

## Campaign Platform of the National Partnership to Reduce Diesel Pollution

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.

**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.**

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