Message

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Sent: 12/22/2016 3:14:14 PM
To: Simon, Karl [Simon.Karl@epa.gov]; Bunker, Byron [bunker.byron@epa.gov]; Cohen, Janet [cohen.janet@epa.gov]; Wehrly, Linc [wehrly.linc@epa.gov]; Blubaugh, Jim [Blubaugh.Jim@epa.gov]; Cook, Leila [cook.leila@epa.gov]; Haugen, David [haugen.david@epa.gov]
CC: Olechiw, Michael [olechiw.michael@epa.gov]
Subject: Final copy of the EPA Presentation at the September 2016 North American International Powertrain Conference on Compliance and International Harmonization
Attachments: 2016 NAIPC Presentation EPA Olechiw, Final.pptx

Dear all –

I am catching up on my to-do list from the past several months today, and this is one of them.

This past September Mike Olechiw attended a Society of Automotive Engineering conference called the North American International Powertrain Conference (NAIPC). This is a by-invitation conference for the powertrain leadership of OEMs and suppliers in the U.S. The conference included the 3 most senior powertrain leaders at GM, Fiat-Chrysler, and Ford. For each of those companies, the VP's who participated are responsible for the world-wide powertrain development for these 3 firms. I was asked last spring to present on EPA's behalf after Chris and Byron were not able to attend because they were both at the International Compliance Summit workshop in Italy. I had to cancel my plans to go 2-weeks before hand because of my back issues, and Mike was able to change his work plans to represent OTAQ. I heard from several of the attendees afterwards that Mike did an excellent job, and that the EPA presentation was well received.

I am sending this presentation to all of you for a few reasons. The topic of the panel EPA presented on was Global Harmonization. This conference took place literally a year-to-the-day after EPA announced in September of 2015 the NOV on the Volkswagen 2 liter diesel products. The leadership represented at this conference are literally those people in the supply base and in the OEMs who are responsible within their companies for design the vehicle emission control systems to meet the EPA criteria pollutant and GHG standards. The OTAQ work in the past year on the VW issue has been hugely impactful for the OEMs and suppliers, and it was great to be able to provide the OEMs/suppliers with some perspective.

EPA Compliance Program, Expectations for the OEMS, and How OTAQ does it work

I wanted to say thank Linc, Janet and Bryon, as many of the slides we presented were from material that CD has used I believe at the spring 2016 international compliance summit, and the fall 2016 summit in Italy. Slides 10 – 22 of this presentation was really the core of what Mike spoke about, and they are all slides that CD developed, and which Mike and I modified based on the conference participants, how long he had to speak, and the messages I wanted Mike to deliver on OTAQ's behalf. I also wanted to say that these slides also really spoke to me regarding the challenges that OTAQ has on compliance, and the challenges that the staff and managers in the Compliance Division face. For example, I have not previously seen our Office put down on paper the challenges of regulatory capture and have a dialogue with the OEMs about that topic (slide 17), and what it takes to recruit, train, and motivate the right mix of EPA staff to implement what is the world's most complex and stringent mobile source regulations (Slide 16), and what we expect of the regulated companies (Slide 14), and our views on PEMS (page 22).

EPA/OTAQ views on International Harmonization

On slides 23 and 24, Mike presented at a very high level our views on international harmonization of highway mobile source regulations/standards, which I think is pretty blunt and to the point, and I think these are worth reading, in particular for Karl and Jim, but perhaps for all of you.

Thanks
Bill