



**RESPIRATORY
HEALTH
ASSOCIATIONSM**
of Metropolitan Chicago

CLEAN AIR TASK FORCE



**S
M
E
N**

PRESS RELEASE

FOR IMMEDIATE RELEASE

March 14, 2008

CONTACTS

Brian Urbaszewski, RHAMC (312) 405-1175

David Marshall, CATF (603) 428-8114

GROUPS APPLAUD EPA DECISION TO CLEAN UP MOST LOCOMOTIVE AND MARINE ENGINES *CHICAGO RAILROAD POLLUTION WORST IN COUNTRY*

Chicago, IL -- March 14, 2008 -- Respiratory Health Association of Metropolitan Chicago (RHAMC) and the Clean Air Task Force praised the federal Environmental Protection Agency's final rule released today which will require new and many remanufactured diesel locomotives and coastal and inland marine engines to clean up their engines. The new standards will require these engines to reduce "soot" or particulate pollution by 90% and reduce smog forming nitrogen oxides (NOx) by 80%.

Metropolitan Chicago is the busiest rail gateway in the United States, accounting for one-third of the nation's freight rail traffic with 1,200 trains passing through the region every day. Over the next 20 years, demand for freight rail service in Chicago is expected to nearly double. As the demand for freight rail increases, railroad pollution is expected to rise. In fact, a report released just last year finds that the amount of pollution emitted by locomotives in Chicago is already nearly double that of Los Angeles and nearly four times as much as found in Houston.

Since 2004, when EPA first stated its intention to clean up diesel locomotives and marine engines, public health groups have been pressing EPA to finalize this rule. Under this rule, trains and boats will be built to emit 80 percent less nitrogen oxides (NOx) and 90 percent less particulate matter (PM) than existing standards allow. However, it is expected to take beyond 2030 before the new cleaner vehicles fully replace the vehicles with existing engines, which will continue to emit deadly diesel emissions unless they are retrofit or rebuilt.

"Diesel exhaust is a deadly brew of over 40 toxic chemicals, and has been linked to premature death, lung cancer, asthma attacks, strokes, heart attacks and a host of other lung and heart problems," commented Brian Urbaszewski, Director of Environmental Health for the Respiratory Health Association of Metropolitan Chicago. "EPA's rule will finally clean up new locomotives and marine diesel engines, and do so in a very cost-effective way." According to nationwide monitoring data, 88 million people living in 208 counties are exposed to levels of PM pollution that exceed national health-based air quality standards. This includes the entire Chicago metropolitan region.

Chicago's Lung Health
Leader Since 1906

1440 W. Washington Blvd.
Chicago, IL 60607-1878
Phone: (312) 243-2000
Fax: (312) 243-3954
www.lungchicago.org

SCMENE

Without these new rules, EPA estimated that by 2030 marine diesels and locomotives alone would contribute almost two-thirds of the nation's total mobile diesel PM emissions and over one-third of the NOx inventory. Air pollution regulators have projected that 4,000 people a year are dying early from breathing diesel train and boat fumes; EPA projects that today's rule will prevent nearly 1400 premature deaths by 2030. EPA also estimates that the rule's health benefits— worth \$8.4 to \$11 billion in 2030—will far outweigh its costs— estimated by EPA at only \$740 million per year.

While generally praising EPA's rule today, RHAMC expressed concern that the rule allows some new marine diesel engines to continue to escape regulation. For instance, engines installed on foreign-flagged vessels are not regulated. And domestic engines under 800hp are not subject to the stringent after-treatment based standards that produce the most substantial emissions reductions. Today's rule also does not apply to many remanufactured marine diesel engines, including those under 800hp. "Today's rule will clean up new and remanufactured locomotives and many new boat engines, but it leaves untouched much of the existing fleet of marine diesel engines," noted Urbaszewski. "These existing diesels are very dirty and must also be cleaned up."

Through the Illinois Campaign to Clean Up Diesel Pollution, RHAMC has also been building support for several pending proposals to rebuild older Chicago area rail yard switcher locomotives to greatly reduce emissions. Several projects are now competing for millions in federal clean air transportation funds, to be awarded by the Chicago Metropolitan Agency for Planning later this year.

David Marshall, Clean Air Task Force Senior Council, clarified that today's rule still does not cover large ocean-going ships. "International shipping is a large and fast-growing source of air pollution along coastal and port areas in the United States. EPA projects that in the absence of additional regulation of these deadly behemoths, deadly particulate emissions from these ships in 2030 will exceed those from locomotives and inland and coastal marine diesels combined," he said. He urged EPA to move forward promptly with tighter emission standards for ocean-going ships, the vast majority of which are foreign-flagged.

"Diesel exhaust poses a greater cancer risk than all the other air toxics emitted in Chicago combined," Urbaszewski added, "which is why we are working together on a comprehensive campaign to clean up diesel pollution from locomotives, marine vessels, school buses, construction and other polluters. The Illinois Campaign to Clean Up Diesel Pollution calls on the State and local governments, to adopt measures requiring clean-up of diesel engines well before 2030. In addition, Congress should act this year to fully fund the 'Diesel Emissions Reductions Act' so that we can begin now to clean up America's dirty diesels."

* * *

Founded in 1906, The Respiratory Health Association of Metropolitan Chicago aims to promote healthy lungs and fight lung disease through research, advocacy, and education.

The Illinois Campaign to Clean Up Diesel Pollution, is a statewide campaign led by the Respiratory Health Association of Metropolitan Chicago (RHAMC) and Citizen Action/Illinois. The campaign represents over 60 public health, labor, community, and environmental organizations committed to reducing diesel pollution in Illinois.

Founded in 1996, the Clean Air Task Force (CATF) is a nonprofit organization dedicated to restoring clean air and healthy environments through scientific research, public education, and legal advocacy.

Chicago's Lung Health
Leader Since 1906

1440 W. Washington
Blvd.
Chicago, IL 60607-1878
Phone: (312) 243-2000
Fax: (312) 243-3954
www.lungchicago.org