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A cleaner road ahead

ENVIRONMENTAL DEFENSE PARTNERSHIP WITH FEDEX IS CATALYST FOR LOW-EMISSION HYBRID VEHICLES

“The world on time.” This slogan appears on FedEx Express delivery trucks that ply America’s city streets and country roads. When it comes to environmental performance, the world’s largest express transportation company will soon be ahead of its time.

In May, FedEx unveiled a prototype of a new hybrid electric delivery truck from Eaton Corporation that will reduce sooty particulate emissions by 90% and smog-causing emissions by 75%. The advanced vehicle also will go 50% further on a gallon of fuel.

FedEx has announced plans to buy 20 of the trucks to test in four cities starting in November. It is the first delivery company to make a long-term market commitment to use hybrid technology.

“The clear environmental and business gains signal a revolution in truck technology and set a new standard for the industry,” said David J. Bronczek, president of FedEx Express. The company hopes to replace its 30,000 medium-duty

trucks with hybrids over the next 10 years.

This environmental milestone is the result of a three-year partnership between FedEx Express and Environmental Defense to create the delivery truck of the future. Environmental Defense received no money from FedEx but did receive a promise that the results of the partnership would be made public, so that other truck fleet operators could pursue the same benefits. The U.S. Postal Service, Pepsi-Frito Lay and even the U.S. Army already have expressed interest.



Former EPA administrator Christine Whitman joined our Fred Krupp at the unveiling.

THE POWER OF INNOVATION

“When Environmental Defense first approached us, I was extremely skeptical,” recalled Jim Steffen, chief engineer for vehicles at FedEx Express. “But by the end of our first meeting, I was convinced of the potential benefit.”

In 2001, FedEx and we jointly invited manufacturers to submit designs

Please see Cover Story, page 2



FedEx trucks travel two million miles a day. We found a way to deliver a cleaner ride.

Science, not special interests, should guide our lawmakers



For me, summer breezes bring back childhood memories of fishing for fluke and sea bass off New Jersey. Sadly, overfishing has depleted large oceangoing fish by 90%, according to a recent study in *Nature*.

Science offers a solution in proven measures like marine reserves, protected areas where fish can recover. Reserves can help reverse the decline, and may even replenish fish outside their boundaries.

But under economic pressure, some in the fishing industry have spurned science and lobbied for looser regulations. The latest examples are so-called "Freedom to Fish" bills (see story, p. 12), which would impose unworkable limits on marine

reserves. Although rejected by the administration and Congress, the bills are turning up in state legislatures, where they must be turned back.

Science does not always prevail in legislative debate. Elected officials

Your elected officials need to hear from you.

must be constantly reminded that sound science should underlie all environmental policy.

Consider global warming, where influential pollster Frank Luntz has counseled those who oppose action: "The scientific debate is closing [against us] but not yet closed. There is still a window of opportunity to challenge the science."

Fortunately, Senators John McCain (R-AZ) and Joseph Lieberman (D-CT)

have put politics aside and introduced the first comprehensive legislation to curtail global warming with across-the-board reductions in greenhouse gas emissions. Senator McCain has vowed to persevere as he did with campaign finance reform.

The key to tackling issues such as overfishing and global warming is citizen action. We want to enlist one million "citizen co-sponsors" of the McCain-Lieberman bill so it can become a litmus test by which a politician's environmental credentials are judged.

Please sign and return the petitions in the center of this issue. In politics, good science is not always heard, but by speaking out we can boost the chances of making our democracy work for the environment.

COVER STORY: Eaton wins bid to build cleaner FedEx truck

Continued from page 1

that would meet aggressive emissions standards without compromising performance or the bottom line. More than 20 manufacturers responded, ranging from the biggest names in the business to a tiny company working in space the size of a garage. The contract was awarded to Eaton Corporation, an industry leader in truck transmissions.

The new hybrids, which use regenerative brakes to recapture energy nor-

mally lost when braking, are ideally suited for the stop-and-go delivery business. An onboard computer chooses between the diesel engine and electric motor.

Fuel savings and reduced maintenance over the life of the vehicles will more than offset their higher initial cost. "Our next goal is to narrow the price gap between these cleaner, more efficient trucks and conventional vehicles," says our project manager Elizabeth Sturcken.

Helping pave the way, Senator Orrin Hatch (R-UT) has introduced legislation we helped draft that would provide a tax credit for hybrid vehicles. For delivery companies, that could amount to \$4,500 per truck—an incentive to speed up orders.

Once 10,000 of the new FedEx trucks are on the road, smog-causing emissions will be reduced by 2,000 tons a

year, the equivalent of taking all the passenger cars off New York City streets for a month. Imagine how much cleaner America's air would be if all 400,000 midsize delivery trucks made the switch.

Somehow, that vision of the future no longer seems so farfetched.



New hybrid-electric technology allows the FedEx truck to go 50% further on a gallon of fuel.



Solutions

Editor: Peter Klebnikov

Environmental Defense, 257 Park Avenue South, New York, NY 10010. Main number 212-505-2100.

Membership questions: Call 800-684-3322 or email members@environmentaldefense.org

Mailbag: Mail to address above, call 800-242-3251 or email editor@environmentaldefense.org

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New York • Washington • Oakland
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Project office: Los Angeles

Online at www.environmentaldefense.org



MAILBAG

Dear Environmental Defense:

I am 13 and very concerned about the environment. In my hometown, I take water quality tests on a stream near my house. I have also started a stream watch group with friends and family. In addition to acting locally I give my allowance to non-profits. Last summer I made a 2003 environmental calendar. I have now sold 135! Thanks to the calendar, I am able to increase my donation.

**Adam M., \$200 donor
Raleigh, NC**



Dear Environmental Defense:

How can a Jeep Cherokee emit three times its weight in global warming pollution? (*Putting the Brakes on Oil Demand; Solutions, May-June 2003*)

**Warren Carlson
Olympia, WA**

Our automotive engineer Dr. John DeCicco responds:

A gallon of gasoline weighs six pounds. When it is burned and combines with oxygen from the air, the result is nearly 20 pounds of carbon dioxide. At 17 miles per gallon, the 2003 Jeep Grand Cherokee requires 706 gallons of gasoline for 12,000 miles of yearly driving. This would result in more than 14,000 pounds of carbon dioxide pollution. The Jeep weighs 3,900 pounds, so it emits well over three times its weight in CO₂ each year.

To calculate your own car's contribution to global warming, visit www.environmentaldefense.org/tailpipe tally.

Washington watch



Washington fails to stem danger of chemical attack

Recent attacks overseas show that terrorism is still a threat, yet millions of Americans remain at risk because Congress and the Bush administration so far have failed to increase safety at U.S. chemical plants.

After nearly two years of inaction, the Bush administration has endorsed a Senate plan that calls for only voluntary security measures, which *The New York Times* called "a weak response to an urgent need." Environmental Defense analyst Carol Andress notes, "Merely asking for higher fences and more guards does not reduce the danger."

EPA has identified 15,000 sites that store large quantities of hazardous materials. At 123 of the sites, an attack could result in more than a million injuries or deaths. Release of vaporized sulfur dioxide from a single plant in South Kearny, NJ, could threaten 12 million people. The CIA warned that Al Qaeda might target such facilities.

Senator John Corzine (D-NJ) and Representative Frank Pallone (D-NJ) have championed legislation we helped draft that would reduce the potential damage from an attack on chemical facilities. It sets safety standards for chemical plants and requires them to stop using dangerous chemicals where alternatives are readily available.

Industry has lobbied vigorously against the proposal, even though some

plants already have moved to safer technologies. The Blue Plains sewage treatment plant, just minutes from the Pentagon, replaced volatile chlorine gas with a less-hazardous alternative weeks after the September 11 attacks. Many have followed suit.

"Washington is leaving millions at risk by not requiring safer practices from industry," says Andress. Environmental Defense is partnering with grassroots groups across the country to get plants to remove dangerous chemicals on their own.

WHAT YOU CAN DO:

 Write Congress and demand that industry remove dangerous chemicals from populated areas. Send a message at: www.environmentaldefense.org/go/actioncenter.



Volatile chemicals don't belong in residential areas such as this neighborhood in Woodbridge, NJ.

APPhoto/Charles Rex Arbogast

Is there hope for the world's coral reefs? SCIENTISTS DISCOVER NEW WAYS TO PRESERVE A THREATENED ECOSYSTEM

Under January's full moon, a Caribbean reef suddenly boils with thousands of Nassau grouper. For centuries, grouper have been coming to the same places to spawn. For almost as long, fishermen have been waiting for them there, nearly driving a magnificent animal to extinction.

What brings the grouper to such spots is one of the great mysteries of coral reefs. Living reefs—among the world's largest and oldest living structures—are the foundation of marine life. Ancestors of today's corals have been around for 60 million years, yet around the world humans are extinguishing them.

In recent decades, more than 20% of the world's reefs have been lost, and a further 10 to 20% could be lost within 20 years. Among the causes are coastal development, overfishing, pollution, disease and global warming.

Few people realize how fragile and important reefs are. Coastal communities depend on them for food and they can yield new medicines. Yet economic valuations of coral reefs have been rare.

Environmental Defense recently convened a seminar for leading scientists to present new ways of saving coral reefs. The consensus was that reefs are relative-



Dave Fleetham/Pacific Stock

Found on an Indonesian reef, this sea star displays its vibrant colors.

ly resilient and can heal themselves if protected.

Climate change is the greatest long-term threat. "People who work on reefs are very, very worried about global warming," says Dr. Nancy Knowlton of the Scripps Institution. "Coral reefs are the canary in the coal mine of global warming."

Coral bleaching, now reaching epidemic proportions, is a product of global warming. Bleaching is a stress response, a breakdown between the coral and the

algae that feed it. In Tahiti, widespread bleaching occurred when temperatures rose just one degree above normal.

Global warming also accelerates reef disease, which until recently was relatively rare. Now epidemics of mysterious and fast-spreading organisms occur annually, often with devastating consequences. Reefs also are threatened by local runoff and dumping from cruise ships.

CARIBBEAN SOLUTION

One way to save coral reefs is to place them in fully protected marine reserves. Some of the world's most endangered reefs are in the Caribbean. That's why Environmental Defense is concentrating much of its work there.

The Caribbean's largest national network of reserves will be in Cuba. With Cuban scientists, we are designing 20 potential reserves surrounding the island, which is blessed by relatively healthy reefs including the famous Gardens of the Queen system.

"We are working as fast as we can to identify spawning areas and establish marine reserves at these sites," says our scientist Dr. Ken Lindeman. "The goal is to build firewalls around critical areas."

Speaking up for Caribbean reefs

Science-based reef conservation requires both research and education. A Smithsonian Institution book co-authored by our staff, *Ecology of the Marine Fishes of Cuba*, recently won the Scientific Excellence Award from Cuba's Academy of Sciences. We also teach courses in Spanish on coastal management at several Caribbean universities and sponsor conferences with tourism organizations. "We listen first and talk later," says our scientist Dr. Ken Lindeman. "Listening is essential when building consensus in the developing world."



Governments alone can't save reefs, so we are working with local groups to improve monitoring and enforcement. "Building local support is essential to saving a reef," says our attorney Daniel Whittle. "We have to bring local fishermen on board."

Because it's better to manage an ecosystem than a single species, our efforts to save reefs include much of the U.S. seaboard:

•**Off central California and the Florida Keys**, we helped win major reserves protecting reef fishes.

•**In New England**, we're working to prohibit seafloor-disturbing fishing gear where fragile deepwater coral remains.

•**In the Southeast**, we're helping create the first interstate system of reserves stretching from North Carolina to the Florida Keys.

•**With native Hawaiian leaders and fishermen**, we protected the most remote large-scale reef system on the planet, the 84-million-acre Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve.

Some politicians now want to turn back these protections. The world over, a coral reef is not a safe neighborhood.

HELP SAVE ENDANGERED CORAL REEFS OF THE WORLD



Join our Action Network at www.environmentaldefense.org/go/actioncenter. You'll receive information on steps you can take to protect reefs and other sensitive areas.

Sign the petition to your U.S. senators on global warming, a serious threat to coral reefs. See the envelope in the center of this issue.

Rainforests of the seas

In his famous 1963 speech launching the race to the moon, President Kennedy also called upon Americans to explore the oceans. Forty years on, we still understand little about coral reefs. Forests and savannas of the oceans, reefs shelter more than 1,000 coral species and millions of other organisms.

In all its variety, a reef is never immune from human activity. But there's hope. According to Dr. Jeremy Jackson of the Scripps Institution, a world without reefs is so terrible a spectacle to envisage that a change in the way humans manage reefs is inevitable. The question is: When?

Overfishing on most of the world's reefs has brought about the near extinction of sea turtles, giant clams and Nassau grouper.

Globally, 58% of reefs are imperilled by human activity such as overfishing, sewage runoff, sedimentation and dredging.

Corals are potential sources of numerous pharmaceutical products ranging from cancer medicines to sunblocks.

Hundreds of millions of people benefit from the fisheries and tourism around coral reefs.

Ancient coral colonies can be destroyed by widely used fish traps, which smash down on reefs like hammers.

Reef dwellers are susceptible to epidemics. Entire populations of sea urchins were wiped out by disease, allowing algae they feed on to damage corals.

Regional update

Volunteer smog patrols reveal pollution hotspots

Severe asthma drove Dick Groeber to retire from postal work in his forties. That and his interest in meteorology led him to volunteer three years ago to measure ozone smog levels in his hometown outside Dayton, OH.

His findings and those of other Environmental Defense volunteers show that EPA monitoring stations may be failing to detect the highest levels of pollution.

Our study was launched with local groups in Atlanta, Baltimore, Buffalo, Cincinnati, Cleveland, Dayton and Washington, DC. We equipped the volunteers with sophisticated handheld monitors. The readings in their neighborhoods often were higher than the closest EPA monitors.

EPA requires only two monitors in large urban areas, and some suburban areas have none. That might suffice if

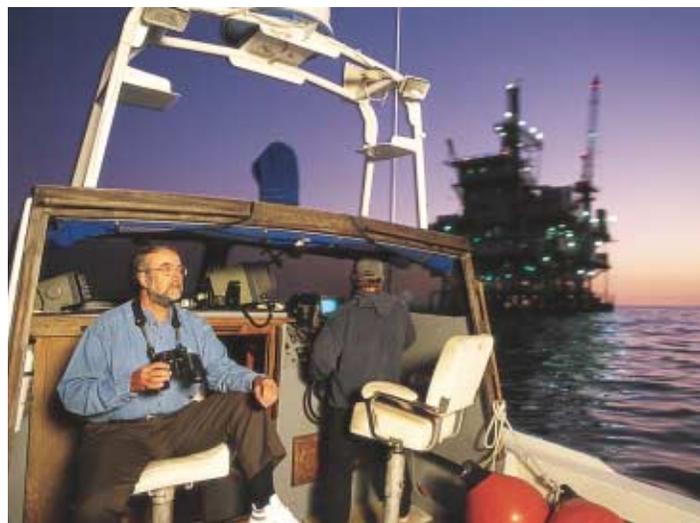
Health risks may be higher than the public realizes.

ozone were constant across a region, but our study shows the system misses local variations caused by shifting “pockets” of smog. The law requires cities with smog problems to reduce pollution to combat asthma and other lung ailments. “In some areas, public health may be at higher risk than citizens realize,” says our ozone project manager Halley Rosen.

The findings are important as states prepare to inform EPA this month what areas exceed stricter new smog limits. “Higher standards won’t truly protect the public until government monitors provide an accurate picture of the pollution problem,” says Rosen.



What’s the smog level in your hometown?



Our marine advocate Richard Charter helped win bipartisan support, blocking more offshore rigs.

A much-needed respite for California’s fragile coast

When the Bush administration announced plans last year to buy back undeveloped offshore oil leases to protect Florida’s Gulf coast, Californians asked for equal treatment. The administration refused, and further asserted that the state had no jurisdiction over existing leases in federal waters. “Florida opposes coastal drilling,” stated Interior Secretary Gale Norton. “California does not.”

But after failing to prevail in the lower courts, the administration has relented, ending its legal fight with California over the state’s right to review offshore drilling plans. Ever since the tragic 1969 oil spill off Santa Barbara fouled California beaches, the state’s elected officials from both parties have vehemently opposed new offshore drilling.

The court case involved undeveloped leases for 36 tracts off central California. California wanted the right to

review oil company requests for lease extensions to make sure they complied with state coastal protection plans.

“This precedent-setting decision validates the right of coastal states to protect their shores,” says our marine advocate Richard Charter.

Environmental Defense joined the case in support of

State wins right to review drilling plans

the state’s position. We’re now pushing for an amendment to the Senate energy bill to prohibit seismic testing and other exploratory activities in areas protected by a moratorium on offshore drilling.

Says Charter: “We’re heartened by the bipartisan support we’ve received for protecting sensitive coastal areas.”

Ocelot nation: New program to save endangered cats spans the U.S.-Mexican border

Once common across southern Texas, ocelots have almost vanished. Displaced by agriculture and hunted for their pelts, these graceful cats have been reduced to an estimated 60 survivors, now holding out in patches of impenetrable thorn scrub around the Laguna Atascosa National Wildlife Refuge. The elusive, nocturnal ocelots are relatively safe in the scrub, which a human can only enter by crawling. But hemmed in by ranches and the encroaching suburbs of Brownsville, they are in danger of inbreeding.

A similar number of ocelots are thought to survive in northeastern coastal Mexico, but no permanently protected areas have been set aside. Now Environmental Defense has teamed up with both The Nature Conservancy and Pronatura Noreste, a Mexican conservation group, to try to create a 130-mile-long, cross-border corridor to let the Texas cats breed with their Mexican counterparts.

Working with the U.S. Fish and Wildlife Service, we've begun restoration projects with Texas ranchers in Willacy and Cameron counties.



Forbidding Texas thorn scrub is a haven for the ocelot.



The elusive ocelot is in a fight for survival.

Tom Brakerfield/Corbis

SWIMMING ACROSS THE BORDER

Below the border, we are working with a Mexican landowner. Young cats are capable of swimming the Rio Grande or the Brownsville ship channel in search of a home range and breeding partners.

U.S. landowners can consider a suite of tools developed by Environmental Defense. For example, Safe Harbor agreements guarantee that habitat improvements won't result in added government regulation. We also help landowners develop new forms of income like nature tourism.

In Mexico, the situation is more complicated. Pronatura has instituted the country's first conservation easements but faces difficulties in defining boundaries. Together, we're exploring incentives for landowners to help ocelots.

Alfonso Banda, director of Pronatura's Gulf Coast office, says, "Coastal land important to the ocelot is really impacted by land use patterns, so we'll need to work fast to increase the chances of survival for the Texas population."

"There's no quick fix," says our wildlife biologist David Wolfe. "These are just the first steps to keep these beautiful creatures alive."

Hope for rare species

Every 15 seconds, America loses another acre of rural land to development. Ranchers and other landowners facing declining profits are selling out, a tragedy for families who've worked the land for generations—and for endangered species whose critical habitat is destroyed.

The Campaign for Environmental Defense provides needed resources to tackle this complex challenge. It has enabled us to reach landowners from California to Georgia with incentives that we've pioneered to help families hold onto their land while protecting habitat.

Our Safe Harbor program, for example, encourages landowners to protect endangered species voluntarily. It was recently called an "immense success" by the U.S. Fish and Wildlife Service in aiding the red-cockaded woodpecker. Landowners have enrolled nearly half a million acres to protect the endangered bird.

Our work to protect biodiversity began with our founders, who battled to save the osprey from DDT. Sadly, less than one-tenth of U.S. endangered species are recovering today.

Continued support through the Campaign for Environmental Defense will help us enlist more landowners to bring some wondrous animals back from the brink. Progress, however, hinges on our raising the final \$15 million this year to meet the campaign's \$200 million goal.

For campaign information, please call Paula Hayes at 212-505-2100.



A 24-day-old red-cockaded woodpecker in residence.

Derrick Hamrick

Environmental Defense, Citigroup partner on recycling

What inspires a large corporation to adopt greener practices? You show it how it can protect the environment and save money at the same time.

Despite predictions that computers would create the “paperless office,” copy paper use has skyrocketed. More than 4.6 million tons of copy paper was sold in the United States in 2000, up almost 30% from 1995. Financial service companies use more paper than most.

“You could build a million homes with the wood it takes to produce virgin copy paper in America,” says our project manager Jackie Cefola. “Recycled paper reduces pressure on forests and cuts air and water pollution as well.”

To see if a major financial service company could switch to recycled copy paper, Environmental Defense contacted Citigroup, one of the world’s largest. Our goal was to find an economical way for the company to switch to 30% post-consumer recycled paper. “Citigroup was very interested,” recalled Cefola, “but the change had to be cost-effective.”

Luckily, we found an ally in Citigroup purchasing supervisor Anthony Salerno. We supplied him with data on recycled paper quality, pricing and availability. With our information, Salerno drove a hard bargain and bought the recycled paper at the same price as virgin. “Citigroup would not have understood the paper market as well without the aid of Environmental Defense,” said Iris Gold, company vice president for environmental affairs.

The recycled paper was then tested. “No one could tell the difference, and the environmental benefits are major,” said Cefola. Citigroup is now switching to the recycled copy paper across the nation. More than 6,000 tons will be used annually. The company also is implementing a strategy we helped design to cut paper use by the firm’s 120,000 U.S. employees.

“Through this project our

employees can feel they are doing something good for the environment,” said Lawrence Martiny, vice president for Citigroup procurement services.

“This project” added Cefola, “sends a message to paper producers that their biggest customers want environmentally friendly paper.”



First Light/Corbis

Our partnership will save thousands of trees.

Update: Momentum builds for global warming bill



Voltcher/UNEP/Peter Arnold

Global warming on the move: Desert overwhelms a Libyan oasis.

“It took seven years to win campaign finance reform. I don’t think the environment can wait that long,” Senator John McCain (R-AZ) recently told Environmental Defense president Fred Krupp. McCain has vowed to advance America’s first comprehensive global warming legislation, the Climate Stewardship Act, which he is sponsoring with Senator

Joseph Lieberman (D-CT).

We’re helping the senators. Building on a track record of persevering on tough issues like DDT and acid rain, we have launched a multiyear global warming campaign combining legislative strategies, corporate partnerships and citizen action. This approach will build momentum despite entrenched opposition among many in the oil, coal and auto industries.

“Scientists tell us global warming is the most serious problem the world faces,” says Krupp. “We need to act.”

Though our grassroots campaign is but a few months old, we already have received more than 100,000 petitions supporting the climate act. The legislation, which we helped draft, would reduce emissions to year-2000 levels by 2010.

Senator McCain has called for public pressure on elected officials and commended our work as a model. But we need more support. We aim to enlist one million “citizen co-sponsors” of the legislation.

“Relentless pressure from our supporters will be a pebble in the shoe of every politician until Washington at last takes action on global warming,” says Krupp. **Please sign your petitions in the center of this issue today!**

Loopholes are closing for dirty diesel



International Stock

As the nation's 444,000 schoolbuses become cleaner, children will enjoy a healthier start to the day.

The wheels on the bus go round and round...spreading pollution around town. Some 24 million children ride school buses that emit harmful diesel fumes. Responding to the health risks, EPA has

launched a voluntary program to install pollution controls on the buses.

"This is an important step in the overall effort to clean diesel now," says John Balbus, M.D., our health program director who spoke at the EPA program kickoff. "But we need to make the entire U.S. diesel fleet meet rigorous emission standards."

Our recent report *Closing the Diesel Divide* has helped focus attention on an even bigger part of the diesel pollution problem, "nonroad" engines, such as in farm machinery and construction equipment. EPA proposed new rules this spring that could slash emissions from most nonroad engines by

as much as 95%.

Our report also highlighted the loophole that has allowed diesel backup electricity generators to avoid federal emission standards altogether. In California alone, there are more than 16,000 stationary diesel generators. We are pressing EPA to address these unregulated yet highly polluting sources.

WHAT YOU CAN DO:



Help secure more protective final rules on diesel pollution by visiting www.environmentaldefense.org/go/actioncenter.

Action Network helps make polluters pay in California

California shocked industry this spring when, facing a budget crisis, lawmakers voted to shift some costs of cleaning up pollution from taxpayers to the responsible corporations.

Businesses lobbied fiercely to kill the bill. Environmental Defense Action Network members deluged Governor Gray Davis with 5,000 messages in support, and he signed it into law.

"Grassroots pressure helped shore up support for making polluters pay cleanup costs, freeing millions of dollars to preserve basic services in this cash-strapped state," says our California regional director Tom Graff.

Fish win a long-running battle in North Carolina's Outer Banks

For more than 30 years, nearly every North Carolina governor, senator and coastal congressman has backed a misguided plan to build mile-long rock jetties at Oregon Inlet, an opening in the Outer Banks. Just as consistently, Environmental Defense opposed the project, which threatened to devastate

beaches and hurt an already declining fishery. In May, the White House Council on Environmental Quality decided to oppose the plan. "I think the jetties are dead, and it's a great day for the fishes," said our marine ecologist Dr. Douglas Rader.

Reports and testimony by

Environmental Defense and others showed that the jetties would have harmed nesting beaches used by endangered piping plovers and buried the habitat of baby sea turtles, as well as blocking the passage of spawning fish and shrimp and crab larvae. Although we support yearly dredging of the inlet, our analysis showed that the \$108 million jetties would not have brought an economic benefit to the fishing community.



Peter Pinnock/Image State

The jetties' defeat removes a threat to loggerhead turtles.



C.C. Lockwood/Earth Scenes

The muck stops here: A new law will hold industry accountable for its pollution.

Find your destination

To get started planning your environmentally conscious vacation, check out the following resources.

National Parks Destination Finder (at our Green Adviser: www.greenadviser.org) lets you choose activities and terrain at state and national parks and forests nationwide. Ranger tour information can be found at the National Parks Service website, www.nps.gov.

Arrange a train-based vacation at: www.amtrak.com/savings/amtrakvacations.html.

The Adventure Cycling Association offers many resources for the cyclists. Call 800-755-2453; www.adv-cycling.org. Trail Source locates bike routes for every taste and skill level; www.trail-source.com/biking/index.asp.

For a guide to whale watching visit www.whaleguide.com/directory/index.htm. Information on whales can be found at the American Cetacean Society. Call 310-548-6279 or visit www.acsonline.org. Among the books: *The Whale Watcher's Guide* by Patricia Corrigan and Roger Payne, Creative Publishing, \$12.95.

Green travelers can find out how much their car pollutes at Environmental Defense's Tailpipe Tally, www.environmentaldefense.org/go/more. Air travelers can calculate the greenhouse gas cost of their plane trips at www.chooseclimate.org/flying.

A CD series produced by the Cornell Laboratory of Ornithology called *Guide to Bird Songs* offers the songs and calls of 267 species. Call 607-254-2404.



Jim West

Into the woods: Many Americans are planning local vacations this year.

The conscious traveler

Henry David Thoreau, a pioneering environmentalist and famous homebody, once said, "I have traveled much in Concord." These days, many Americans are emulating the author of *Walden* by taking their vacations close to home and choosing activities that don't disturb nature.

"People want to get back to basics," says Sheila Romero, executive tourism director for Sonoma County, CA. "They want to get into nature and be with those who are important in their lives."

How can you ensure that your vacation is as green as possible? It's not as simple as picking a motel that cuts down on fresh towels and calls it "ecotourism."

•Fun with rangers: National and state parks and recreational areas offer a huge variety of educational attractions and activities in diverse terrain (*see box at left*). At Great Basin National Park in Nevada, for instance, take a ranger-guided tour through the natural history of the ancient bristlecone grove, then head onto a glacier. At Lake Mead in Arizona, join rangers for a full-moon hike and learn about bats.

•Abandon your car: Referring to tourists who never get past the parking lot, Edward Abbey wrote, "So long as [people] are unwilling to crawl out of their cars, they will never escape the stress and turmoil of their urban-suburban complexes." This doesn't mean you have to be a long-distance hiker to enjoy nature.

National parks like Yellowstone, Grand Canyon, Acadia and Zion have introduced mass-transit systems. At Rocky Mountain National Park in Colorado, the free shuttle buses have big windows and run on clean-burning propane.

•Train time: Rediscover the romance of a scenic train trip. Trains use about half the energy of planes per passenger-mile. Amtrak's "Trails and Rails" program ties in directly with bus services to national and state park entrances and includes on-board guides who provide lively commentary about the passing scenery.

•Pedal power: America has more bicycles per capita than any other industrial country, and biking is our second most popular form of recreation (after swimming).

Guest columnist Jim Motavalli is editor of *E/The Environmental Magazine* (for subscription information: 800-967-6572 or www.emagazine.com). Opinions are the author's and not those of Environmental Defense staff.

Organized rides, tours and races get many adventurers pedaling, and per diem rentals are available nearly everywhere for those wishing a leisurely perusal of the nation's estimated 30,000 miles of bike-friendly back roads and trails.

•**Thar she blows:** Seeing whales in their natural habitat is the best way to gain appreciation for these remarkable mammals. Those who have time can sign up for excursions to places like Mexico's San Ignacio Lagoon, where the gray whales calve. But whale watching has become popular

wherever there's a seacoast.

•**I'm a birdwatcher:** Even if you can't get away at all, local parks make great day trips for birdwatching. In New York City, for instance, a wild turkey was recently spotted on a 28th floor apartment balcony! With a good field guide you can spot some of the more than 750 species within our borders. By concentrating on one patch of wild land, you can get to know its residents intimately and notice changes over time.

By Jim Motavalli

YOUR BEQUEST NOW HELPS MORE THAN EVER

When you make a new bequest to Environmental Defense in your will, a generous matching grant established by Robert W. Wilson will contribute an additional \$100 to \$10,000, depending on the amount of your bequest. (If you notify us without specifying an amount, the match will be \$100.)



This is an extraordinary opportunity to leverage your support, so please be sure to notify us of your bequest. Estate gifts from current Osprey Society members also qualify if you notify us of an amount by December 31, 2003. For more information, contact Anne B. Doyle, Director of Planned Giving, Environmental Defense, 257 Park Avenue South, New York, NY 10010 or at 212-505-2100 or adoyle@environmentaldefense.org.

ENVIRONMENTAL DEFENSE ACTION CENTER

Help stop an environmental disaster

When a consortium headed by Exxon-Mobil announced the largest ever development project in Africa, a massive oil field and pipeline running through Chad and Cameroon, military officials in Chad threatened to execute local environmentalists who voiced criticism.

Environmental advocacy in the developing world is often a vehicle for democratic reform. The \$3.7 billion Chad-Cameroon project, an environmental disaster in the making, requires careful monitoring. Environmental Defense pressed for the creation of an independent commission to monitor the project. The World Bank, which is funding the pipeline, has promised to correct problems identified by the commission but so far it has largely failed to do so, even though the oil is now flowing.



Send a message to the World Bank requesting it live up to its promises to halt environmental and human rights violations. Go to www.environmentaldefense.org/go/actioncenter.

Osprey chicks thrive on Long Island

Our founders formed Environmental Defense to save the osprey from extinction. Now computer users can watch osprey chicks thriving near our birthplace on Long Island.

A camera affixed to a 38-foot pole will track four osprey chicks hatched this spring until they leave the nest in August. The project is sponsored by the Dennis Puleston Osprey Fund, which honors one of our founders through research about these magnificent birds. Puleston was among the first to notice a decline in osprey fledglings.

"As Dennis knew so well, there is nothing so exciting



Frank Lane/Corbis

See osprey hatchlings live on your home computer.

as watching an awkward chick fly from the nest," says another founder, Art Cooley. "The osprey is a symbol of the environmental health of our seacoasts." See the birds at postmorrow.org/OspreyFund.

Green Adviser offers cool tips for summer

Summer's here and the smell of sunblock is in the air. But before you head out to Surf City, check out your local beach for erosion, water quality, health closings and, yes, surf conditions. At our Green Adviser site, you're only a click away from Surfrider Foundation's *State of the beaches* report. Green Adviser also delivers advice on environmentally friendly products and recycling. For these and more tips, visit www.greenadviser.org.

Clean air triumph for Texas

The Alcoa aluminum smelter in Rockdale, TX, is America's largest industrial polluter, spewing 100,000 tons of pollution into the air annually. Neighbors concerned about health effects combed through files and found evidence that Alcoa failed to install pollution controls while upgrading the plant in the 1980s.

When regulators balked at suing Alcoa, the citizens turned to Environmental Defense for help. "This case was too big for us to handle alone," explains Billie Woods, president of Neighbors for Neighbors. "With the national clout of Environmental Defense behind us, Alcoa knew we weren't going to go away."

At issue was the Clean Air Act's New Source Review program, which requires older facilities to install modern pollution controls when they

make changes that would increase emissions. "We wanted Alcoa to reduce its air pollution now, not just promise to do so later," says Woods.

The strategy worked. In a victory for Texas air, Alcoa agreed to reduce smog-forming pollution by 90%. "This settlement shows that New Source Review is a valuable tool," says our attorney Jim Marston. "It enabled ordinary citizens to stand up to a big polluter and win."

Thanks to our lawsuit, Texans will be breathing easier. But people elsewhere may not be so fortunate. EPA has proposed rules that would allow thousands of other industrial facilities to expand operations without new pollution controls. We testified against the proposal at hearings nationwide and 19,000 members have sent messages of protest to EPA.



As a result of citizen action, the nation's dirtiest industrial facility must clean up its act—or shut down by 2007.



Kelley-Mooney Photography/Corbis

America's 17 million anglers exact a heavy toll on fish stocks.

Freedom to fish—or license to kill?

In coastal states around the nation, some recreational fishing groups are lobbying hard to pass "Freedom to Fish" laws. The name conjures up images of Huck Finn lazily casting for catfish on the Mississippi.

The reality is different. These bills, backed by the multi-billion-dollar sportfishing industry, would exempt recreational anglers from fishing restrictions in marine protected areas unless it can be "proven" that they are contributing significantly to declines in fish stocks.

Such proof is virtually impossible to establish, due to the widespread lack of data and the influence of factors such as commercial fishing and pollution. Some states don't even require saltwater fishing licenses. "Establishing protected areas is complex and should be done through an inclusive process involving scientists and anglers—not by legislative fiat," says David Festa, our Oceans program director.

California wisely rejected one such bill, but similar bills have been gaining elsewhere, most notably in New Jersey. "Many recreational fishermen argue, 'I'm only one boat and I have no impact,'" says John Jolley, president of the 70-year-old West Palm Beach Fishing Club. "We have millions of people. Collectively we have a significant impact."

Environmental Defense is working with fishermen—both commercial and recreational—to find common ground. "Successful marine reserves can be designed with the interests of recreational fishermen in mind," says Festa.

"We need to err on the side of the resource," adds Jolley. "We need to give the fish a break."



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