Non-tailpipe Emissions: Regulatory Perspective

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HEI Webinar 6: Non-tailpipe Emissions
May 11, 2021
EPA and Non-Tailpipe Emissions

• We are very engaged in reducing near-roadway emissions and exposures
  • Brake and tire wear are an increasingly important part of the near-roadway environment

• Brake and tire wear and road dust are considered along with other PM sources in the plans and measures to attain the PM National Ambient Air Quality Standard
  • EPA’s motor vehicle emissions model (MOVES) estimates brake and tire wear PM emissions

• Brake and tire composition have been regulated under the Toxic Substances Control Act, but not under the Clean Air Act
EPA and Non-Tailpipe Emissions

• As we consider policies and measures to address non-tailpipe emissions and exposures, there are a number of areas we’d like to better understand
  • Emission rates
  • Chemical and physical properties of emissions
    • Chemical speciation and particle size distribution
  • Potential areas of high emission and/or exposure events
    • E.g., busy intersections, high-speed highway exits
  • Variability in materials currently being used and planned for future products
  • How changing materials impact emission rates and exposures
  • How brake and tire wear emissions can be reduced