

Support Bills to Clean Up Diesel Pollution, Protect Public Health

Targets Clean-Ups Of School Buses, Garbage Trucks, Transit Buses

NJPIRG, NJ Environmental Federation, Sierra Club, the NJ Environmental Justice Alliance, the state DEP and Senate and Assembly Environment chairs, are supporting diesel legislation, S1759 and A3182, to clean up the state's fleet of school buses, garbage trucks, transit buses and publicly owned vehicles as well as other measures to cut diesel soot pollution to improve public health. The groups also support ACR228/SCR113 to provide funding for the diesel clean-ups that will come by dedicating 20% of existing environmental surplus funds collected from the Corporate Business Tax over a 10-year period.

The Health Impact of Diesel Pollution:

The need for action is clear: New Jersey residents face a direct public health impact each year because of the impact of soot on our lungs. A recent report from the Clean Air Task Force found diesel pollution results in **800 premature deaths, over 1,300 heart attacks, and over 17,000 asthma attacks each year in New Jersey**. The report also cited the state as having the second worst risk rate.

New Jersey's kids are the most vulnerable -- they breathe in more air causing a bigger impact on their developing lungs. The Task Force report cited over 28,000 children who suffered respiratory problems -- everything from bronchitis and mild asthma attacks to emergency room visits. New Jersey already has over 100,000 school children who suffer from asthma and asthma attacks are the number one reason for school absences.

As soot pollution rises, so does risk. Areas close to main roads and highways are especially hit hard, as well as an unlikely source -- inside diesel school buses. Schoolchildren face a regular health risk because they're exposed to elevated levels of soot inside the bus cabin. An April study from the University of California showed that children on diesel buses breathe in more soot than everyone else in the surrounding metropolitan area combined, and up to 70 percent more soot than the average commuter.

Diesel Legislation Will Target Hot Spots:

Currently, 4% of the CBT revenue is constitutionally dedicated to environmental programs. SCR113/ACR228 and S1759/A3182 proposes to shift a small fraction of these existing environmental funds from site remediation and underground storage tanks to reduce diesel pollution. This will reduce diesel soot emissions over a 10-year period by over 400 tons of diesel soot pollution annually, which will lower the total amount of diesel soot pollution by roughly 10 percent. The reduction program, which will cost roughly \$10-14 million a year over the 10-year period, will reduce diesel soot through a combination of diesel engine clean-ups, idling enforcement and switch to ultra-low sulfur diesel fuel.

Most importantly, though, this legislation is addressing diesel pollution "hot spots" -- where the public is unduly exposed to excess diesel soot pollution. Specifically, the bill helps to clean up

school buses – which places our kids at risk – as well as vehicles that are in our neighborhoods on a regular basis, like garbage trucks. In addition, the DEP will conduct a study to test the additional benefit of doing a full retrofit for the state’s school bus fleet. The bill also protects users of mass transit, by cleaning up NJTransit and commercial buses. This bill will start to implement clean-up technology over a 10-year period to reduce diesel pollution by potentially over 90 percent, by installing filters on the vehicle’s exhaust system.

Diesel Soot Reduction Plan:

Diesel Clean-Ups For “Hot Spot” Vehicles

Vehicle Type	Number of Vehicles	Ton reduction per year	Cost
School Buses – Crankcase	16,470	N/A – in cabin strategy	\$7 million
Garbage trucks - publicly owned & privately owned that are used in public contracts	310 publicly owned 1870 privately owned & used in public contracts	10.5	\$7.7 million
Publicly owned on-road and non-road	2138	15	\$11 million
NJ Transit	1993	19	\$11 million
Privately owned commercial transit buses	7588	70	\$49 million
Anti-idling*	N/A	200 tons	N/A
Program Admin Costs**	N/A	N/A	\$11.5 million (1.15 for 10 years)
Ultra-low Sulfur Diesel Fuel***	N/A	810 tons (over 4 years)	N/A
School Buses – Tailpipe	16,470	Up to 11 tons	Up to \$49 million
TOTAL	30, 369	314.5-325.5 tons	\$97.2-\$146.2 million

* Through strong notification and enforcement of idling restrictions for diesel vehicles, the DEP estimates a reduction of 200 tons annually.

** DEP Admin Costs - \$1.15 million per year. (includes other agencies & one time study)

*** Under federal rules, on-road vehicles are required to switch to ultra low sulfur fuel in 2006 and off-road equipment in 2010. This initiative requires off-road equipment to comply with the same schedule as on-road vehicles.