

107TH CONGRESS
1ST SESSION

H. R. 1891

To amend section 211 of the Clean Air Act to eliminate the phase-in period
for the reduction of sulfur content in diesel fuel.

IN THE HOUSE OF REPRESENTATIVES

MAY 17, 2001

Mr. BRYANT (for himself and Mr. GORDON) introduced the following bill;
which was referred to the Committee on Energy and Commerce

A BILL

To amend section 211 of the Clean Air Act to eliminate
the phase-in period for the reduction of sulfur content
in diesel fuel.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Clean Diesel Fuel Pro-
5 vider Relief Act”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) The petroleum distribution system in the
9 United States has a strong impact on the supply

1 and availability of products in the various markets
2 in the United States.

3 (2) The petroleum distribution system was de-
4 veloped for limited types of products to be distrib-
5 uted.

6 (3) Environmental regulations have substan-
7 tially increased the number of products distributed
8 in the United States.

9 (4) The interaction between the number of
10 products in a market may affect the overall supply
11 to an area.

12 (5) The recently finalized regulations estab-
13 lishing a 15 ppm sulfur standard for diesel fuel cou-
14 pled with a phase-in will require the distribution sys-
15 tem to handle multiple grades of diesel and kerosene
16 to handle this new requirement.

17 (6) The existence of two grades of on-road die-
18 sel in the market may lead to misfueling of vehicles
19 which will undermine the benefits of this vital regu-
20 lation.

21 (7) Eliminating the second grade of on-road
22 diesel will put less stress on the distribution system,
23 and will likely benefit consumers as less stress is put
24 on supply and the environment as potential
25 misfueling incidents are eliminated.

1 **SEC. 3. ELIMINATION OF SULFUR REDUCTION PHASE-IN**
2 **REQUIREMENT.**

3 (a) AMENDMENT.—Section 211(i) of the Clean Air
4 Act (42 U.S.C. 7545) is amended by adding the following
5 at the end thereof:

6 “(5) Effective September 1, 2006, no person shall
7 manufacture, sell, supply, or offer for sale or supply, dis-
8 pense, transport, or introduce into commerce motor vehicle
9 diesel fuel which contains a concentration of sulfur in ex-
10 cess of 15 ppm or which fails to meet a cetane minimum
11 index of 40 and a maximum aromatic content of 35 vol-
12 ume percent.”.

13 (b) REGULATIONS.—Not later than 12 months after
14 enactment of this Act, the Administrator of the Environ-
15 mental Protection Agency shall promulgate regulations to
16 implement and enforce the requirements of paragraph (5)
17 of section 211(i) of the Clean Air Act, as added by this
18 Act.

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