, hence, the cost burden would be regressive
- \* Cost/benefit analysis is valueless because no additional benefit from Standards is evidenced, yielding a zero denominator; and health question cannot be translated into dollars
  - o Meeting higher fuel economy goals would mean a savings of 3/4 to 1B gallons of gas per year
- \* Difference between net cost and potential savings is substantial (costs over five-year vehicle life of \$686-\$1271 vs. possible savings of \$1,250 over five-year life)
- \* Forced emissions compliance would do the following:
  - o Strip industry of capital needed for fuel efficiency work
  - o Cost the consumer in added equipment costs
  - o Continue to be inflationary due to higher operating costs

THE WHITE HOUSE  
WASHINGTON

September 26, 1975

DRAFT  
NOT SENT

MEMORANDUM FOR THE PRESIDENT

FROM:

*J. Cannon*  
L. William Seidman *WOS*

SUBJECT:

Status of Automotive Emission Standards  
Legislation

The House Subcommittee has adopted a two-year suspension of the 1978 standards but has attached some interim improved performance requirements. These are as follows:

	<u>Emissions in Grams Per Mile</u>		
	<u>HC</u>	<u>CO</u>	<u>NO<sub>x</sub></u>
Current Models .....	1.5	15.0	3.1
House Subcommittee			
For 1978-79 Models .....	.9	9.0	2.0
For 1980-81 Models .....	.41	3.4	.4
For 1982-83 Models .....	.41	3.4	.4

According to company data, the standards adopted by the Rogers' Subcommittee for the 1977-1985 model years would have the following impacts:

1. Fuel economy penalties for 1977 in order to meet the 2.0 grams per mile NO<sub>x</sub> standard would range from 5 to 10 percent.
2. In the 1978-1979 model years, when the HC and CO standards would be tightened to current California levels, the fuel penalty associated with meeting those standards would average 10 percent.

3. The statutory standards proposed by the Rogers' Subcommittee for the 1980-1985 model years cannot now be met on a production line basis. Automotive manufacturers have testified that at this time they do not now have the technology to meet those levels of standards. Best effort experimental systems thus far developed indicate a fuel economy penalty of from 5 to 30 percent at statutory emission control standards.
4. The authority provided to the EPA Administrator to grant one-year suspensions of the NO<sub>x</sub> standard under the Rogers' Subcommittee proposal does not provide manufacturers with sufficient stability for designing and engineering emission control systems. The suspension flexibility given to the EPA Administrator under the Rogers' Subcommittee proposal would only allow a suspension of the NO<sub>x</sub> standard to 1.5 gpm in 1980-1981 and 1.0 gpm in 1982-1984. These potential NO<sub>x</sub> suspension levels are so stringent as to preclude the development of many alternative emission control systems.

It is our intent to work closely with Legislative Affairs personnel to have these standards revised by the Full Committee and by the Senate.



SUMMARY OF IMPACT OF AUTOMOTIVE EMISSION STANDARDS ADOPTED  
BY THE HOUSE SUBCOMMITTEE ON HEALTH AND THE ENVIRONMENT

According to company data, the standards adopted by the Rogers' Subcommittee for the 1977-1985 model years would have the following impacts:

1. Fuel economy penalties for 1977 in order to meet the 2.0 grams per mile NOx standard would range from 5 to 10 percent.
2. In the 1978-1979 model years, when the HC and CO standards would be tightened to current California levels, the fuel penalty associated with meeting those standards would average 10 percent.
3. The statutory standards proposed by the Rogers' Subcommittee for the 1980-1985 model years cannot now be met on a production line basis. Automotive manufacturers have testified that at this time they do not now have the technology to meet those levels of standards. Best effort experimental systems thus far developed indicate a fuel economy penalty of from 5 to 30 percent at statutory emission control standards.
4. The authority provided to the EPA Administrator to grant one-year suspensions of the NOx standard under the Rogers' Subcommittee proposal does not provide manufacturers with sufficient stability for designing and engineering emission control systems. The suspension flexibility given to the EPA Administrator under the Rogers' Subcommittee proposal would only allow a suspension of the NOx standard to 1.5 gpm in 1980-1981 and 1.0 gpm in 1982-1984. These potential NOx suspension levels are so stringent as to preclude the development of many alternative emission control systems.

**American Motors Statement on the Proposal  
For Amending the Clean Air Act as Approved  
By the House Subcommittee on Public Health  
and Environment**

American Motors does not support the Hastings proposal for amending the Clean Air Act as approved by the House Subcommittee on Public Health and Environment September 23, 1975, for the following reasons:

1. Resultant adverse affect on vehicle cost, fuel efficiency and performance in the 1977 model year.
2. Proposed standards for model years 1978 and 1979 would have a severe effect on the factors covered in No. 1, above plus posing the threat of drastically curtailed product offerings in these years which could result in serious dislocations in the automobile market with prospects of serious economic hardship for AMC.
3. At this time technology is not available for assured compliance with the statutory standards for model years 1980 and beyond. The provisions for yearly Administrative exemptions from the NOx requirement is not an orderly manner for developing such technology.

It is recommended that current standards of 1.5 - 15. - 3.1 - be carried over for a minimum of three years (1977, 78, 79). In the interim, an Interagency Task Force or Review Panel should be appointed to determine at what levels standards should be set for 1980 and beyond, taking into account the needs as supported by facts, the effects on vehicle cost and fuel efficiency, the effects on employment and the national economy.



General Motors Statement on  
the Proposal For Amending  
the Clean Air Act as Approved  
By the House Subcommittee on  
Public Health and Environment

The standards adopted by the Subcommittee on Health and the Environment for years 1977 and subsequent model years would have extremely adverse effects on fuel economy, on attempts to hold down the cost of new cars and the auto companies efforts to achieve orderly progress in emissions control.

The fuel economy penalties would begin as early as the 1977 model years. Our data show a five to ten percent penalty in fuel economy in systems designed to meet the 2.0 grams per miles Nox standard as compared to the current Federal standard of 3.1 grams per mile. These fuel economy penalties would be increased in 1978 model year when the industry would be required to meet standards currently being met in California. Our data show a 10 percent average penalty associated with those standards.

Beginning with the 1980 model year, auto manufacturers would be required to meet the statutory standards of .41/3.4/.4. At this time, to our knowledge, no auto manufacturer has the technology to meet that level of standards. Our best effort experimental systems designed to meet those standards demonstrate fuel economy penalties ranging from five percent to more than 30 percent.

The provisions in the Subcommittee bill giving the EPA Administrator authority to grant one year suspensions of the Nox standard does not provide sufficient flexibility. The 1.5 and 1.0 gram per mile maximum Nox standards provided in the bill for the years beyond 1980 are so stringent as to preclude many emission control approaches.

The Rogers Subcommittee bill which provides more stringent standards each model year forces the manufacturers to aim at a moving target. It does not provide sufficient stability for an orderly program of designing and engineering emission control systems but it virtually assures counterproductive "crash" programs to achieve those goals.

Furthermore, the "moving target" approach and the setting up of standards beyond the levels of existing technology virtually assures that the systems developed will be extremely costly to consumers.



FORD COMMENTS ON ROGERS SUBCOMMITTEE STANDARDS

Ford Motor Company opposes the standards set forth in a decision by the Rogers Subcommittee on September 23 because:

1. The .9/9.0/2.0 standards for 1978 and 1979 will lock us into a technology (1) that will aggravate the sulfate problem if it is proved to be serious and (2) may not be technologically feasible under a sulfate standard which will be set in 1978 or 1979.

- In Q&A at the EPA/FEA press conference on 1976 automotive fuel economy, Mr. Train stated that EPA tests had shown no difference in sulfate emissions from catalyst and non-catalyst vehicles but reported that a significant increase in sulfate emissions resulted from the addition of air pumps to catalyst vehicles. Air pumps are currently required at standards of .9/9.0/2.0. EPA is not expected to determine the level of seriousness of the sulfate problem and set a sulfate standard until at least 1978 model year (most likely 1979). We don't think the technology is available to meet both a stringent sulfate standard and standard of .9/9.0/2.0.

- EPA recommended to Congress standards of 1.5/15/2.0 for 1978 and 1979 for precisely this reason.

2. Going to statutory standards in 1980 will require the use of new technology, possibly prematurely.

- It is anticipated that the sulfate standard would make the use of air pumps with oxidation catalysts impossible and therefore emission standards lower than .9/9.0/2.0 would not be feasible until some new technology such as 3-way catalysts is available.
- EPA has been reluctant to take regulatory action that would force 3-way catalyst usage until there is more known about the unique pollutants from these systems. EPA has further suggested that a 1.5/15/2.0 carry-over is needed in 1979 to allow at least one year to assess the technology needed for a sulfate standard before even going to .9/9.0/2.0.

3. We have every reason to believe that the .4 NOx -- which this proposal would retain -- will prove not to be required. Therefore there would be tremendous effort expended on systems which are less than optimum in terms of fuel economy and cost-effectiveness; and which may introduce technology prematurely.

- All Company planning would have to be done toward the statutory levels. We could not plan on a year-by-year suspension basis.
- Statutory NOx will preclude promising alternate engine technologies such as CVCC.

In general, the proposal does not give us the opportunity to expend maximum effort toward the President's fuel economy goal; is likely to result in expenditures on systems that are less than optimum and possibly premature; and does nothing to relieve the statutory NOx problem which continues to be an impediment to new technologies.

9/26/75



SENATE PUBLIC WORKS

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Howard H. Baker, Jr.		X*	
James L. Buckley		X*	
Robert T. Stafford		X*	
James A. McClure		X	
Pete V. Domenici		X*	X

\* maybe 3 year

HOUSE INTERSTATE AND FOREIGN COMMERCE COMMITTEE

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David E. Satterfield III			X
Brock Adams	X		
W. S. Stuckey, Jr.		X*	
Bob Eckhardt	X		
Richardson Preyer		X	
James W. Symington		X*	
Charles J. Carney		X	
Ralph H. Metcalfe	X		
Goodloe E. Byron			X
James H. Scheuer	X		
Richard L. Ottinger	X		
Henry A. Waxman	X		
Robert Krueger		X*	
Timothy E. Wirth	X		
Philip R. Sharp	X		
William M. Brodhead		X*	
W. G. (Bill) Hefner			X
James J. Florio	X	X	



## Strict Standards

## Modified

## 5 year freeze

Toby Moffett	X		
Jim Santini		X	
Maquire	X		
Samuel L. Devine			x
James T. Broyhill			X
Tim Lee Carter			X
Clarence J. Brown			X
Joe Skubitz			X
James F. Hastings		X	
James M. Collins			X
Louis Frey, Jr.			X
John Y. McCollister		X*	
Norman F. Lent			X
H. John Heinz III		X	
Edward R. Madigan			X
Carlos J. Moorhead			X
Matthew J. Rinaldo			X

\* Maybe 3 year



Charlie-  
Gy (T.C.)

Bill Horog

THE WHITE HOUSE  
WASHINGTON

September 30, 1975

MEMORANDUM FOR THE FILE

SUBJECT: Emission Control Meeting with Senate Minority  
Staff Members

The Meeting this morning made very clear that the Senate Committee had reached the conclusion that some modification of 1978 Standards were in order. They also indicated that a five-year moratorium was an impossibility, and stated that while they knew that the President would accept a three-year moratorium, that this too, was close to an impossibility.

It was obvious that there is great pressure to improve the "numbers" without really understanding whether such an improvement would have any material effect on ambient air conditions. Their basic feeling is that the automotive companies have been dragged, kicking and screaming, into meeting present standards, and that a way to achieve future performance is by simply pushing the target out further.

The frailty in their argument lies in the fact that they are nervous about economic repercussions of unrealistic Standards. In view of the fact that they cannot define what realistic Standards should be, they are open to attack on the basis of imposing arbitrary costs on the consumer and delaying recovery of an industry vital to the economy.

It became apparent that they are hunting for a way out, and that the way out must include a revision of the 1976 Standard in some fashion. They are truly playing the "numbers game" and wish to show progress in some way. I feel that it is extremely important for the industry to find a situation which is technically achievable, and which does not result in serious fuel economy penalties, a position the manufacturers can live with.

WFG





Clean Air Meeting 10/6/75

~~10/6/75~~  
Berge Watkins will call  
back & advise who will  
attend. X 7050

Monday Oct 6 noon -  
~~1:30 pm~~

Mollie - Tom Green 225-3641  
Conte on Intrastate & Foreign Comm. 3641

Bill Goring X 7060 Lorna

RHB.

TK.  
Chas.

Doug Metz J. G. o o o  
66 6

- 10/2/75

Birge Watkins will call  
back & advise who will  
attend.

x 7050

Monday Oct 6

noon -  
~~1pm~~

Mollie - Tom Green 225-3641  
Route on Intrastate & Freeway Comm.

Bill Horog x 7060 Lorna



Gorog 7060  
Lorna -

Nota:

Please call Bee  
Gorog + tell him  
we have a meeting  
with Tom Green on <sup>3641</sup>  
Friday - 10-~~25~~<sub>3</sub> at  
1 p.m. in Room 2300  
RHHB.

TK.  
Chas.



Doug Metz J. G. [unclear]  
66

Pat: Charlie

Clean Air Amendments

If I can't make the  
meeting please tell  
Bill Borag that he  
& I have a meeting  
with Tom Green - Stagg  
Man House Committee for  
1 P.M. Friday - Tell  
him to let me know if  
the date & time are

OK  
Charlie  
Ott sent letter confirm.  
Fri. morn. Pat

OK

2322 Rayburn

THE WHITE HOUSE

WASHINGTON

Molly



Notes:

Ph. Call Tom

Green House Interlocute

+ Foreign Commerce Center

+ tell him meeting w/

Bill Parag at 1 pm.

Friday 10-3-75 is OK

We'll meet him at his

Office.

T.H. Clark

THE WHITE HOUSE  
WASHINGTON

Charlie -

Mtg on Clean Air w/ Tom  
Greene and Bill Gorag

Noon - Monday Oct 6.

Notes :

10/2/75 :

Does Gorag know?  
If not please advise  
him. R.

Chas.



THE WHITE HOUSE  
WASHINGTON

Nota: 12-15-75

These should be  
filed in a Clear Air  
Act Amendments file  
if we have one  
Clear.



**February 16, 1976**

**MEMORANDUM FOR:**

**BILL GOROG**

**THRU:**

**MAX L. FRIEDERSDORF  
VERN LOEN**

**FROM:**

**CHARLES LEPPERT, JR.**

**SUBJECT:**

**Clean Air Act Amendments**

**Attached for your information are some comments and amendments being sought by industry to the Clean Air Act presently in mark-up in the House Committee on Interstate and Foreign Commerce.**

**Attachment**





Amend section 110(a)(2)(B) of the Clean Air Act as follows:

"(B) it includes emission limitations, schedules, and timetables for compliance with such limitations, and ~~such other measures as may be necessary to insure attainment and maintenance of such primary or secondary standard, including, but not limited to, land use and transportation controls;~~ and, in addition, as may be necessary to insure attainment and maintenance of such primary or secondary standard, other measures including, but not limited to, transportation controls, land use, and enforceable supplemental emission reduction strategies for existing nonferrous smelters;"

Adopted February 5, 1976 by a vote of 9-4.



February 9, 1976

PROPOSED AMENDMENT TO H.R. 10498, §103

Page 19, following line 2, add a new paragraph (i), as follows:

"(i) Section 110(a)(2)(B) of such Act (42 U.S.C. 1857c-5(a)(2)(B))  
is amended to read as follows:

'(B) it includes emission limitations, schedules, and time-  
tables for compliance with such limitations, and in addition, as may be  
necessary to insure attainment and maintenance of such primary or secondary  
standard, other measures, including, but not limited to, transportation  
controls, land use, and, notwithstanding the provisions of Section 302(i)(2),  
enforceable supplemental emission reduction strategies for existing non-  
ferrous smelters.'"

# NONDETERIORATION AREAS

## OF THE UNITED STATES

### NOTE

1. This map has been prepared from information obtained in early February 1976 from EPA regional offices throughout the United States.

2. Additional nondeterioration areas would be shown if it were not for the fact that in many parts of the United States, especially in the Mid-west and West, particulates (in many cases arising from non-industrial sources) cause air quality to fall below secondary ambient air standards.

3. EPA and state environmental authorities are in the process of gathering more air quality data. As additional data are gathered, the areas affected by nondeterioration provisions are likely to increase. For example, data are lacking in northern Maine, large parts of which probably will be affected.



## NONDETERIORATION

The U. S. House of Representatives and Senate are considering amendments to the Clean Air Act of 1970. In the Senate the amendments were before the Public Works Committee, chaired by Senator Jennings Randolph of West Virginia. In the House, the amendments are still being considered by the Commerce Committee, chaired by Rep. Harley Staggers, also of West Virginia.

The Senate Public Works Committee completed work on these objectionable amendments on February 6. They are scheduled to go to the Senate floor in early March. The document from which the Public Works Committee worked is called Staff Working Print No. 6. The amendments before the House Commerce Committee are contained in H.R. 10498.

Basically, the amendments would make the Clean Air Act more stringent. They contain a number of objectionable features, the most objectionable centering around the nondeterioration issue. (Nondeterioration means preserving air quality at levels better than those prescribed in the National Ambient Air Quality Standards.)

The nondeterioration provisions are contained in Section 21 of Working Print No. 6 and Section 108 of H.R. 10498. These Senate provisions would:

1. Apply to all areas where the air is cleaner than prescribed by the national standards, and divide these areas into two classes.
  - a. Class I - National parks and national wilderness areas exceeding 5,000 acres.
  - b. Class II - All other lands within these clean areas.
2. Require that before new construction can take place or expansions undertaken, the operator must demonstrate that changes in air quality will not exceed specified allowable increments for sulphur dioxide and particulates.

The Class I increments are so small that virtually no construction could take place. The Class II increments are also very restrictive, so much so that it is doubtful whether any industrial plants could be built in the Class II portions of the clean areas.

The Senate proposals would specifically apply to the following industrial installations, among others: fossil-fueled electric plants of more than 250 million BTU's per hour; Portland cement plants; primary zinc smelters; primary lead smelters; primary copper smelters; iron and steel mill plants; primary aluminum ore reduction plants; chemical processing plants; fiberglass processing plants; municipal incinerators capable of charging more than 250 tons of refuse per day, and many others.

Plants of this sort could not be built within the Class I areas, and it is very doubtful that they could be built in Class II areas.

Even if it could be built, a plant might use virtually all of the allowable increment and no other economic activity could take place in its area. The net effect of these provisions, if they are enacted, could be to circumscribe severely a state's authority to determine economic and industrial growth.

The House Commerce Committee provisions are quite similar to the Senate's. The House provisions do establish a Class III, but the allowable increments for that class are still very small, in one case less than the Senate Class II. Specific industries are not named in the House proposals.

February 9, 1976

## NONDETERIORATION

The U. S. House of Representatives and Senate are considering amendments to the Clean Air Act of 1970. In the Senate the amendments were before the Public Works Committee, chaired by Senator Jennings Randolph of West Virginia. In the House, the amendments are still being considered by the Commerce Committee, chaired by Representative Harley Staggers, also of West Virginia.

The Senate Public Works Committee completed work on these troublesome amendments on February 5. They are scheduled to go to the Senate floor in early March. The document from which the Public Works Committee worked is called Staff Working Print No. 6. (The Senate amendments are now being put in bill form.) The amendments before the House Commerce Committee are contained in H.R. 10498.

Basically, the amendments would make the Clean Air Act more stringent. They contain a number of objectionable features, the most objectionable centering around provisions for "nondeterioration." (Nondeterioration means preserving air quality at levels better than those prescribed in the National Ambient Air Quality Standards.)

The Senate provisions would:

1. Apply to all areas where the air is cleaner than prescribed by the national standards, and divide these areas into two classes.
  - a. Class I - national parks and national wilderness areas exceeding 5,000 acres.
  - b. Class II - all other lands within these clean areas.
2. Require that before new construction can take place or expansions undertaken, the operator must demonstrate that changes in air quality will not exceed specified allowable increments for sulphur dioxide (SO<sub>2</sub>) and particulates.

The Class I increments are so small that virtually no construction could take place. The Class II increments are also very restrictive and probably will severely restrict and delay industrial growth in the Class II portions of the clean areas.

The Senate proposals would specifically apply to the following industrial installations, among others: fossil-fueled electric plants of more than 250 million BTU's per hour; Portland cement plants; primary zinc smelters; primary lead smelters; primary copper smelters; iron and steel mill plants; primary aluminum ore reduction plants; coal cleaning plants (thermal dryers); chemical processing plants; fiberglass processing plants; municipal incinerators capable of charging more than 250 tons of refuse per day; and others.

Even if a plant could be built in a Class II area, it might use virtually all of the allowable increment thereby severely hampering other economic activity in the area. The net effect of these provisions, if they are enacted, will be to circumscribe a state's authority to determine economic and industrial growth in the nondeterioration areas within its borders.

The House Commerce Committee provisions are similar to the Senate's. The House proposals do provide for Class III areas, but the allowable increments for that class are still very small, in one case less than the Senate Class II. Moreover, the House provisions cover six pollutants, not just SO<sub>2</sub> and particulates. Specific industries are not named in the House proposals.

February 10, 1976

U.S. House of Representatives  
COMMITTEE ON  
INTERSTATE AND FOREIGN COMMERCE  
ROOM 2125, RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515

*FILE  
CLEAN AIR ACT  
AMENDMENTS  
Bill.*

**ROLL CALL**

Subject *Dingell water pollution*

1145 Date *March 9*, 1976.

AYES	NAME	NAYS
<i>P</i>	Mr. MACDONALD	
<i>✓</i>	Mr. MOSS	
	Mr. DINGELL	<i>✓</i>
<i>✓</i>	Mr. ROGERS	
<i>✓</i>	Mr. VAN DEERLIN	
<i>✓</i>	Mr. ROONEY	
<i>✓</i>	Mr. MURPHY	
	Mr. SATTERFIELD	<i>✓</i>
	Mr. ADAMS	<i>✓</i>
	Mr. STUCKEY	
<i>✓</i>	Mr. ECKHARDT	
<i>✓</i>	Mr. PREYER	
<i>✓</i>	Mr. SYMINGTON	
<i>P</i>	Mr. CARNEY	
	Mr. METCALFE	
	Mr. BYRON	<i>✓</i>
<i>✓</i>	Mr. SCHEUER	
<i>✓</i>	Mr. OTTINGER	
	Mr. WAXMAN	
<i>✓</i>	Mr. KRUEGER	<i>✓</i>
<i>✓</i>	Mr. WIRTH	
	Mr. SHARP	<i>✓</i>
<i>✓</i>	Mr. BRODHEAD	
	Mr. HEFNER	<i>P</i>
<i>✓</i>	Mr. FLORIO	
<i>T</i>	Mr. MOFFETT	
<i>T</i>	Mr. SANTINI	
<i>✓</i>	Mr. MAGUIRE	
	Mr. DEVINE	<i>✓</i>
	Mr. BROYHILL	<i>✓</i>
	Mr. CARTER	<i>✓</i>
	Mr. BROWN	<i>✓</i>
	Mr. SKUBITZ	<i>P</i>
	Mr. COLLINS	
	Mr. FREY	<i>T</i>
	Mr. McCOLLISTER	<i>✓</i>
<i>✓</i>	Mr. LENT	
<i>T</i>	Mr. HEINZ	
	Mr. MADIGAN	<i>✓</i>
	Mr. MOORHEAD	<i>✓</i>
<i>✓</i>	Mr. RINALDO	
	Mr. MOORE	<i>P</i>
<i>✓</i>	Mr. STAGGERS, Chairman	





## ROLL CALL

Subject Bredford and to Dingell

1130 Date March 9, 1976.

AYES	NAME	NAYS
<input checked="" type="checkbox"/>	Mr. MACDONALD	
<input checked="" type="checkbox"/>	Mr. MOSS	
	Mr. DINGELL	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. ROGERS	
<input checked="" type="checkbox"/>	Mr. VAN DEERLIN	
<input checked="" type="checkbox"/>	Mr. ROONEY	
<input checked="" type="checkbox"/>	Mr. MURPHY	
	Mr. SATTERFIELD	<input checked="" type="checkbox"/>
	Mr. ADAMS	<input checked="" type="checkbox"/>
	Mr. STUCKEY	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. ECKHARDT	
<input checked="" type="checkbox"/>	Mr. PREYER	
<input checked="" type="checkbox"/>	Mr. SYMINGTON	
<input checked="" type="checkbox"/>	Mr. CARNEY	
<input checked="" type="checkbox"/>	Mr. METCALFE	
	Mr. BYRON	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. SCHEUER	
<input checked="" type="checkbox"/>	Mr. OTTINGER	
<input checked="" type="checkbox"/>	Mr. WAXMAN	<input checked="" type="checkbox"/>
	Mr. KRUEGER	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. WIRTH	
	Mr. SHARP	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. BRODHEAD	
	Mr. HEFNER	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. FLORIO	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. MOFFETT	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. SANTINI	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. MAGUIRE	<input checked="" type="checkbox"/>
	Mr. DEVINE	<input checked="" type="checkbox"/>
	Mr. BROYHILL	<input checked="" type="checkbox"/>
	Mr. CARTER	<input checked="" type="checkbox"/>
	Mr. BROWN	<input checked="" type="checkbox"/>
	Mr. SKUBITZ	<input checked="" type="checkbox"/>
	Mr. COLLINS	<input checked="" type="checkbox"/>
	Mr. FREY	<input checked="" type="checkbox"/>
	Mr. MCCOLLISTER	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. LENT	<input checked="" type="checkbox"/>
	Mr. HEINZ	<input checked="" type="checkbox"/>
	Mr. MADIGAN	<input checked="" type="checkbox"/>
	Mr. MOORHEAD	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. RINALDO	<input checked="" type="checkbox"/>
	Mr. MOORE	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	Mr. STAGGERS, Chairman	



INTERSTATE AND FOREIGN COMMERCE  
ROOM 2125, RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515

ROLL CALL

Subject *General Substitution*

1033 Date *March 9*, 1976.

AYES	NAME	NAYS
	Mr. MACDONALD	P
	Mr. MOSS	✓
✓	Mr. DINGELL	
	Mr. ROGERS	✓
	Mr. VAN DEERLIN	✓
✓	Mr. ROONEY	
P	Mr. MURPHY	
✓	Mr. SATTERFIELD	
	Mr. ADAMS	
P	Mr. STUCKEY	
	Mr. ECKHARDT	✓
	Mr. PREYER	✓
	Mr. SYMINGTON	✓
	Mr. CARNEY	✓
	Mr. METCALFE	P
P	Mr. BYRON	
	Mr. SCHEUER	
	Mr. OTTINGER	✓
	Mr. WAXMAN	P
✓	Mr. KRUEGER	
	Mr. WIRTH	✓
	Mr. SHARP	✓
	Mr. BRODHEAD	✓
	Mr. HEFNER	
	Mr. FLORIO	✓
	Mr. MOFFETT	P
	Mr. SANTINI	
	Mr. MAGUIRE	✓
✓	Mr. DEVINE	
✓	Mr. BROYHILL	
✓	Mr. CARTER	
✓	Mr. BROWN	
P	Mr. SKUBITZ	
✓	Mr. COLLINS	
✓	Mr. FREY	
	Mr. McCOLLISTER	
	Mr. LENT	
	Mr. HEINZ	P
	Mr. MADIGAN	
✓	Mr. MOORHEAD	
	Mr. RINALDO	✓
P	Mr. MOORE	
16	Mr. STAGGERS, Chairman	✓

P=Proxy vote.



Dingell Amnd. 3/8/76 Afternoon

HOUSE INTERSTATE AND FOREIGN COMMERCE  
VOTE TALLY SHEET

1 2 3 4 5 6

1 2 3 4 5 6

STAGGERS	-	Maybe Train. Doesn't like to change Rogers				
MACDONALD	-	Dingell working on Proxy				
MOSS	X					
DINGELL	✓					
ROGERS	X					
✓ VAN DEERLIN	-	Maybe Train				
ROONEY	✓	Dingell has proxy				
MURPHY	-	Dingell working on Proxy.				
SATTERFIELD	✓					
✓ ADAMS	-	Maybe absent and not have proxy.				
STUCKEY	✓					
✓ ECKHARDT	X					
✓ PREYER	-	Maybe Train				
✓ SYMINGTON	-	No - Dingell Maybe - Train				
CARNEY	X					
METCALFE	✓	Dingell has proxy				
BYRON	✓					
SCHEUER	-	Hopefully Absent w/ No Proxy				
OTTINGER	X					
WAXMAN	X					
✓ KRUEGER	✓					
WIRTH	X					
✓ SHARP	-	Probably - Brodhead Maybe - Train				
BRODHEAD	-	Has own proposal. Maybe - Train				
HEFNER	✓					
FLORIO	-	Probably supporting Rogers				

MOFFETT	X					
SANTINI	-	No Dingell Maybe - Train				
MAGUIRE	X					
*****						
DEVINE	✓					
BROYHILL	✓					
CARTER	✓					
BROWN	✓					
SKUBITZ	✓					
✓ COLLINS	✓					
PREY	-	With own Proxy. Needs work!!				Will be there
MCCOLLISTER	✓					
LENT	✓	Needs work!!				
✓ HEINZ	-	No Dingell and Train. Maybe be absent and not have proxy				
MADIGAN	✓					
MOORHEAD	✓	Needs work!!				
✓ RINALDO	-	Leaving to Rogers. Maybe be absent and not have proxy				
MOORE	✓					
FINAL TALLY						



1977- 1979	1980- 1981	1982 -
1.5 15 2.0	.9 9 2.0	.41 3.4 EPA
Before 1985	Possible sulfate suspension up to 1.5, 15, and 2.0	

Amendment to H.R. 10498

Offered by Mr.

Page 87, strike out line 24 and all that follows down through line 25 on page 92 and insert in lieu thereof the following:

"(A) The regulations under subsection (a) applicable to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1975 and 1976 shall contain standards which are identical to the interim standards which were prescribed (as of December 1, 1973) under paragraph (5)(A) of this subsection for light-duty vehicles and engines manufactured during model year 1975. The regulations under subsection (a) applicable to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1977 through 1979 shall contain standards which provide that such emissions from such vehicles and engines may not exceed 1.5 grams per mile of hydrocarbons and 15.0 grams per mile of carbon monoxide. The regulations under subsection (a) applicable



to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1980 through 1981 shall contain standards which provide that the emissions from such vehicles and engines may not exceed 19 grams of hydrocarbons per vehicle mile and 9 grams of carbon monoxide per vehicle mile. The regulations under subsection (a) applicable to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during or after model year 1982 shall contain standards which require a reduction of at least 90 per centum from emissions of carbon monoxide and hydrocarbons allowable under the standards under this section applicable to light-duty vehicles and engines manufactured in model year 1970."





(b) Subparagraph (B) of such section 202 (b) (1) is amended to read as follows:

"(B) The regulations under subsection (a) applicable to emissions of oxides of nitrogen from light-duty vehicles and engines manufactured during model years 1975 and 1976 shall contain standards which are identical to the standards which were prescribed (as of December 1, 1973) under subsection (a) for light-duty vehicles and engines manufactured during model year 1975. The regulations under subsection (a) applicable to emissions of oxides of nitrogen from light-duty vehicles and engines manufactured during model years 1977 through 1981 shall contain standards which provide that such emissions from such vehicles and engines may not exceed 2.0 grams per vehicle mile."

(c) Section 202(b) of such Act is amended by striking out paragraph (5) thereof and substituting the following:

*60002*  
↓  
"(5)(A) Before April 1 of 1978, the Administrator, after notice and opportunity for hearing (as provided in section 307(d)), shall promulgate final regulations containing standards applicable to emissions of oxides of nitrogen which shall apply to light-duty vehicles or engines manufactured during and after the model year 1982. Such standards shall provide for the maximum reduction of emissions which the Administrator determines to be technologically feasible for



the model year to which they apply, giving appropriate consideration to the cost of compliance, the need for such standards to protect public health and the impact of such standards on motor vehicle fuel consumption. *also B6ms*

"(B)(1) Upon promulgation of a regulation under subparagraph (A) of this paragraph, the Administrator shall report to the Congress respecting the motor vehicle fuel consumption consequences, if any, of the application of the standard contained in such regulation in relationship to the motor vehicle fuel consumption associated with other possible standards.

"(ii) The Secretary of Transportation and the Federal Energy Administration shall each submit to Congress, as promptly as practicable following submission by the Administrator of the fuel consumption report referred to in clause (i), separate reports respecting such fuel consumption.



"(6)(A) Any manufacturer may file with the Administrator an application requesting the suspension for any model year before the model year 1985 of any standard applicable to light-duty motor vehicles or engines under this section for emissions of carbon monoxide, hydrocarbons, oxides of nitrogen, or for suspension of any combination thereof. The Administrator shall grant such suspension for such model year if--

"(i) standards applicable to emissions of sulfates or sulfuric acid, or both, from such vehicles or engines have been promulgated under subsection (a)(1) for such model year,

"(ii) the Administrator finds, after notice and public hearing, that the applicant has established that--

"(I) effective control technology, processes, or operating methods, or other alternatives are not available or have not been available for a sufficient period of time prior to their effective dates to achieve compliance with the standards applicable in such model year to emissions of carbon monoxide, hydrocarbons, oxides of nitrogen, and the standard or standards applicable to sulfates and sulfuric acid, or





"(II) fuel economy of such vehicles or engines would be substantially less in the case of vehicles or engines meeting standards applicable to emission of all such pollutants than the fuel economy of light-duty vehicles or engines meeting standards applicable for such model year only to emission of carbon monoxide, hydrocarbons, and oxides of nitrogen,



"(iii) the Administrator finds, after notice and public hearing, that emissions of sulfates or sulfuric acid, or both, from light-duty vehicles or engines cause or contribute to air pollution which may reasonably be anticipated to endanger the public health or welfare to a greater extent than emissions from such vehicles of the pollutant or pollutants with respect to which application is made under this paragraph,

"(iv) the National Academy of Sciences has not, pursuant to its study and investigation under subsection (c), issued a report contrary to the findings of the Administrator under clauses (ii) and (iii), and

"(v) notice of such suspension has been reported to the Congress by the Administrator and neither House has passed a resolution disapproving such suspension before the expiration of sixty calendar days of continuous session of Congress after receipt of such notice by such House.

For purposes of congressional action under clause (v), the provisions of subsection (b) and subsections (d) through (g) of section 155 shall apply to suspensions under this paragraph in the same manner as to regulations of the Administrator under subtitle B of title I (relating to stratosphere and ozone protection).

"(B) No suspension under this paragraph of any standard with respect to a pollutant may permit emissions of such pollutant in excess of the levels (expressed in grams per



vehicle mile) specified in the following table:

suspension of oxides of nitrogen standard . . . . .	2.0
suspension of hydrocarbon standard . . . . .	1.5
suspension of carbon monoxide standard . . . . .	15.0.

"(C) During any calendar year, no suspension under this paragraph may be granted with respect to any standard for more than one model year.

"(D) In any case in which the requirements of clauses (i) and (ii) of subparagraph (A) are met, if the Administrator finds, after notice and public hearing, that emissions of sulfates or sulfuric acid, or both, from light-duty vehicles and engines do not in his judgment cause or contribute to air pollution which may reasonably be anticipated to endanger the public health or welfare to a greater extent than emissions of the other pollutants referred to in subparagraph (A), and if the National Academy of Sciences has not issued a report under subsection (c) contrary to such finding or contrary to the finding under subparagraph (A)(ii), he shall suspend the standard applicable to emissions of sulfates or sulfuric acid, or both (as may be consistent with such finding), subject to the requirements



and limitations contained in subparagraphs (A) (other than clauses (iii) and (iv) thereof) and (C) of this paragraph. Such suspension shall not permit emissions of such pollutant in excess of the level which the Administrator determines to be technologically feasible for vehicles or engines to meet without resulting in substantially less fuel economy in relation to the fuel economy which would result if no standard for such pollutant were applicable."

(d) Section 202(c)(1) of such Act, relating to arrangements for NAS study, is amended by striking out "subsection (b) of".

And redesignate the following subsections accordingly.



1977- 1979	1980- 1981	1982
1.5	.9	Same
15	9	unless
2.0	2.0	EPA
		revises

Amendment to H.R. 10498

Offered by Mr.

**TRAIN  
MODIFIED**

Page 87, strike out line 24 and all that follows down through line 25 on page 92 and insert in lieu thereof the following:

"(A) The regulations under subsection (a) applicable to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1975 and 1976 shall contain standards which are identical to the interim standards which were prescribed (as of December 1, 1973) under paragraph (5)(A) of this subsection for light-duty vehicles and engines manufactured during model year 1975. The regulations under subsection (a) applicable to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1977 through 1979 shall contain standards which provide that such emissions from such vehicles and engines may not exceed 1.5 grams per mile of hydrocarbons and 15.0 grams per mile of carbon monoxide. The regulations under subsection (a) applicable





to emissions of carbon monoxide and hydrocarbons from light-duty vehicles and engines manufactured during model years 1980 through 1981 shall contain standards which provide that the emissions from such vehicles and engines may not exceed .9 grams of hydrocarbons per vehicle mile and 9 grams of carbon monoxide per vehicle mile."



(b) Subparagraph (B) of such section 202(b)(1) is amended to read as follows:

"(B) The regulations under subsection (a) applicable to emissions of oxides of nitrogen from light-duty vehicles and engines manufactured during model years 1975 and 1976 shall contain standards which are identical to the standards which were prescribed (as of December 1, 1973) under subsection (a) for light-duty vehicles and engines manufactured during model year 1975. The regulations under subsection (a) applicable to emissions of oxides of nitrogen from light-duty vehicles and engines manufactured during model years 1977 through 1981 shall contain standards which provide that such emissions from such vehicles and engines may not exceed 2.0 grams per vehicle mile."

(c) Section 202(b) of such Act is amended by striking out paragraph (5) thereof and substituting the following:

"(5)(A) Before April 1 of 1978, 1979, and 1980 and before April 1 of each second year thereafter, the Administrator, after notice and opportunity for hearing (as provided in section 307(d)), shall promulgate final regulations containing standards which shall apply to light-duty vehicles or engines manufactured for any model year after 1981. Such standards shall provide for the maximum reduction of emissions which the Administrator determines to be technologically feasible for the model year to which they apply, giving appropriate consideration to the



cost of compliance, the need for such standards to protect public health and the impact of such standards on motor vehicle fuel consumption. No such standard shall apply to any model year beginning earlier than 36 months after April 1 of the calendar year in which such standard is promulgated. No such standard shall become effective unless the Administrator has transmitted the regulation containing such standard to the Congress in accordance with subparagraph (B) and the Congress has not disapproved such regulation by a resolution of each House of Congress as provided in such subparagraph (B). If a regulation containing standards for a model year is disapproved in such manner, the standards applicable for the model year preceding such model year shall continue to apply until revised as provided in this paragraph.

"(B)(i) Any regulation transmitted to the Congress pursuant to subparagraph (A) shall be transmitted to both Houses of Congress on the same day and to each house while it is in session.

"(ii) The standards contained in such regulation shall take effect unless, between the date of transmittal and the end of the first period of 60 legislative days of Congress after such date, each House has passed a resolution stating in substance that such House does not favor such resolution.

"(iii) For purposes of this subparagraph, the provisions of subsections (d) through (g) of section 155 (relating to expedited Congressional procedures for disapproval of regulations respecting ozone) shall apply to





a regulation under this paragraph in the same manner as to a regulation referred to in such section 155.

"(C)(1) Upon submission of a regulation under subparagraph (A) of this paragraph, the Administrator shall report to the Congress respecting the motor vehicle fuel consumption consequences, if any, of the application of any standards promulgated under such subparagraph (A) in relationship to the vehicle fuel consumption associated with the standards which would otherwise apply.

"(ii) The Secretary of Transportation and the Federal Energy Administration shall each submit to Congress, as promptly as practicable following submission by the Administrator of the fuel consumption report referred to in clause (i), separate reports respecting such fuel consumption."

