

The National Partnership to Reduce Diesel Pollution

Diesel Pollution Has a Solution

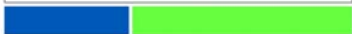


Health and Environmental Funders Network Briefing

Clean Air Task Force

December 12, 2007

CLEAN AIR TASK FORCE



Presenter

Brooke Suter



Brooke Suter
Campaign Director, Clean Air Task Force

Brooke Suter coordinates the National Partnership to Reduce Diesel Pollution, which weaves together active state-based campaigns and federal initiatives to create an effective diesel pollution reduction strategy. Ms. Suter has worked on a wide range of environmental and public health issues for nearly two decades, and is recognized for her leadership on comprehensive legislative campaigns that produced state laws setting national precedents on issues of power plant pollution, mercury emissions, and global warming. Ms. Suter has traveled internationally consulting on environmental strategies and has worked to empower citizens through local, state, and federal issue campaigns throughout the United States.

Lead State Partners

Of the National Partnership to Reduce Diesel Pollution

These states represent:

- **50% of U.S. diesel emissions and ~70% of diesel-related premature deaths**
- **Broad geographic and political support for diesel clean up**
- **National coalition includes 250+ organizations**

State	Lead State Partner Groups
Connecticut, Massachusetts, and Rhode Island	Environment Northeast , Clean Water Fund , CT Coalition for EJ , CT Fund for the Environment , Alternatives for Community and Environment , Environment MA , ALA-RI
Georgia, North Carolina, Tennessee	Southern Alliance for Clean Energy , Carolinas Clean Air Coalition , Mothers and Others for Clean Air , Environment NC , ALA-NC ; ED
Illinois	Respiratory Health Association of Metropolitan Chicago (formerly ALA) , Citizen Action of Illinois
New Jersey	NJ Environmental Federation , NJ Environmental Justice Alliance
New York	American Lung Assoc. of New York State , NRDC , ED , WE ACT
Ohio	Ohio Environmental Council , Cleveland Clean Air Century Campaign , Earth Day Coalition
Pennsylvania	Group Against Smog and Pollution , Clean Water Fund , Clean Air Board of Central PA , Citizens for Pennsylvania's Future
Texas	Texas Public Citizen , ED

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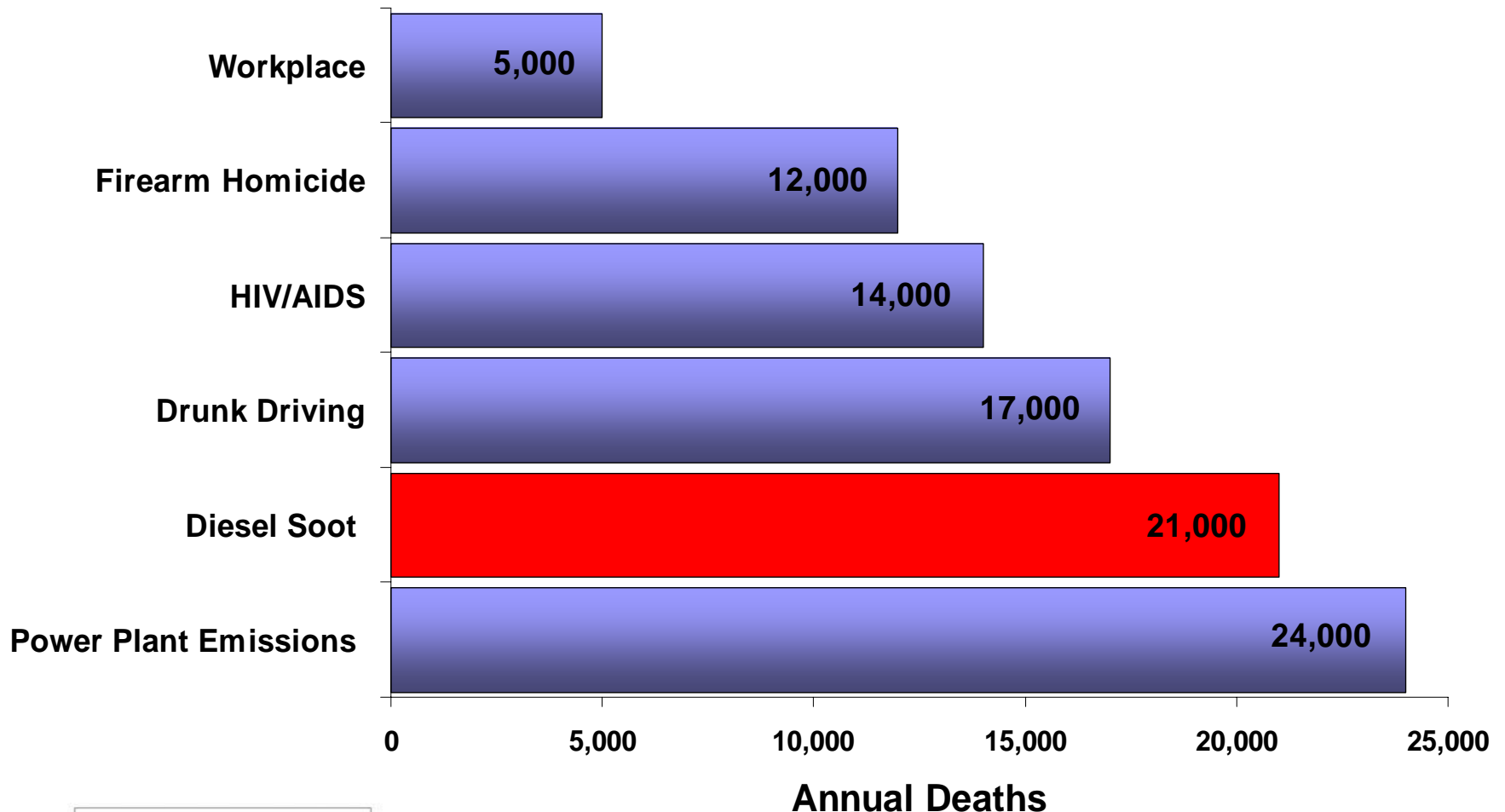


Why Diesel?

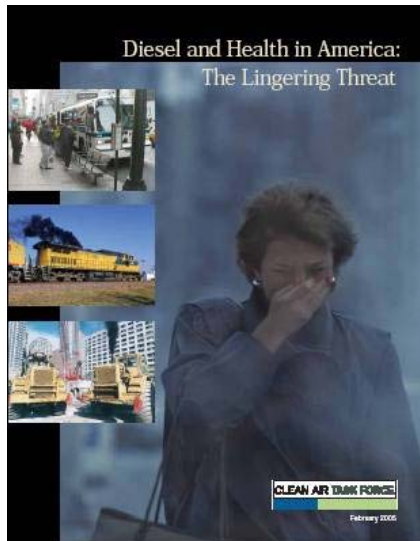
Diesel is a Cross-cutting Issue

- **AIR TOXICS:** 8X greater cancer risk than 133 air toxics EPA tracks ***combined***.
- **GLOBAL WARMING:** Human-caused black carbon rivals the warming impact of carbon dioxide.
- **CHILDREN'S HEALTH:** Diesel pollution is *inside* school buses.
- **ECONOMIC DEVELOPMENT:** The problem is readily solvable with cost-effective technology.
- **ENVIRONMENTAL JUSTICE:** EJ communities are often most impacted due to proximity to polluting sources.
- **WORKER SAFETY:** Workers are exposed to unnecessary levels of diesel pollution on the job from construction equipment, transit buses, long-haul trucks and other diesel sources.
- **LEADERSHIP DEVELOPMENT and CITIZEN ENGAGEMENT:** Pervasiveness of polluting sources (trucks, buses, construction, etc) promotes citizen activation and supports building the grassroots base.

Mortality Risk from Diesel Exhaust Ranks with Other Serious Public Health Problems



Diesel Health Impacts *National and Local*



- CATF analysis: “*Diesel and Health in America: The Lingerin' Threat*” report and website launch.
- 21,000 premature deaths per year.
- Lung cancer risk is 8X greater than all 133 other air toxics combined.
- Campaigns can “localize” the diesel health risk to the zip code level through our website:
www.catf.us/goto/dieselhealth



Climate and Diesel: *Black Carbon Soot* *A Potent Climate Warming Agent*



Like an asphalt road, black carbon soot from diesel engines absorbs sunlight and heats up the atmosphere

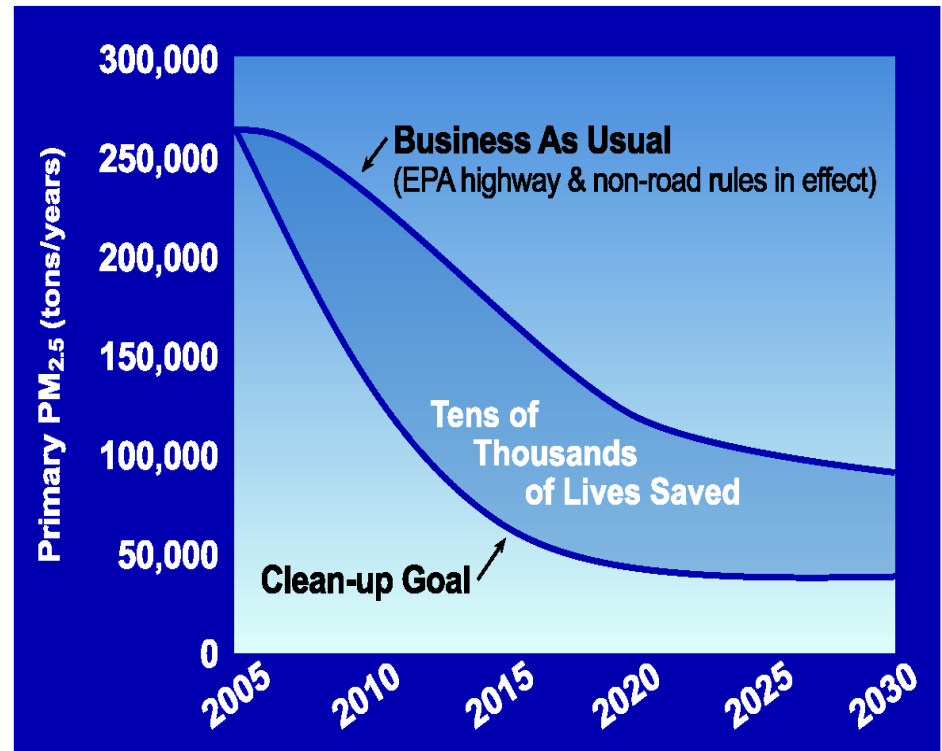
- Although diesel vehicles are more efficient than gasoline vehicles, diesels emit black carbon particles (soot), which, molecule-for-molecule, are hundreds of times more potent in warming the atmosphere than carbon dioxide.
- Next to carbon dioxide, black carbon is potentially the second major contributor to observed 20th century global warming
- Eliminating U.S. diesel soot “overnight” would reduce global warming in 10 years as much as full U.S. compliance with Kyoto would in 100 years.



Campaign Goal

Clean Up the Existing Diesel Fleet

- EPA new engine rules will mean significant improvement, but, due to durability of diesel fleet, full benefits won't be achieved before 2030.
- Goal: Achieve a 55% reduction in diesel risk by 2015, 70% by 2020 -- Through a combination of EPA new engine rules, fleet turnover, and aggressive retrofit policy.
- Significant environmental health benefit: Will save tens of thousands of lives by 2030 beyond those saved by EPA new engine rules alone.



Diesel Pollution Has a Solution

Filter = 90% Cleaner

The combination of Diesel Particulate Filters (DPFs) and Ultra-Low Sulfur Diesel (ULSD) can achieve 90%+ reduction in diesel PM.

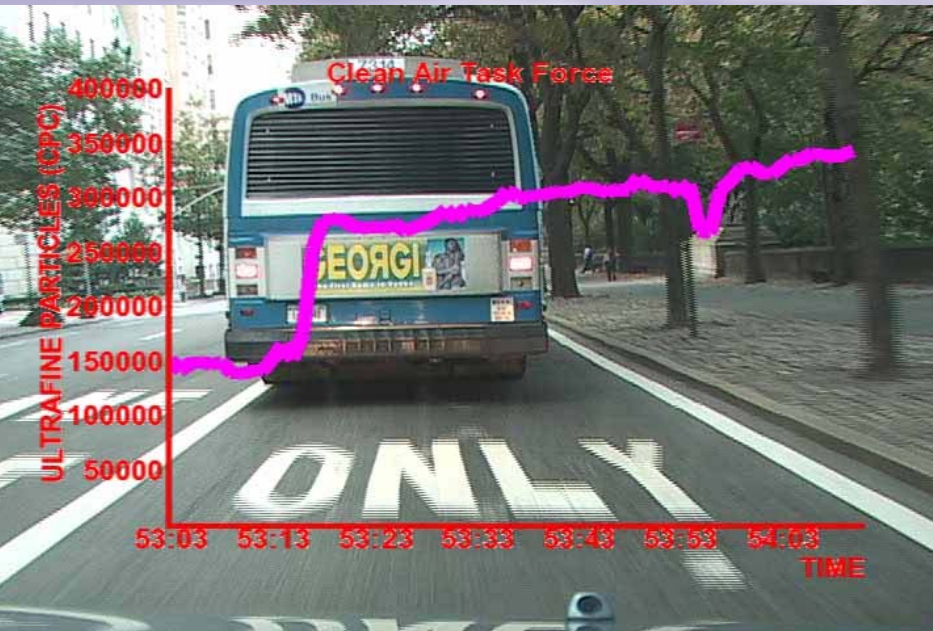


ULSD was made available all over the U.S. on October 15, 2006



Installation of an advanced DPF simply requires replacement of muffler and tailpipe

DPFs Work As Illustrated by 2 NYC buses



Left: NYC bus leaves behind a plume of highly polluted particulate exhaust.



Right: NYC bus filter-equipped bus leaves behind no trace of the exhaust particles.

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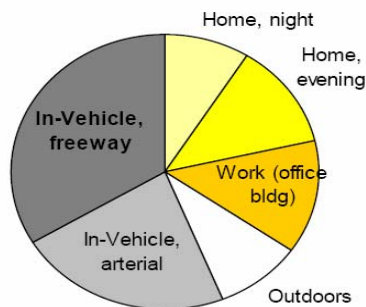
Broad Exposure

Commuters Have “No Escape”

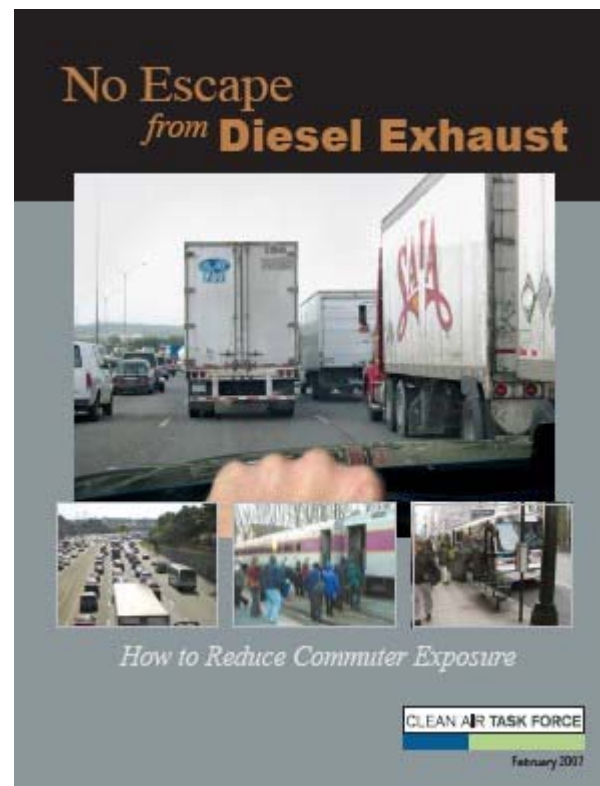
“No Escape” report -- No matter how you commute, you can't escape the risk of diesel exhaust.

- **Commuter studies in multiple cities: Austin, Boston, Columbus, New York City.**
- **Monitored diesel levels in cars, buses, trains, and breathed by pedestrians and bicyclists.**
- **Over 1/2 of PM exposure while commuting**
- **DPFs dramatically reduced exposure levels**
- www.catf.us/goto/noescape

Contribution to PM Exposure
(S. Fruin, CARB 2004)



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Clean Air Task Force: www.catf.us
Health Impacts from Diesel: www.catf.us/goto/dieselhealth
Commuter Exposure to Diesel: www.catf.us/goto/noescape