

BP Promises to Cut Its Greenhouse Gases by 10%

British Petroleum, one of the world's largest oil companies, has pledged to reduce its global greenhouse gas emissions 10% below 1990 levels by the year 2010. BP's plan, which EDF helped develop, is not contingent on whether the Kyoto Protocol goes into effect, and it promises larger reductions than the 5% to 7% that would be required under Kyoto.

CEO John Browne said BP will make the reductions through a series of changes involving new technology, energy efficiency, and renewable energy, combined with an internal program for trading emissions among BP's business units. He cited, for example, achieving less wasteful pipeline transmission, curbing the "flaring" or burning off of waste gas, and capturing vapors that escape when tankers are being loaded from pipelines.

BP's internal trading program will be a microcosm of the global system envisioned by the Kyoto Protocol, empowering BP



One of the steps BP will take to reduce greenhouse gas emissions is to curb the "flaring" or burning off of waste gas, as seen above from this platform in the North Sea.

employees to innovate and to channel resources to the most productive opportunities to reduce greenhouse gases. This approach was developed as part of the EDF-BP joint partnership established in May 1997.

"BP is forging the critical link between climate change solutions and sound economics," said EDF economist Dr. Daniel J. Dudek, who initiated the project with BP. "Its ambitious reduction plan underscores the power of applying economic solutions to the most daunting environmental problems."

Said EDF executive director Fred Krupp, "BP is tackling global warming with the actions that matter most—making real cuts in greenhouse gas emissions. The company's strong commitment sets a new standard for corporate responsibility. Its willingness to invest in projects essential to solving the problem of climate change demonstrates what governments and businesses in every part of the world must do to meet this challenge."

Krupp noted that, although the motor-ing public will still continue to release the bulk of the greenhouse gas generated by the

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New \$500 Million Chemical Testing Program Announced

Each year manufacturers sell billions of pounds of chemicals for which the public lacks basic data on health effects. Now Vice President Gore, the Chemical Manufacturers Association (CMA), and the Environmental Defense Fund have announced an unprecedented cooperative program to test nearly 3,000 major industrial chemicals for their effects on health and the environment.

Last year, EDF executive director Fred Krupp invited CEO's of the country's top 100 chemical manufacturing firms to perform those screening tests on their own high-production chemicals. Vice President Gore, on April 21, 1998, then declared his support for EDF's position and called on the U.S. chemical industry,



EDF attorneys David Roe (l.) and Karen Florini and EDF toxicologist Dr. William Pease have advocated the chemical testing program.

environmentalists, and EPA to design a plan to get all 3,000 high-production chemicals tested.

The testing program was prompted in part by a 1997 EDF study, *Toxic Ignorance*, which documented that most U.S. high-production-volume industrial chemicals did not have even basic screening tests for their potential effects on human health anywhere in the public record—a fact later confirmed by U.S. EPA and by CMA in separate follow-up studies. Tests on the thousands of chemicals involved are now to be completed by the year 2004, with percentage completion goals for each year in between.

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Some cities could have more than twice as many days with temperatures over 90°F., according to global warming forecasts.

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With Americans driving six billion miles a day, curbing pollution counts.

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Earnest and intense, attorney Michael Cameron believes transportation really matters.

7 Landowners and Wildlife

Preserving endangered species on private land is vital.

Big Apple Park Along the Hudson River Gets a Green Light

Hudson River Park, a five-mile-long waterfront park planned for Manhattan's western shore, won key support this summer. The NY state legislature passed and

Governor George Pataki signed legislation to dedicate the park, protect river habitat, limit commercial development, capture existing revenue for park use, and create a new joint city-state entity to run the park. The park's bikeway is already being built and the rest of the park development could begin soon. EDF, a founding member of the 35-organization Hudson River Park Alliance, played a lead role in preparing the legislation and building support for the park.

Although still not fully financed, facing some opposition, and subject to a final public review process on park design, Hudson River Park should soon become a reality. "Creating Hudson River Park is as important to the future of this city as creation of Central Park was a century ago," said Andrew Darrell, executive director of the Hudson River Park Alliance. "It will finally reconnect New Yorkers to the Hudson River, with public access for all."



The green area shows how the park will skirt Manhattan's West Side and border the Hudson River.

Hudson River Park Alliance

Cleaner NYC Water Ahead

The U.S. Department of Agriculture has approved a program proposed by New York City, with EDF help, to protect the quality of drinking water supply reservoirs. The Conservation Reserve Enhancement Program will combine an estimated \$7.7 million in Federal funds with \$2.7 million in city funds to pay Catskills-area farmers to fence cattle out of streams and recreate 5,000 acres of forest and grass buffer areas around streams that flow into city reservoirs. The buffers will help filter excess phosphorus and possible disease-bearing organisms from farm runoff



The Ashokan is one of the upstate New York reservoirs that contributes drinking water to New York City.

Scott Foster/NYC DEP

Choosing Clean Electricity is Now Easy in Pennsylvania

People often ask what they can do in their daily life to help the environment. One simple step that Pennsylvania residents can take is switching to cleaner electricity. Most people don't realize that electric power plants are the single largest stationary source of air pollution in the United States and one of the largest sources of the greenhouse gases that lead to global warming.

When you switch to clean power, your wiring won't change and your electric service will continue uninterrupted. The only difference is that your monthly payment will go toward environmentally preferable sources of electricity.

Choosing cleaner energy is easy in Pennsylvania. Just enroll for the right to

choose, then select a supplier. Residents who have not already enrolled can simultaneously do so and choose a supplier by phone. Or call the Public Utility Commission at 1-888-782-3228.

EDF is working with the Clean Air Council to promote clean energy options. Call the Council at 215-567-4004 to get the latest information on clean energy suppliers in Pennsylvania, or visit www.edf.org/Energy. At press time there were at least three companies offering cleaner power with varying amounts of renewable energy: The Energy Cooperative Association of Pennsylvania (215-972-1537), Green Mountain Energy Resources (1-800-799-6876), and Connecticut (1-800-727-3200).

Pennsylvanians, the choice is yours!

before it reaches the reservoirs. City officials hope these measures will help make it unnecessary to spend billions of dollars on a water filtration plant.

The New York program joins larger programs approved for the Chesapeake Bay and the Illinois and Minnesota Rivers that will together enroll roughly 500,000 acres. Programs in Oregon and North Carolina are near approval.

"This program shows how Federal farm funds can help solve even the most critical water quality problems in the Northeast," said EDF attorney Timothy Searchinger, who proposed the idea to city officials in 1996. "New York Representatives Jim Walsh and Sherwood Boehlert deserve credit for persuading Federal officials to double the payment levels to farmers to reflect the realistic market conditions in New York," added Searchinger.

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Director's Message

BP Sends a Signal On Global Warming

British Petroleum's pledge to reduce greenhouse gas emissions 10% below 1990 levels by the year 2010 (*see story, p. 1*) is a magnificent example of a corporation acting responsibly. Although BP's emissions represent a small percentage of total global emissions, its action is significant in sending a signal to other companies. I believe it changes the whole ball game.



Fred Krupp

BP broke ranks with the oil industry a year ago, when CEO John Browne acknowledged that climate change is a matter for public concern and promised to help address it. Now BP is the first company in the world that has committed to making a voluntary reduction of greenhouse gas emissions to a specified level by a given date, irrespective of whether the Kyoto Protocol goes into effect.

Raising the Bar

By committing itself to do more than the Kyoto protocol would require, BP has created a new level of expectations for other oil and gas companies. If other companies follow BP's lead and make the same commitments, it will be a major step forward in creating the conditions for effective climate protection.

It's important to acknowledge that the use of BP's products, such as gasoline, releases far more greenhouse gases to the atmosphere than are released in BP's own operations. Nevertheless, BP is setting an example by starting with its own emissions and by making new investments in solar and other technologies that will reduce fossil fuel use. These investments—and BP's plan to use emissions trading to cut emissions—will prove to be good business strategy.

I urge other companies to pledge to cut their own greenhouse gas emissions. EDF members who work for or own stock in companies should encourage them to follow the BP path. It's good business and it's the responsible thing to do for the world.

Hot Summers May Be More Common

Cities across the U.S. may experience many more days with temperatures above 90, 95, and 100 degrees in the future unless swift action is taken to bring global warming under control, according to a new EDF report. For example, Miami, which now averages 23 days a year over 90°F, could average 121 such days a year by 2100.



Janine Bloomfield

"This year's devastating heat waves and tragic heat-related deaths may offer a picture of a typical summer of the future unless emissions of greenhouse gases are significantly reduced," said EDF scientist Dr. Janine Bloomfield. "Children, the elderly, and those already weakened by illness are especially vulnerable to heat-related illness and even death during prolonged periods of hot weather."

Since projecting temperatures for specific locations in future years involves considerable uncertainty, the report is intended to illustrate the impacts that global average temperature increases *could* have on certain cities, not to predict their actual weather in any specific year.

The report is based on data prepared by the NASA/Goddard Institute of Space Studies and Columbia University Center for Climate Systems Research. It used climate change scenarios based on those of the UN Intergovernmental Panel on Climate Change (IPCC), an international group of thousands of scientists.

The National Center for Atmospheric Research's historical weather data were used

Number of Days Per Year Over 90°F

City	Current Average	Year 2100*
Albuquerque, NM	58	91
Boston, MA	11	24
Charleston, SC	51	97
Chicago, IL	15	33
Cleveland, OH	7	21
Columbus, OH	14	37
Houston, TX	89	132
Los Angeles, CA	3	6
Miami, FL	23	121
New York, NY	13	32
Philadelphia, PA	21	45
Pittsburgh, PA	8	23
Portland, OR	11	22
Richmond, VA	36	68
St. Louis, MO	36	67
Washington, DC	32	58

*Projected using IPCC's "best estimate" warming scenario, in which global average temperature rises 3.6°F by 2100.

to set baselines for the current average number of very hot days for 34 selected cities (some of which are shown in the chart above). Three scenarios that span the IPCC's projections were used to generate future estimates: a global average temperature increase of 1.8°F by 2100 (low), an increase of 3.6°F ("best estimate"), and an increase of 5.4°F (high).

To Learn More

To find out what global warming could mean for your city, go to www.edf.org/90plus.

More Features Appear on EDF's Web Page

There's something new every day on EDF's web site, www.edf.org. Visitors will find the latest environmental news, the full text of many EDF publications, new job listings, the latest stories from *EDF Letter* (as well as an archive of every story since 1970), and much more.

A new web feature offers books recommended by EDF staff—and a chance to help the environment at the same time. Choices at www.edf.org/EarthMall/Bookstore range from novels and memoirs to children's books to advanced texts. EDF's *Bookstore* partner, Barnes and Noble, will donate to EDF a percentage of the purchase price of any book—including those not listed on EDF's page—as long as your order originates at the *EDF Bookstore*.

Find books by EDF staff, such as Michael Bean's *The Evolution of National Wildlife Law*, and Bruce Rich's *Mortgaging the Earth*, as well as books that have informed or inspired EDF staff members' work. For example, EDF ecologist Dr. David Wilcove recommends E.O. Wilson's *The Diversity of Life* as "the definitive text on biodiversity." Attorney Kevin Mills suggests *The Lorax*, by Dr. Suess, a lesson in deforestation, sustainability, and biodiversity that will delight both children and adults.

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Driving Green: 11 Tips to Lessen Your Car's Impact

Driving a car is probably a typical person's most polluting daily activity. It's true that cars are far cleaner than they once were: a 1960's car produced five times as much pollution as the typical car today. But there are more cars on the road—195 million, including commercial vehicles—and people are driving them more. All told, Americans drive more than six billion miles each day, up from 2.4 billion in 1965. What's more, many Americans choose vehicles with poor fuel economy, such as sport utility vehicles, further worsening the situation.

Pollution from cars causes health problems ranging from asthma to lung cancer and threatens the environment. Cars also generate wastes such as discarded oil, antifreeze, lead-acid batteries, and even old cars themselves, all posing potentially major waste disposal problems.

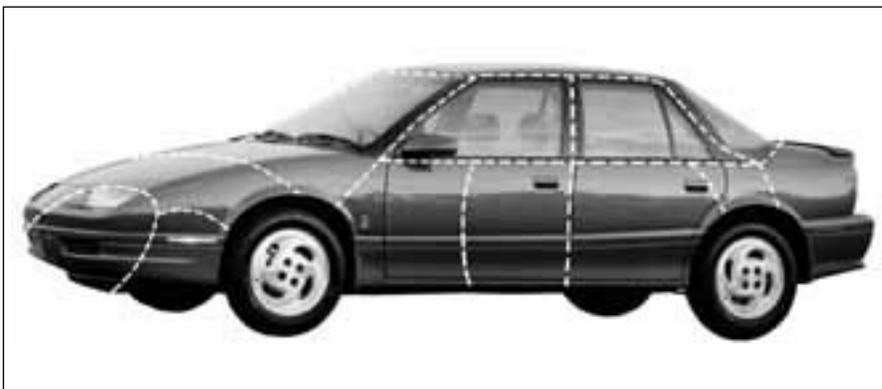
If you can't stop driving, but want to minimize your car's impact on the environment, you can rely on two familiar "R's" and an "M" for guidance—reduce, recycle, and maintain. You've probably heard some obvious things you can do: walk or bike when you can, car-pool, and don't drive a gas-guzzler. But here are some other ideas.

REDUCE

1 Reduce the time your engine runs. Simply turn it off if you find yourself idling in traffic for more than 30 seconds. Don't "warm up" your car in cold weather for more than a few seconds; today's cars can operate effectively soon after start-up.

2 Plan your trips. Park where you can run several errands at once. Try to avoid driving during stop-and-go rush-hour traffic. Let your fingers do the driving—a phone call can confirm if an item you need is in stock, and catalogs and Internet sites can offer car-free shopping. Before driving to a distant discount store for a bargain, consider that sometimes the savings aren't worth the extra cost of fuel and wear and tear on your car.

3 Reduce the load on your engine. Anything that improves your mileage reduces pollution. Try to avoid piling anything on top of your car, which increases



Increased recyclability is just one direction in which new cars are going. There are many other ways you can keep the environment in mind when you drive.

drag and reduces efficiency. Turn off your air conditioner when possible and open a window instead. If you're driving a standard-shift car, stay in the highest gear reasonable for your speed and, standard or automatic, use overdrive if you've got it.

4 Reduce your speed. Remember that only a few years ago Americans reached their destinations comfortably driving 55 miles per hour, adding only minutes to short trips and improving their fuel economy by 15% over a 65-mph speed. Reducing your speed by only five mph would still bring benefits today.

5 Consider driving one car. If your family owns more than one car, consider selling one. Car-scarcity is a built-in incentive for both children and adults to bike or walk. When you do need extra motorized wheels, the mountain of money you save on car payments, fuel, and insurance could more than pay for an occasional cab or car rental.

Low tire pressure wastes more than two million gallons of gas every day.

RECYCLE

6 Recycle used parts. Worn-out parts and discarded fluids, from batteries to oil to antifreeze to (sometimes) tires, can often be recycled. Ask your mechanic or call your local recycling center for information.

7 Buy recycled. Always buy re-refined motor oil (such as "America's Choice" motor oil available at many Wal-Mart stores). When you need to replace something like a starter or alterna-

tor, ask for a remanufactured part.

8 Recycle your car. When an old car "dies," it's not a bad idea to send it to an auto recycler (a.k.a. junkyard), where usable parts can be resold and the remaining metal crushed and recycled. But better yet, see if you can donate it to a vocational school that will put life back into the old rust-bucket for

someone and perhaps give you a tax deduction to boot. (But insist that emissions systems be restored to current standards before it goes back on the road.)

MAINTAIN

9 Maintain your engine. Cars with poorly maintained engines and emissions systems are some of the most polluting on the road. Make sure a skilled mechanic runs an emissions system check.

10 Check wheels and tires. Have your wheels aligned (this reduces rolling inefficiencies as well as tire wear) and keep your tires inflated properly. Low tire pressure wastes more than two million gallons of gasoline in the United States every day.

11 Prevent A/C leaks. If you're having an older air conditioning system serviced, make sure your garage uses a "vampire," a device (now required by law) that safely captures CFC coolants. Their release into the atmosphere damages the Earth's protective ozone layer.

Finally, if you're shopping for a car, do some research at a library or on-line to find one with the best mileage in its class. A standard-shift car usually gets higher mileage and produces lower overall pollution. Consider seriously whether you really need heavy options such as four-wheel drive, which are unnecessary for most people.

And if you're moving or changing jobs, think about telecommuting (if your company allows it) or living closer to your workplace. It's better than driving yourself to distraction!

By Jon Luoma

New Law Can Benefit Commuters

Thanks to changes in Federal tax law that take effect in January, employees across America will be eligible to receive tax-free transit passes, ride-sharing expenses, and other commuter benefits in lieu of compensation and to receive cash in place of free employer-provided parking. For years, employees were able to get tax-free commuter benefits only if they took advantage of free or subsidized parking at work, but not if they commuted by transit, car pool, bicycle, or on foot. A 1992 law change let employers provide limited tax-free transit passes, but was costly for employers.

Now, more widely available benefits which EDF helped secure can cut most employees' costs of transit passes and other commuting expenses by 25% to 35%, while trimming employers' costs. (The difference is that the benefits are paid from employees' pre-tax income.) By helping to level the playing field between driving and other means of travel, this new voluntary program can help reduce traffic congestion and pollution and give employees more choice and more net pay—but only if employers take advantage of it.



Andreas Rentisch

Under the new Federal tax law, employees will be able to cut the cost of transit passes and other commuting expenses by 25% to 35%, if employers give the nod.

EDF will offer its own employees the opportunity to buy transit passes and other commuter benefits through a payroll deduction program. (EDF doesn't offer free parking to any employees, so it cannot offer cash in lieu of parking benefits.)

You can ask your employer to take advantage of this important new law (Section 910 of the Surface Transportation Revenue Act of 1998), which could affect your commuting costs, taxes, and employee benefits. For further information, go to www.edf.org/more/10505.

Testing Program to End Toxic Chemical Ignorance

Continued from page 1.

"We've been operating on assumptions instead of facts when it comes to chemical safety," said Krupp. "This testing program will give the public needed information about the most widely used chemicals and will let efforts to curb risks, by both companies and government, focus on the chemicals that testing shows to be hazardous."

Under the new program, chemical manufacturers will volunteer specific chemicals for testing, using agreed-upon tests. Testing will be ordered for high-production chemicals that are not volunteered within 13 months, under a mandatory test rule that EPA will issue in December 1999.

EDF, which has emphasized the importance of continuous public access to the program at every stage, will monitor testing progress and will provide free information to the public on-line at www.scorecard.org, on a chemical-by-chemical and company-by-company basis.

"More tests in less time is to everyone's benefit," said EDF attorney David Roe, "and will bring us closer to the public health protection that Congress promised a quarter-century ago. This is cheaper and more efficient from industry's perspective, and faster and more comprehensive from the public's



Image Club Graphics

Most of the major industrial chemicals manufactured in the U.S. have never had basic screening tests for their potential effect on human health.

perspective, than anyone could have forced in a hearing room or in court."

Added EDF attorney Karen Florini, "For far too long, our legal and regulatory system has failed to distinguish between chemicals that are known to be safe and those that simply haven't been tested. That approach is neither scientifically supportable nor protective public health policy. This program marks the end of the 'ignorance-is-bliss' era, and instead makes clear that part of being a responsible chemical maker is having basic data on your products' health and environmental effects."

10th Anniversary of Chico Mendes's Murder

The murder of Amazon rubber-tapper leader Chico Mendes in December 1988 set off a worldwide outcry against the destruction of the Amazon rainforest and persecution of forest peoples. EDF anthropologist Dr. Stephan Schwartzman had worked closely with Chico Mendes research-



J.B. Forbes/St. Louis Post Dispatch

EDF anthropologist Stephen Schwartzman (r.) worked with Chico Mendes in the Amazon rainforest.

ing and advocating his proposal for "extractive reserves"—protected rainforest areas managed by forest peoples. There are now more than seven million acres of the reserves.

In memory of Chico Mendes on the tenth anniversary of his assassination, EDF is launching an international campaign for the creation of new extractive reserves, in conjunction with Brazil's National Council of Rubber Tappers and the Amazon Working Group.

BP Will Cut Emissions

Continued from page 1.

company's products, such as gasoline, BP's commitment to reduce its own emissions is a concrete step toward improving the environment. "While other big oil companies are still fighting measures to reduce greenhouse gases, BP has pledged cuts even deeper than those agreed at the international environmental summit in Kyoto, Japan," he said.

Dudek added, "International negotiators meet in November in Buenos Aires to continue to work out the details of the Kyoto climate agreement. Meanwhile, BP is moving ahead to meet its commitments using the flexible mechanisms promised by that agreement. Its actions show that the climate change challenge and business opportunity can be successfully integrated."

Michael Cameron Tackles Gridlock and Air Pollution

The *San Francisco Chronicle's* front-page article on transportation began: "Michael Cameron's wife is pregnant and due any day, and he's fretting about traffic patterns—worried that Interstate 80 will be snarled and she won't get to their Berkeley hospital on time."

Cameron, who heads EDF's Transportation Program out of the Oakland, CA, office, chuckles every time he reads that opening line. It is funny, but it's also revealing of Cameron's intensity: The two most important things in his life are family and the transportation issues he has worked on at EDF for nine years.

As a young boy growing up in rural Wisconsin, Cameron spent as much time outdoors as he could. He hiked the countryside in summer and skied it in winter. At age 12, he was certain he'd grow up to be an oceanographer. So what led him to become a transportation economist instead?

It was Cameron's decision to attend Grinnell College in Iowa that changed his

"Transportation is at the nexus of three vital issues in society: the environment, social justice, and the economy."

deep-blue dreams. "I realized being an Iowa-based oceanographer wasn't very practical," says the tall and lean Cameron. His interests in science and natural history were soon diverted to the study of economics. After graduation, Cameron took a job with Arthur Andersen & Company and moved to Seattle. Eventually, he landed in Olympia, WA, working for the state Office of Financial Management. "That's where I learned my ABC's of how government works," admits the self-proclaimed former policy wonk.

After Olympia came two years at Harvard's John F. Kennedy School of Government and an M.P.P. in public policy. One of Cameron's professors, Rob Stavins, had worked for attorney Tom Graff in EDF's California office. Cameron admits, "At that point in my life I really didn't know one environmental group from another, but I introduced myself to Rob and I quickly learned about EDF and its excellent reputation for policy analysis. Rob soon introduced me to some people at EDF."

After Harvard, Cameron applied for a

fisheries-related job at EDF's California office. He didn't get it, but when Tom Graff called to tell him so, Graff offered instead a nine-month consulting assignment on Los Angeles transportation and air quality issues. "That was so far from my interests," recalls Cameron, "I was amazed to hear myself say, 'Sure! I'd love to.' That was in 1989, and I've never left."

In his first year at EDF, Cameron envied colleagues who worked on wilderness and wildlife issues. Instead of redwoods or salmon, he was studying a topic that didn't seem to excite many people: driving. But Cameron soon realized that transportation affects the environment in many ways—air pollution, sprawl, global warming, even water quality. He also saw that his extensive training in economics and public policy prepared him perfectly for understanding the failures of U.S. transportation policy—and the potential for reform.

"Transportation is such a complex issue that I realized I would always have a challenging job. It's at the nexus of three vital issues in society: the environment, social justice, and the economy." After several years at EDF, Cameron authored *Efficiency and Fairness on the Road*, a report that still serves as the foundation of EDF's policy on transportation.

The Importance of Being Earnest

Some people have labeled Cameron "earnest." It's a label he accepts. Having a compelling problem at the heart of his work is critical to him. "For me, working for the environment is not about satisfying your own aesthetics. It's about preserving the Earth for all living things, especially people."

As an economist, Cameron is especially opposed to transportation sales taxes and other subsidies that encourage driving by hiding road costs from motorists. He led a recent successful campaign in California to defeat a transportation sales tax that would have paid for expanding highways instead of better transit options to reduce congestion.



Working with Los Angeles community leaders, Cameron helped set up a van program to encourage better access to transportation options for the urban poor.

Mark Ludak

Cameron's dedication and effectiveness are apparent to colleagues in the transportation field as well as fellow staff at EDF. Steve Heminger, manager of legislation for the Oakland-based Metropolitan Transportation Commission, enjoys working with Cameron. "Michael really pours his heart and soul into transportation advocacy," said Heminger, adding with a laugh, "He even named his baby boy Miles."

It's true. Last summer Cameron and his wife, Christine Stitser, made it to the hospital on time, despite the gridlock, and Miles Scott Cameron was born. The couple actually named their newborn after the famous jazz musician, Miles Davis. "To show you that I am at least a reasonably balanced human being," Cameron says, grinning, "it never occurred to me that Miles was actually a transportation concept. That had no relation to how or why we named him Miles, but when I came back to the office and told people his name, everyone laughed at the irony."

Another reason to believe Cameron is "reasonably balanced" stems from his devotion to a variety of personal pursuits. "Besides family and work," he says, "I can tell you without hesitation there are three things I hold dearest: yoga, guitar, and backcountry skiing. I've made a promise to myself that these interests will remain regular parts of my life, forever."

By Jerry Emory

Protecting Endangered Species on Private Lands

By Robert Bonnie, an EDF economist in the Ecosystem Restoration program.

Once again Congress has failed to reauthorize the Endangered Species Act. The Act was supposed to be rewritten in 1992, but, in that Congress and every succeeding Congress, lawmakers have been unable to forge the necessary consensus to do so.



Robert Bonnie

Why the stalemate? A major difficulty is that lawmakers cannot agree on how the Act should protect species living on private lands. Since the bulk of the habitat for most endangered species is on private lands, this controversy is central to the future success of the ESA.

But while Congress has been stalemated on the issue, the Interior Department, which administers the Act, is already changing the way the law applies to private lands. For example, Interior will soon adopt a national "Safe Harbor" policy to advance an EDF-designed approach that gives property owners incentives to restore habitat on their lands.

The Safe Harbor program, which ensures improved habitat for endangered species, has broad support. But other Administration efforts to improve the Endangered Species Act's performance have been far more controversial. This is especially true with respect to so-called "habitat conservation plans."

Many Plans May Be Flawed

Habitat conservation plans, or HCP's, allow landowners to destroy some endangered species habitat in exchange for agreeing to undertake activities to "minimize and mitigate" the losses to the "maximum extent practicable." Some 200 such plans have been approved to date, and a similar number are being developed. HCP's have the potential to advance species conservation by underwriting the costs of habitat acquisition, restoration, and management.

HCP's have provoked the ire of environmentalists, however, because they have often allowed too much habitat loss in exchange for too little conservation. For example, EDF recently denounced a proposed HCP for the threatened Utah prairie dog that could result in the loss of at least 10% of the species' already dwindling



Steve Murray/Picturesque

An ill-conceived plan for the endangered Utah prairie dog could lead to the destruction of at least 10% of this species' already dwindling habitat.

habitat. The ill-conceived plan requires only that prairie dogs be moved to government lands before their privately owned habitat is destroyed. But the prairie dogs have nothing to gain by this deal. Not only is the government already required to man-

Plans have often allowed too much habitat loss in exchange for too little conservation.

age Federal land for the benefit of this species, but prairie dogs rarely survive such relocation.

EDF's Role

A primary focus of EDF's Wildlife program is to improve conservation of endangered species on private lands. Given the increased use of habitat conservation plans for species on those lands, EDF has sought to monitor the plans to ensure their integrity and to oppose poorly conceived plans, such as the one for the Utah prairie dog.

In the Southeast, for example, EDF has led a fight against several HCP's that would allow the destruction of habitat for nearly 30 groups of endangered red-cockaded

woodpeckers. Typically, these HCP's would allow the destruction of woodpecker habitat on private lands in exchange for mitigation activities on Federal lands where—as with the prairie dog—management for the benefit of the woodpecker is already required. Moreover, these plans do not even require that the mitigation activities succeed, only that they be attempted. EDF also led an effort to defeat an HCP in Texas that had no scientific underpinning and that could have allowed the destruction of significant woodpecker habitat there.

A Better Way

Properly designed, HCP's can be good for both landowners and endangered species, and EDF is helping establish successful models. For example, EDF helped International Paper, a large forest products company, to design a red-cockaded woodpecker conservation plan for its Southern forests. The company's privately owned forests currently support 18 breeding groups of woodpeckers spread out across five states.

Under the plan, International Paper will restore currently unoccupied woodpecker habitat on a large, unique tract of mature longleaf pine in its Southlands Experiment Forest in southern Georgia. The plan's objective is to create habitat for 25 to 30 breeding pairs of woodpeckers. In addition, the Company will substantially boost its commitment to preserving the woodpecker by creating artificial nesting cavities, restoring longleaf pine, and providing twice the amount of habitat required for individual woodpecker groups under government guidelines. In return, after woodpeckers actually take up residence in the restored habitat at Southlands, International Paper will be permitted to harvest trees in less desirable habitat elsewhere.

The EDF-International Paper plan represents a significant departure from past woodpecker HCP's for two important reasons: (1) It will increase, not just maintain, the number of woodpeckers; and (2) it requires that the new mitigation efforts actually be successful before the old habitat can be removed. These safeguards substantially exceed what had been required in previous woodpecker HCP's.

Through plans such as this, EDF hopes to demonstrate that habitat conservation plans can be designed to provide greater flexibility for landowners while advancing the recovery of endangered species.

EDF Supports the Presence of Wolves in Yellowstone

Gray wolves in Yellowstone National Park and Idaho received strong support from EDF and seven other conservation organizations in a friend of the court brief filed in the U.S. Court of Appeals in Denver. In 1995, the Interior Department reintroduced these “experimental populations” of gray wolves to historic habitat from which wolves had been eradicated by humans. In a suit brought by several state farm bureau organizations, a Federal district court judge in Wyoming ordered the wolves removed, ruling that their reintroduction was illegal under his interpretation of the Endangered Species Act. It is this decision that is now being appealed in Denver.

At issue is the Act’s requirement that experimental and natural populations of endangered species be wholly separate geographically. Experimental populations receive somewhat less protection under the Act, but the wolves in Yellowstone and Idaho have flourished. The Wyoming district judge agreed that Interior Secretary Bruce Babbitt correctly concluded that no natural population of wolves existed in either area before the reintroduction, but he ruled that the experimental release was illegal because it altered protection for individual wolves that might pass through the areas.

The judge erred in giving pivotal importance to this fact, according to EDF’s brief. He “improperly subordinated the law’s overriding concern with the well-being of a species to its clearly lesser concern for the extent of legal protection afforded individual animals of that species,” the brief states. The National Audubon Society, which originally had challenged Babbitt’s action, changed its stance on appeal and embraced the position of Interior and EDF.

Wolves Are Benefiting Yellowstone

The wolf was deliberately exterminated from Yellowstone by 1930, starting a chain of events that transformed the park’s entire ecosys-



Comstock

Gray wolves in Yellowstone Park and Idaho are helping to restore the local ecosystem to a more balanced state, but their future is at risk.

tem. In the absence of wolves, coyotes soared in number, reducing the rodent populations important to predators such as foxes, badgers, hawks, and eagles. Elk and other hoofed animals multiplied, taking vegetation needed by beavers and other plant eaters.

The wolf’s return to Yellowstone, in 1995, began a dramatic reversal. Wolves reportedly have killed half the coyotes in the area, allowing rodents to increase and providing a bounty for other predators. According to a park scientist, a wolf pack typically kills an elk every few days, culling their excessive numbers. A wide diversity of park species feed on the remains the wolves abandon. For threatened Yellowstone grizzly bears, wolf-killed elk is a valuable source of protein before beginning hibernation. Even coyotes pushed to the margins of wolf country are eating leftovers the wolves leave behind.

The court is expected to decide the case by the end of the year, according to Michael J. Bean, director of EDF’s Wildlife program and author of the brief. The return of the wolf to Yellowstone was the result of years of effort by groups including Defenders of Wildlife, EDF, the Greater Yellowstone Coalition, the National Wildlife Federation, and the Wolf Fund.



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Celebrate Recycling on Nov. 15!



The second annual America Recycles Day is Sunday, November 15. More than 5,000 events are planned in 45 states to emphasize the message, “If You’re Not Buying Recycled, You’re Not Really Recycling.” EDF is one of the founding organizations for the annual celebration.

To draw attention to the growing practicality of using recycled materials, a new \$200,000 3-bedroom home built primarily of recycled-content materials will be given away in the American Green Dream House contest. To enter, print your pledge to recycle and buy recycled along with your complete name and address on a 3” x 5” piece of scrap paper and mail it before November 15 to America Recycles Day Contest, c/o Remanufactured Industries Council International, P.O. Box 10807, Chantilly, VA 20153. For more information on America Recycles Day, go to www.edf.org/more/10502.

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Greater Austin Area Adopts EDF Clean Air Plan

The EDF "Early Action Plan," a voluntary program to reduce ozone pollution, has won overwhelming support in Central Texas. Austin Mayor Kirk Watson enlisted the help



Phyllis Burns

EDF scientist Ramon Alvarez (l.), Austin Mayor Kirk Watson, and EDF attorney Jim Marston worked together to bring cleaner air to the Austin metropolitan area.

of EDF scientists last year when it became clear that the area would likely fail to meet new Federal air-quality standards by the year 2000. EDF produced an incentive-based plan to reduce emissions of smog-causing substances such as nitrogen oxides and volatile organic compounds. The plan has already been adopted by the five counties and most major cities in the region, and endorsed by the Greater Austin Chamber of Commerce.

The Early Action Plan targets key ozone-forming activities, including power generation, fuel vapor emissions, and commercial landscaping services. Under the Plan, government agencies will pursue specific measures to reduce emissions, such as improving management of vehicle fleets and controlling emissions from power plants. Gasoline companies will explore options for cleaner-burning fuels, better fuel-vapor recovery, and special fuel-delivery training. Local citizens will take part through a consumer reward program for buying low-emissions equipment or taking other "air-friendly" steps. Ultimately, the plan envisions allowing participants to trade emissions reduction responsibilities, thus offering flexibility, spurring innovation, and reducing cost.

"With government, business, and consumer cooperation, we expect to begin improving air quality by next summer and to avert costly regulatory burdens," said EDF scientist Ramón Alvarez. "EDF proved it could be done with sulfur dioxide pollution in Colorado. We hope to see the same success in Central Texas."

Cross-Border Success on Air Quality for U.S. and Mexico

Working with the grassroots Paso del Norte Air Quality Task Force and the Joint Advisory Committee for the Improvement of Air Quality, EDF helped to create the first cross-border air quality district in U.S.-Mexico history. This summer, Mexico's President Ernesto Zedillo and environment



Joel Salcido

EDF scientist Dr. Carlos Rincón (r), with engineer Daniel Chacón, the new chair of the Paso del Norte Air Quality Task Force.

minister Julia Carabias announced the adoption of the Ciudad Juarez Air Quality Management Program, which addresses pollution in the shared airshed of greater El Paso, Texas, and Ciudad Juarez, Chihuahua. Now, after five years of work on cross-border pollution problems, EDF is passing most of the program implementation to the grassroots groups it helped found.

Dr. Carlos Rincón, EDF scientist and one of the program's chief architects, will help lead the Task Force and the Joint Advisory Committee in meeting program goals, including 41 specific measures to reduce emissions of carbon monoxide, volatile organic compounds, and particulate matter.

"The success of this program depends on the people who live and work in the Paso del Norte region and the consistent enforcement of the measures by government authorities," Rincón stressed. "It took the joint efforts of the local community, the private sector, and the three levels of government to design and approve these measures. It will take no less to implement them successfully."

EDF Intern Continues to Serve Mexican-American Community

Thanks in large part to EDF's Diversity Scholarship Fund, Laura Uribarri, an Hispanic American from El Paso, helped catalyze grassroots action on U.S.-Mexico border pollution and continues to serve local communities. As a Diversity Fund Scholar, Uribarri interned in the Texas office, working with EDF staff to improve cross-border air quality. Her undergraduate honor's thesis at Stanford University, on this work, won the Arturo Islas Award for its contribution to the Chicano community.

"Laura's expertise, sensitivity, and diplomacy helped to integrate grassroots concerns into Federal environmental policy," reports Dr. Elaine Baron, founding chair of

the regional Air Quality Task Force. "Her work in and out of EDF will be a boon to the communities of the Paso del Norte region."

Uribarri recently completed her Master's degree in Public Affairs at the University of Texas and has returned to El Paso to help workers displaced by NAFTA, 90% of whom are Hispanic American, through the Greater El Paso Chamber of Commerce.



Joel Salcido

Laura Uribarri

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Barges Make More Sense on the Mississippi Than the Missouri

An economic analysis released by EDF finds that the tiny Missouri River barging industry has little economic value for the region's farmers, and concludes that farmers and the environment would benefit more if the river were used for other purposes, including recreation. Recreational and other non-barge uses of the Missouri account for \$1.3 billion in revenue per year, while barging generates less than \$10 million.

The analysis, by Dr. Phillip Baumel, agriculture professor at Iowa State University, contradicts a U.S. Army Corps of Engineers claim that railroads lower their rates greatly to compete with



A barge on the Mississippi River.

barges on the Missouri River. He cited fundamental flaws in the Corps' research and revealed earlier Corps findings that rail rates were not largely dependent on competition with Missouri River barges.

By contrast, farmers benefit significantly from the Mississippi River barging industry, which moves many times more grain than Missouri River barges. It would help farmers if the Missouri's waters were saved and diverted to the Mississippi to float barges during droughts. Low water south of St. Louis can stop three times more commerce in a month than flows down the Missouri in a year.

Dubuque Telegraph Herald

Attorney Kevin Mills Heads Great Lakes Region Alliance

In Detroit, Michigan, Kevin Mills practically grew up on a bicycle, a passion that continued through Oberlin College, University of Michigan Law School, and years as an environmental advocate. Since 1990,



Larry Wright

Attorney Kevin Mills joined EDF in 1990.

he has biked to EDF's Washington, DC, office, where he serves as director of the Pollution Prevention Alliance (PPA), a coalition of grassroots and state groups promoting sustainable businesses and communities in the Great Lakes region.

Under his leadership, PPA helped make pollution prevention a standard business practice among hundreds of Midwestern printing companies; prompted automobile manufacturers to reduce creation of toxic pollution; and empowered communities with environmental information.

Mills focuses on improving the urban environment, but he also enjoys backpacking around Lake Superior where he can renew his awe of nature and his resolve to protect the Great Lakes, the "world's greatest freshwater ecosystem."

PPA is a natural evolution from Mills's leadership of environmental groups in college and law school and his early legal work with the East Michigan Environmental Action Council. Now, whether negotiating cleaner automobile designs or fighting for environmental justice, Mills still feels close to his roots. "We're improving the very industries that were the backbone of my region," he says. "Through PPA, Great Lakes communities are helping to create their own economic and environmental future."

Sustainable Cleveland Partnership Will Empower Communities

EDF and the Earth Day Coalition formed the Sustainable Cleveland Partnership to develop the Sustainable Cleveland Environmental Health Information Guide, a tool to empower local communities and low-income residents in their struggle for environmental justice. The guide will provide local statistics, resources, and courses of action to help neighborhoods address issues such as childhood lead poisoning, asthma, air pollution, toxic waste, safe drinking water, brownfields, illegal dumping, recycling, and better nutrition.

"Local communities, especially minority and low-income neighborhoods, have a vital need for access to understandable environmental data and for practical ways to address environmental problems," says Benjamin Smith of EDF's Pollution Prevention

Alliance. "Ohio ranks third in the nation for toxic emissions. Cuyahoga County has 25,000 children suffering from asthma. And in some Cleveland neighborhoods, one in three children is poisoned by lead."

Smith stressed that minorities usually suffer disproportionately. For example, across the nation, 65% of African Americans and 80% of Hispanics live in areas that violate air pollution standards. "This effort is about democratizing environmental information and solutions," says Smith. "A lot of industrial cities in the Northeast and Midwest could benefit from this sort of tool."

For information on the Partnership or to obtain the new guide, call Anjali Mathur at the Earth Day Coalition at 216-281-6468 or go to www.edf.org/links/scp.

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EDF Seeks to Revise Atlanta's New Highway Plan

EDF is urging the Atlanta Regional Commission and Georgia Department of Transportation to revise Atlanta's recently adopted regional transportation plan to protect public health and reduce inequity in transportation access. The ill-advised plan authorizes more than \$750 million in new or wider roads that will boost car dependence and job growth in areas that lack even basic public transportation. EDF says the Commission approved the plan even though it clearly violates the state's air pollution control plan.

"With these highway projects, Georgia transportation agencies will discourage investment in urban and inner suburban areas and exacerbate air pollution and sprawl at the outer edges of the Atlanta region," said EDF Federal transportation director Michael Replogle.

In recent months, dozens of the Atlanta plan's major new highway projects were granted exemptions, or "grandfathered,"

from Federal air pollution requirements without adequate environmental review. "EDF is alarmed at the massive abuse of



Bill Terry/Picturesque

Atlanta's proposed regional transportation plan would encourage urban sprawl and exacerbate air pollution. EDF is urging it be revised.

grandfathering under the Clean Air Act in Atlanta and sees this as an important national test case," said Replogle. "The Clean Air Act and Federal transportation law hold transportation agencies accountable for the effects of their decisions on communities and the environment. We want these laws enforced," he said.

Plan Will Shield North Carolina Waterways from Farm Runoff

North Carolina's beleaguered fisheries and waterways will greatly benefit from a soon-to-be-finalized Conservation Reserve Enhancement Program (CREP). Drawn up by the State of North Carolina with EDF guidance, this initiative will combine state and Federal funds to compensate farmers for retiring up to 100,000 acres of waterside cropland and pastureland. The land will be converted to buffer strips to control runoff and erosion, restoring critical wetlands.

The North Carolina plan targets four sensitive areas: the Chowan, Neuse, and Tar-Pamlico river basins and the Jordan Lake

watershed. Runoff of sediment, nitrogen, and other agricultural nutrients threatens the ecological health of these waterways and has led to declining fisheries, outbreaks of pfiesteria bacteria, and habitat degradation.

"This new incentive-based program is a monumental opportunity to reduce chronic nutrient pollution from agriculture in the key rivers of North Carolina," said EDF attorney Dan Whittle. In August, White House Chief of Staff Erskine Bowles promised that North Carolina will receive \$221 million in Federal aid for the program; the state will provide another \$50 million.

Alaska Inspired Dan Whittle, New North Carolina Attorney, To Protect the Environment

No single event inspired EDF attorney Dan Whittle to dedicate his career to protecting the environment, but his adven-



T. Charles Erickson

Attorney Dan Whittle joined EDF in 1997.

tures in Alaska definitely contributed. After the Kentucky native received his degree in economics and German from Vanderbilt University, he worked in Alaska as a wilderness guide, leading European tourists to remote areas on hiking, fishing, and rafting expeditions. "Just being out there made me think hard about the work I wanted to do," Whittle said. After two years in Alaska, he returned to the Lower 48 to study law at the University of Colorado.

After receiving his law degree, Whittle practiced environmental law in Washington, DC, then in North Carolina. He later served as senior policy advisor for the North Carolina Department of Environment and Natural Resources, focusing on natural resources and water quality, including issues related to marine fisheries conservation and factory hog farming. Since joining EDF's North Carolina office in November 1997, Whittle has continued to work on these issues. When not in the office, he enjoys exploring the wild parts of North Carolina, hiking and camping on mountains and coastal islands.

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A Switch to Green Electricity in CA Can Help the Environment

People often ask what they can do in their daily life to help the environment. One simple step that will make a difference is switching to cleaner electricity.

Thanks to new competition among electric companies, most Californians are now free to choose *who* they buy their electricity from and *how* it is generated. You are eligible for free choice unless your electricity comes from a government-owned utility such as Los Angeles Department of Water and Power or Sacramento Municipal Utility District. All customers of investor-owned utilities (PG&E, SCE, and SDG&E) are now eligible to choose their electric supplier.

Instead of buying "ordinary" electricity produced primarily at fossil-fuel and nuclear plants, you can choose to buy cleaner electricity from renewable sources such as small hydroelectric, geothermal, wind, solar, and biomass generation. Some companies

specifically promise to add *new* sources of renewable power (♣ symbol in chart).

"These cleaner sources are a welcome alternative to conventional electric power plants, which are the single largest source of air pollution in the U.S. and a leading contributor to global warming," said EDF energy analyst Christo Artusio. "In fact, companies are now competing to provide the greenest electricity at the least cost to the most customers. It's up to each Californian to cast his or her vote for a healthier environment by choosing cleaner electricity." Artusio noted that green electricity is likely to cost a bit more, but consumers can easily offset the small "green premium" by improving energy efficiency at home.

EDF urges California members to take a simple step to help the environment today! Just call one of the toll-free numbers in the chart to switch to cleaner electricity.

HOT Idea to Ease Gridlock in the San Francisco Bay Area

EDF continues its efforts to improve efficiency and equity in Bay Area transportation. Its new report, *Escape from Gridlock*, recommends High-Occupancy Toll (HOT) express lanes to benefit both motorists and the environment. Car-poolers would continue to have free use of express lanes, but single motorists would also have limited use for a fee. This would reduce travel time for all motorists and provide added incentives for ride sharing.

EDF is opposed to transportation sales taxes and other measures that would subsidize driving and unfairly distribute the costs of road construction and maintenance. "Such taxes encourage driving by hiding road costs from motorists and force taxpayers to pay for roads they may not use," asserts EDF economic analyst Michael Cameron. "It is more efficient and fair for motorists to pay for what they use, when they use it. HOT lanes give them a chance to pay to use underutilized carpool lanes, reducing congestion for everyone." EDF helped block an Alameda County trans-



Bay Area traffic jams are becoming commonplace.

portation sales-tax initiative in June, but Sonoma County has a similar measure on the November ballot. "With a million more cars flooding the Bay Area over the next 20 years—and road construction costs at \$25 million per mile—the transportation solution will not be simply more taxes, but usage-based incentives," says Cameron. "The Metropolitan Transportation Commission has promised to consider our recommendations, but ultimately it is the voters who must decide on rational taxation and more efficient transportation."

Cleaner Electricity for CA Residences

Call any of the following companies today and make the switch to cleaner electricity.

Clean Choices: Call 888-743-1700

- ♣ "Clean Choice 100"—100% renewables (25% new, 75% existing wind, small hydro, biomass, and geothermal)
- ♣ "Clean Choice 50"—50% renewables (13% new, 37% existing wind, small hydro, biomass, and geothermal), 50% large hydro
- ♣ "Clean Choice"—20% renewables (5% new, 15% existing wind, small hydro, biomass, and geothermal), 80% large hydro

Green Mountain Energy Resources: Call 888-Choose-0

- ♣ "Wind for the Future"—75% renewables (10% new, 65% existing small hydro and biomass), 25% large hydro
- "75% Renewable"—75% renewables (small hydro, biomass), 25% large hydro
- "Water Power"—100% large hydro

Keystone Energy Services: Call 877-We-R-Green

- ♣ "EarthChoice 100"—100% renewables (10% new, 90% existing geothermal, small hydro, and biomass)
- "EarthChoice 50"—50% renewables (geothermal, small hydro, and biomass), 35% large hydro, 15% system*

Earth Source: Call 888-93-EARTH

- ♣ "EarthSource 2000"—100% renewables (10% new wind, 90% small hydro, biomass, geothermal)
- "EarthSource 100"—100% renewables (small hydro, biomass)
- "EarthSource 50"—50% renewables (small hydro, biomass), 50% system*

♣ Offerings that promise some *new* renewable sources.

*CA "system" power is natural gas (35%), large hydro (24%), coal (17%), nuclear (14%), renewables (11%).

Business customers can find green electricity from:

Automated Power Exchange	408-517-2100
Enron Energy Services	713-853-1425
Environmental Resources Trust	510-524-0074
Foresight Energy	415-464-3660

For more information: www.edf.org/Energy