
GEORGE V. VOINOVICH
U.S. SENATOR FROM OHIO
VOINOVICH
NEWS



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VOINOVICH INTRODUCES BILL TO REDUCE HARMFUL EMISSIONS
FROM EXISTING DIESEL ENGINES

WASHINGTON D.C. – U.S. Senator George V. Voinovich (R-Ohio) today introduced bipartisan legislation to further reduce harmful emissions from existing diesel engines. The *Diesel Emissions Reduction Act of 2005*, which is cosponsored by Chairman of the Environment and Public Works Committee Sen. Jim Inhofe (R-OK), Sen. Thomas Carper (D-Delaware), Sen. Johnny Isakson (R-Georgia), Sen. Hillary Clinton (D-New York), Sen. Kay Bailey Hutchison (R-Texas) and Sen. Dianne Feinstein (D-California), will distribute over \$1 billion over 5 years to establish voluntary national grant and loan programs for diesel emission reduction projects and programs that improve air quality and protect public health. The bill will help areas come into attainment for the new air quality standards. Developed with environmental, industry, and public officials, the legislation complements Environmental Protection Agency (EPA) regulations now being implemented that address diesel fuel and new diesel engines.

"I am pleased that the Administration has taken strong action with new diesel fuel and engine regulations, which were developed in a collaborative effort to substantially reduce diesel emissions. However, I am concerned that the full health benefits will not be realized until 2030 because these regulations address only new engines. The estimated 11 million existing diesel engines have a long life ahead of them and need to be addressed as well. The *Diesel Emissions Reduction Act of 2005* will provide pivotal funding through national and state-level grant and loan programs for the voluntary retrofitting of existing diesel engines. I am pleased that such a strong, diverse coalition of environmental, industry, and public officials understands the need for this legislation and is working hard to make it a reality," said Voinovich.

Reducing diesel emissions is pivotal in our effort to clean the nation's air. On-road heavy duty diesel vehicles, such as transit buses and garbage trucks, and non-road diesel vehicles, such as construction equipment and tractors, account for roughly one-half of the nitrogen oxide and particulate matter emissions from mobile sources nationwide. These emissions contribute to ozone formation and fine particulate matter, and they contain numerous other chemicals that are listed by EPA as hazardous air pollutants.

EPA has finalized diesel fuel and new engine regulations that will reduce diesel emissions from new diesel buses, freight trucks, and non-road equipment by more than 80 percent from 2000 levels. Unfortunately, the full benefits of EPA's rules will not be realized until 2030 because of the long lifetime of the 11 million existing engines. The durability of the diesel engines used to power school buses, trucks and railroads, agriculture processes, and emergency response vehicles can last for hundreds of thousands of miles over a lifetime of up to 30 years.

In the meantime, EPA has designated 495 counties nationally and 38 counties in Ohio as in nonattainment for the new ozone and/or particulate matter air quality standards. Currently, state and local governments are hard at work developing plans to meet the new, fast approaching deadlines for the air quality standards – but without federal assistance, many will fall short.

In order to help states and communities meet these standards and reduce exposure to harmful diesel emissions, a voluntary diesel retrofit initiative is needed to substantially reduce emissions from our aging diesel fleets. The *Diesel Emissions Reduction Act of 2005 (DERA)* establishes national and state-level grant and loan programs to promote the reduction of diesel emissions. The legislation:

- Authorizes \$1 billion over 5 years (\$200 million annually);
- Provides that 70 percent of the funds are distributed by EPA;
- Allocates 20 percent of funds to states to develop retrofit programs with an additional 10 percent available as an incentive for state's to match the federal dollars being provided;
- Establishes priority areas for projects – such as those that are more cost-effective and affect the most amount of people – and focuses the federal program on public fleets; and
- Includes provisions to help develop new technologies, encourage more action through non-financial incentives, and require EPA to outreach to stakeholders and report on the success of the program.

DERA is based on the understanding that existing engines can benefit from technology that “retrofits” or replaces older engines. In doing so, cost-effective emissions reductions can be provided for these fleets and dramatically accelerate the public health benefits.

In the near future, states must develop State Implementation Plans (SIPs) to achieve ozone and particulate matter reductions to meet the new air quality standards. This legislation gives states and communities the opportunity and flexibility to design programs to fit their own needs. This legislation will help bring counties into attainment by encouraging the retrofitting or replacement of diesel engines, which will substantially reduce diesel emissions that contribute significantly to ozone and particulate matter.

EPA estimates that this billion dollar program would leverage an additional \$500 million leading to a net benefit of almost \$20 billion with a reduction of about 70,000 tons of particulate matter. This is a 13 to 1 cost-benefit ratio.

Chairman Jim Inhofe (R-OK), Bill Holbrook, (202) 224-5762

“This legislation complements Administration efforts to reduce pollution from diesel engines by addressing a much broader range of sources and existing engines. By focusing on non-attainment areas in the country, we'll be delivering a key health benefit to many major urban areas.”

Senator Tom Carper (D-DE), Bill Ghent, (202) 224-2441

"This legislation will help companies retrofit heavy-duty diesel engines with technologies that will dramatically reduce their current emissions levels. EPA's new diesel regulations will go a long way to cleaning the air, but it could take up to 25 years before today's current, dirtier engines are replaced. This bill will help us meet our clean air goals quicker, meaning less children being hospitalized for asthma and more lives saved."

Senator Johnny Isakson (R-GA), Sheridan Watson, (202) 224-3643

"I am pleased to join Sen. Voinovich and other members of the Senate in cosponsoring The Diesel Emissions Reduction Act of 2005. In my state of Georgia, nearly 60 percent of our population lives in an area designated as 'non-attainment.' The Diesel Emissions Reduction Act of 2005 will help significantly reduce the nitrogen oxide (NOx) and particulate matter (PM) mobile source emissions that contribute to our 'non-attainment' designation, and that will help my state and our entire nation."

Senator Hillary R. Clinton (D-NY), Amy Bonitatibus, (202) 224-4451

"I am proud to support this legislation, which will provide funding for proven, cost-effective technologies to reduce diesel pollution," said Senator Clinton.

Senator Kay Bailey Hutchison (R-TX), Chris Paulitz, (202) 224-9767

"As local and state governments strive to meet the new stricter eight-hour ozone standard, they need every available tool and resource in this effort," Senator Hutchison said. "This voluntary diesel retrofit initiative is an effective tool to control emissions from our aging diesel fleets. I am proud to co-sponsor this legislation that will go a long way towards protecting our environment."

Senator Diane Feinstein, (D-CA), Scott Gerber, (202) 224-3841

"California has some of the dirtiest air in the nation. This legislation would authorize \$200 million a year for 5 years to help take diesel engines off the road and out of our communities and replace them with cleaner engines. This would mean cleaner air in the Central Valley, Los Angeles, and across the state. Let me commend Senator Voinovich for offering this legislation, and I hope the Senate will take it up soon," said Senator Feinstein.

Environmental Protection Agency Administrator Steve Johnson, Eryn Witcher, (202) 564-7351

"EPA believes that new diesel technology holds great promise for improving air quality across the nation," said EPA Administrator Steve Johnson. "The President has proposed \$15 million as part of the FY06 Budget to advance utilization of diesel fleet retrofits through the National Clean Diesel Campaign. We appreciate Senator Voinovich's leadership in promoting clean air, and look forward to working with Congress to advance a diesel retrofit program."

Caterpillar Inc., Jim Parker, (309) 675-5813

"Caterpillar applauds this landmark bill which provides a basis for a consistent national approach for reducing existing diesel fleet emissions. The Diesel Emissions Reduction Act of 2005 also compliments the Bush administration's clean diesel initiatives as well as private-sector retrofit efforts currently underway," said Jim Parker, Caterpillar Vice President with responsibility for the Power Systems Marketing Division.

Environmental Defense, Fred Krupp, (212) 505-2100

“The Diesel Emissions Reduction Act of 2005 is a good example of common sense legislation that is winning support from industry and non-governmental organizations who are working together on retrofit activities as a workable solution for reducing emissions in older diesel engines,” said Fred Krupp, President, Environmental Defense.

Associated General Contractors of America, Stephen E. Sandherr, (703) 837-5310

“The construction industry welcomes this legislation because it will provide the needed assistance to help contractors retrofit their off road equipment. AGC applauds Senator Voinovich’s efforts to take an incentive approach to addressing environmental concerns,” said Associated General Contractors of American GC CEO Stephen E. Sandherr.

Cummins Inc., Mike Cross, (202) 654-4283

“The Diesel Emissions Reduction Act of 2005 represents a sound use of tax payer dollars. Diesel retrofits have proven to be one of the most cost-effective emissions reductions strategies. Furthermore, another advantage to retrofits is that reductions can be realized immediately after installation and can be particularly important in metropolitan areas where high volumes of heavy-duty trucks are prevalent and/or where major construction projects are underway for long periods of time,” wrote Mike Cross, Vice President and General Manager of Cummins Inc., in a letter to Senator Voinovich.

Diesel Technology Forum, Allen R. Schaeffer, (301) 668-7230

“Because of its unique combination of energy efficiency, durability and reliability, diesel technology plays a critical role in many industrial and transportation sectors, powering two-thirds of all construction and farm equipment and over 90 percent of highway trucks. Diesel technology has played and will continue to play a vital role in key sectors of our economy. Thanks to your legislation, diesel technology will continue to serve these sectors and help assure this country’s continued clean air progress,” wrote Allen R. Schaeffer, Executive Director of the Diesel Technology Forum, in a letter to Senator Voinovich.

Ohio EPA, Joseph P. Koncelik, (614) 644-3020

“As Ohio develops its clean air plans for ozone and particulate matter, we need to consider every tool available to us. A funding program to help reduce pollution from diesel engines is a valuable tool,” wrote Joseph P. Koncelik, Director of the Ohio Environment Protection Agency, in a letter to Senator Voinovich.

Ohio Environmental Council, Vicki Deisner, (614) 487-7506

“When it comes to dirty diesel exhaust, where there’s smoke, there’s danger. Diesel exhaust is a toxic cocktail of ozone precursors, deadly microscopic particles, and cancer-causing compounds. The technology to clean up diesel engines already exists. Thanks to Senator Voinovich, incentives to help clean up the nation's fleet of diesel-powered vehicles and equipment may be just around the corner,” wrote Vicki Deisner, Executive Director of the Ohio Environmental Council, in a letter to Senator Voinovich.

Mid-Ohio Regional Planning Commission, William C. Habig, (614) 228-2663

“Freight transportation is one of the primary growth sectors for central Ohio. Yet, we do not want growth at the expense of a diminished quality of life for our residents. Therefore, it is important

that we do whatever we can to encourage public and private on and off-road fleets to improve emissions from existing diesel engines that will continue to operate for many years,” wrote William C. Habig, Executive Director of the Mid-Ohio Regional Planning Commission, in a letter to Senator Voinovich.

Clean Air Task Force, Conrad Schneider, (207) 721-8676

“Reducing exposure to diesel exhaust in our environment will improve public health. We applaud the sponsors of the Diesel Emission Reductions Act of 2005 for proposing a decisive first step toward improving public health by reducing exposure to diesel exhaust,” wrote Conrad Schneider, Advocacy Director of the Clean Air Task Force, in a letter to Senator Voinovich.

STAPPA/ALAPCO, S. William Becker, (202) 624-7864

“By authorizing funds for grant and loans to states and other organization for the purpose of reducing emissions from diesel engines, the Diesel Emissions Reduction Act of 2005 will help states and localities achieve their air quality goals,” wrote Bill Becker of State and Territorial Air Pollution Program Administrators/Association of Local Air Pollution Control Officials in a letter to Senator Voinovich.

Union of Concerned Scientists, Kathleen Rest, Ph.D., (617) 547-5552

“UCS is pleased to be part of a diverse coalition of groups—including environmental and health groups, the diesel industry, and public agencies—that is working collaboratively on reducing diesel pollution. This unique mix of voices all agree that reducing pollution from diesel engines is a public health priority, and that federal and state funding is a key strategy to clean up diesel engines,” said Kathleen Rest, Ph.D., Executive Director of the Union of Concerned Scientists, wrote in a letter to Senator Voinovich.

Regional Air Pollution Control Agency, John Paul, (937) 225-5931

"This bill will help areas reduce air toxics and meet health-based standards in a very effective manner," wrote John Paul, Supervisor, Regional Air Pollution Control Agency, in a letter to Senator Voinovich.

Emissions Control Technology Association, Timothy J. Regan, (202) 682-3140

“Clean diesel retrofits are a highly cost effective means of reducing emissions, costing approximately \$5,000 per ton equivalent of air pollution removed. The Diesel Emissions reduction Act of 2005 will ease the growing burden states are feeling as they strive to reach attainment of these national standards, by providing them with grants and loans for the purpose of reducing emissions from diesel engines,” wrote ECTM President Timothy J. Regan in a letter to Senator Voinovich.

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Editor’s Note: For the full text of the either the legislation or the letters of support contact Garrette Silverman at Garrette_Silverman@voinovich.senate.gov.