Ohio Environmental Council

Breathe Easier • Clean the Air

Diesel Pollution • Your **Air** • Your **Health**

National Partnership to Reduce Diesel Pollution Campaign Platform

We invite your organization to join the Ohio Clean Diesel Campaign and endorse the "Campaign Platform of the National Partnership to Reduce Diesel Pollution." With your help we can reduce diesel emissions in our community. To show your support, please endorse the "Campaign Platform" by filling out the form at the bottom of this page and sending it to Ohio Environmental Council. We look forward to working with you on these important air quality issues!

In the United States, more than 13 million engines use **diesel** fuel to build our nation's buildings and roads and to transport our goods and citizens. However, particulate matter **pollution** from **diesel** emissions shortens the lives of an estimated 21,000 people nationwide every year. In addition, the cancer risk that **diesel** exhaust poses is 8 times greater than the cancer risk from all other 133 air toxics tracked by EPA combined.

The **National Partnership** to **Reduce Diesel Pollution**, a collaboration of organizations throughout the country, is committed to the following goals: To **reduce** direct **diesel** fine particulate matter emissions 40 percent by the year 2012, 55 percent by 2015, and 70 percent by 2020. Achieving these goals would save tens of thousands of lives between now and 2030, improve health and well-being by reducing ailments such as heart and asthma attacks, and help mitigate global warming.

People Facing the Greatest Risk

- Children
- Asthmatics
- Occupationally exposed workers
- People with existing respiratory problems

Diesel emission controls can cut diesel soot by as much as 90%

The Nasty Components

- Air toxics
- Hydrocarbons (HC)
- Nitrogen oxides (NOx)
- Particulate matter (PM)
- Sulfur oxides (SOx)
- Volatile organic compounds (VOC)

"Air pollution kills about 70,000 Americans each year. That's more people than die from breast and prostate cancers combined. Air pollution is a huge public health problem."

Source: Joel Schwartz, Associate Professor
Harvard School of Public Health

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The National Partnership to Reduce Diesel Pollution advocates that plans incorporating the following principles should be implemented to significantly reduce diesel pollution:

1. **Plans should be designed to minimize risk to public health.** Acknowledging that there is no known safe level for exposure to **diesel pollution**, **diesel** emissions reductions should go beyond attainment of state and federal ambient health standards for air quality, and deeper **diesel pollution** reductions should be pursued as technology improves.

2. **Plans should consider options to reduce diesel pollution from all sources.**

3. **Plans should utilize the best pollution controls and management practices to guarantee the greatest possible reduction in diesel emissions.** Strategies could include: retrofits, rebuilds, replacements, cleaner fuel, implementing and enforcing no-idling policies, encouraging stricter inspection and maintenance practices, and implementing commercial and industrial environmental management systems.

4. **Plans to reduce diesel pollution should target particulate matter, as its components have serious health and global warming impacts.** Particulate matter has been identified by public health and medical experts as the most dangerous component of **diesel pollution**. Targeting particulate matter will also **reduce** black carbon soot, a global warming pollutant, helping to **reduce** the serious economic, health, and environmental threats posed by global warming.

5. **Plans to reduce diesel particulate matter should not significantly increase other air pollutants.** Policies that create other **pollution**, including net increases in nitrogen oxides (NOx) or other air toxics, should be avoided.

6. **Plans should require that, to the maximum extent feasible, each sector contributing to diesel pollution share in the expense and effort of reducing this pollution.** A diversity of funding sources, public and private, should be utilized to achieve maximum **pollution** reductions. Innovative funding and incentive strategies (for example: loans, tax credits, and small-scale grants) should be pursued to encourage private fleet participation.

7. **Plans should target reducing exposure to sensitive subpopulations**, especially the elderly, children, and environmental justice communities, where pollutant levels are highest and where the potential for human health benefits are greatest.

8. **Plans should ensure that adequate pollution monitors exist to create an accurate inventory and to provide on-going tracking of emissions.** Comprehensive **diesel** emission inventories of all sectors (on-road, off-road and stationary) are an essential tool for identifying opportunities and assessing progress.

9. **Plans should support engagement of all levels of government to pursue maximum diesel pollution reductions.**

Organization: _____ Contact Name, Title: _____
Address w/Zip: _____
Phone: _____ Fax: _____ Email: _____

We will help by: **___ Becoming a Supporting Member** **___ Making phone calls** **___ Organizing local events**
___ Attending meetings or hearings **___ Writing letters** **___ Sending email alerts**

For more information or a list of endorsers please call the OEC at 614 487-7506 or email OEC@theOEC.org.
Please return this form to: Ohio Environmental Council, 1207 Grandview Ave; Ste 201; Columbus, OH 43212.