

NETWORK NEWS

Ford Motor Company Announces Plan to Sell Hybrid Sport-Utility Vehicles

Following pressure from the Clean Car Campaign, Ford recently announced plans to start selling a hybrid compact sport-utility vehicle (the Ford Escape) within the next three years. The Escape would be far cleaner than any vehicle in its light truck class. Ford, the first domestic auto maker to commit to mass produce hybrid technology, says that the vehicle will get 40 miles per gallon of gasoline and will meet California's stringent SULEV (super ultra low emitting vehicle) tailpipe emissions standard. If built today, this would meet both the fuel efficiency and tailpipe aspects of the Clean Car Standard. Ford's Escape will use an auxiliary electric motor and a four-cylinder gas engine that together will accelerate just like a six-cylinder gas engine. The vehicle will be a compact SUV, similar in size to a Toyota Rav 4, or the Honda CRV.

Ford's announcement puts pressure on other domestic auto companies to follow suit. To date, Daimler-Chrysler says that the company will produce a hybrid only if a federal tax credit is passed. In that case, Daimler-Chrysler proposes to build a hybrid Dodge Durango that would achieve only a few more miles per gallon than a conventional Durango. General Motors continues to be vague about its plans.

In response to Clean Car Campaign action alerts, many pledgers have sent faxes to General Motors and Daimler-Chrysler challenging them to provide a range of vehicle choices that meet the Clean Car Standard and to beat Ford to the market. Further, PPA and partner organizations have collected over 70,000 names of people who challenge the automakers to make cleaner vehicles.

Toyota and GM are conducting a joint, five-year research project in alternative-propulsion technology. The potential for these companies to manufacture a hybrid together in North America depends largely on how Toyota's hybrid-electric Prius (pictured above the Honda Insight) sells when it is made available to the American market this summer.

U.S. auto manufacturers are beginning to respond to competitive pressures to market cleaner hybrids. The Clean Car Campaign encourages the auto industry to develop hybrid-electric (and eventually fuel cell) vehicles in all classes as a means



Toyota Prius



Honda Insight

**Domestic
Hybrid
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Inside: Livability Index Released in Dayton (p. 2)

Petition Convinces U.S. Environmental Protection Agency to Investigate Ohio EPA (p. 3)

Canadian Group Urges Government to Block U.S. Hazardous Waste Imports (p. 5)

Stricter Standards for SUVs in Canada (p. 5)

Partnership for A New Generation of Vehicles Promotes Fuel Efficiency, Not Clean Air (p. 5)

European Union Passes Extended Producer Responsibility Regulations for Vehicles (p. 6)

and much more....

to meet the Clean Car Standard. For more information or to sign onto the Clean Car Pledge visit http://www.environmentaldefense.org/programs/PPA/pledge_html, or contact Kevin Mills at Environmental Defense at 202-387-3500, kmills@environmentaldefense.org.

What is the Clean Car Campaign?

The Clean Car Campaign is a coalition of organizations dedicated to promoting the transformation of the motor vehicle industry by encouraging auto makers to produce vehicles that meet the Clean Car Standard.

Vehicles that meet the Standard are:

- 50% more fuel efficient than other vehicles in its class,
- Cleanly manufactured using non-toxic, recyclable materials, and
- Meet California's stringent tailpipe emission standard (SULEV).

<http://www.cleancarcampaign.org>

Environmental Livability Index Report

Environmental Defense and Ohio Citizen Action released the first in a series of Environmental Livability Index reports on March 2nd. The results of the reports, which covered drinking water quality, water quality in rivers and streams, and air quality in the city of Dayton and Montgomery County, Ohio, were featured in the *Dayton Daily News*, on a major news network, in other newspapers and on the radio.

Montgomery County received a "D" for its air quality, while traffic congestion continues to increase due to a new baseball stadium in downtown Dayton and new proposed roads. The report reveals that Montgomery County barely meets federal ozone standards, and more vehicles on new

The Pollution Prevention Alliance (PPA) joins Environmental Defense with regional, state, tribal, and community-based activists working to promote pollution prevention and sustainable communities in the Great Lakes region. PPA is supported by the C.S. Mott Foundation, The Joyce Foundation, and The George Gund Foundation.

The *PPA Newsletter* is published quarterly by Environmental Defense's PPA staff. Readers are encouraged to submit materials for publication. We reserve the right to edit all submissions for length and clarity. Please send all submittals to:

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roads will add to the problem. Because bad air quality can aggravate asthma and other respiratory problems, Dayton-based environmental groups are pushing for increased public transportation use and decreased road construction.

Even though Montgomery County received an "A-" in the drinking water quality report, largely as a result of Dayton's wellfield protection program, a third of county residents are served by water systems that have a history of not meeting federal health standards.

The water quality in Montgomery County's rivers and streams scored a "B." Though sewer systems prevent untreated sewage from entering waterways, 98 facilities discharge pollutants directly into local streams.

Another livability index report focusing on industrial pollution and contaminated site cleanup needs in Montgomery County will be released in early May. Similar report cards will be released in Milwaukee and Cleveland in the near future.

To obtain a copy of the reports or for more information, visit <http://www.environmentaldefense.org/programs/ppa>, or contact Carol Andress or Lisa Gomes-Casseres at Environmental Defense at (202) 387-3500, candress@environmentaldefense.org, lgomes-casseres@environmentaldefense.org, or Jane Forrest Redfern at Ohio Citizen Action at (937) 277-7194, jforrest@dayton.net.

Minnesota Center for Environmental Advocacy Collaborates With Koch On Oil Refinery Project

The Minnesota Center for Environmental Advocacy (MCEA) launched a collaborative project last April with Koch Petroleum

Group, the operator of the oil refinery in Rosemount, Minnesota. MCEA and Koch aim to complete a website by the end of this summer providing accessible, understandable and verifiable information about the refinery to the public. Through this collaboration, MCEA is striving to: develop a comprehensive set of performance measures for the refinery, create a website where Koch will post information about the refinery's environmental performance and impact, and provide assurances that public information is accurate.

MCEA and Koch developed a draft website that, among other things, includes information on the Rosemount refinery's emissions, pollution reduction plans, human health and environmental impacts. The organizations also created an Independent Review Panel and have conducted two panel meetings. Environmental Defense Engineer Lois Epstein is providing advice and assistance to MCEA. For more information

on this project, contact Carol Wiessner at the Minnesota Center for Environmental Advocacy at 651-436-1919, gcwiessner@worldnet.att.net.

GREAT LAKES REGIONAL NEWS

Ohio Groups' Petition Results in Unprecedented U.S. EPA Investigation

Ohio Citizen Action, Rivers Unlimited, Ohio PIRG, and the Ohio Chapter of the Sierra Club filed a petition with the U.S. Environmental Protection Agency to revoke Ohio's authority to administer federal air, water and hazardous waste laws. In response, the U.S. EPA agreed to conduct an unprecedented federal investigation of Ohio EPA.

The groups charged Ohio EPA with not living up to the terms of its contract to

enforce major environmental laws despite the \$35 million the state agency receives annually from the U.S. EPA for this purpose. The organizations are also urging Governor Taft to overhaul Ohio EPA and meet with citizens directly to learn about the unresponsiveness of the state agency.

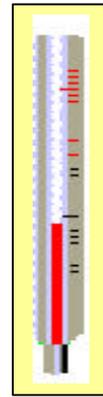
Ohio has the third highest rate of toxic pollution in air, land and water in the entire nation after Texas and Louisiana according to the Toxics Release Inventory. As citizens are battling pollution problems, they are also battling the agency that is supposed to protect them. Recent studies of Ohio EPA's record in enforcing environmental laws found that:

- 14 of Ohio's major steel, paper and oil companies had significant violations of water pollution laws between 1997 and 1999 and only 1 was fined (Environmental Working Group)
- Ohio ranks third in noncompliance with the Clean Water Act (U.S. Public Interest Research Group)
- 42% of Ohio's waters are not swimmable or fishable (Ohio Environmental Protection Agency)
- In 54 cases where Ohio industries polluted local drinking water supplies, Ohio EPA only held three of the industries responsible for clean-up, and taxpayers covered the bill in almost all cases (Environmental Working Group)

For more information about these reports and a copy of "Hidden from the Public: the Distortion of the Ohio EPA's Mission," visit Ohio Citizen Action's website, <http://www.ohiocitizen.org>, and click on "The Case Against the Ohio EPA," or contact Sandy Buchanan at Ohio Citizen Action at 216-861-5200, sbuchanan@ohiocitizen.org. Citizens interested in joining the campaign or in filing an affidavit about their experiences with the Ohio EPA should contact Noreen

Warnock at Ohio Citizen Action at 614-263-4111, nwarnock@ohiocitizen.org.

City of Duluth Bans Mercury Thermometers



The Duluth, Minnesota City Council unanimously voted to ban the sale of mercury thermometers on March 6, 2000 (the law took effect on April 5, 2000).

Following Minnesota's 1992 statute banning the distribution of mercury thermometers in hospitals, it is the first local ordinance of this type in North America. The penalty for non-compliance is \$700 per violation,

which includes sale or display of the product.

Mercury coordinator for the American Public Health Association and the American Nurses Association in Duluth Jamie Harvie said that the ordinance has met little resistance by retailers. Electric thermometers cost only \$3 to \$5 more than mercury thermometers, and are faster and easier to read.

Also in an effort to get mercury out of household products, in September 1999, the Western Lake Superior Sanitary District (WLSSD) launched a campaign to remove household thermometers containing mercury. WLSSD offers free alternative thermometers for every mercury instrument brought to the District's household waste facility.

According to the U.S. Environmental Protection Agency, 17 tons of mercury is discarded as waste annually from thermometers. In 1998, the National Poison Control Center answered 18,000 calls about broken mercury thermometers. Other states and cities, including San Francisco and Vermont, are considering

developing mercury action plans similar to Duluth. For information, contact Molly Chidsey at the National Wildlife Federation at 734-769-3351, chidsey@nwf.org.

Canadian Group Urges Federal Environment Minister to Block U.S. Hazardous Waste Imports

The Canadian Institute for Environmental Law and Policy urges David Anderson, Federal Environment Minister, to block imports of hazardous waste from the U.S. into Ontario. According to the Basel Convention on the transboundary movement of hazardous waste, Anderson can block waste imports and, under the Canadian Environmental Protection Act, he has the authority to refuse transboundary waste.

The Institute wrote a letter to the Minister indicating that U.S. companies are increasingly disposing of their hazardous waste in Ontario as stricter disposal standards have been imposed in the U.S., while looser standards are in place in Canada. In the U.S., the land dumping of untreated hazardous waste is illegal, but it is still legal in Ontario. For more information, contact Anne Mitchell at the Canadian Institute for Environmental Law and Policy, at 416-923-3529, anne@web.net.

Stricter Standards for SUVs in Canada

New Canadian vehicle emissions standards will force sport utility vehicles, minivans, and light-duty trucks to meet the same requirements as passenger cars by 2004. The new standards are similar to those that the United States set last December (see article in the winter 2000 PPA newsletter). U.S. standards require automakers to complete their transition to cleaner (but not nearly as clean as the Clean Car Standard) SUVs, minivans, and light-duty trucks by 2008. Stricter standards will force

automakers to reduce tailpipe emissions, including smog-forming nitrous oxides, hydrocarbons, carbon monoxide and particulate matter.

NATIONAL/INTERNATIONAL NEWS

Partnership for a New Generation of Vehicles Promotes Fuel Efficiency, Not Clean Air

In a March press event, Vice President Al Gore and the Big Three automakers (GM, Ford, and Daimler-Chrysler) lauded the Partnership for a New Generation of Vehicles (PNGV). This joint, government-industry effort to develop mid-size sedans that get at least 80 miles per gallon falls short of clear environmental benefits, however. After 7 years and over \$1 billion of federal support, few innovations from the Partnership to improve fuel efficiency have found applications in current vehicle designs. Moreover, none of the Big Three has committed to build a high fuel-efficiency vehicle developed through the program.

As Toyota and Honda market gasoline-electric hybrid cars (see article on pg. 1), the Big Three unveiled diesel engine hybrid *prototypes* at the Detroit auto show in January. The single-minded focus of the Partnership on fuel economy has missed other significant environmental and human health issues such as the problems associated with fine particulates and nitrogen oxide. Since the prototypes probably won't meet new U.S. EPA standards, it is unlikely that they will ever be built. Both the Toyota Prius and the Honda Insight hybrids meet California emission standards that are tougher than current national standards. Despite the shortfalls of the PNGV program, Gore made an announcement on April 21, 2000 that PNGV intends to

increase the fuel efficiency of diesel engines in heavy trucks. Since this effort will include trucks that weigh as little as 8,500 pounds (which includes the Ford Excursion), PNGV also could end up subsidizing development of diesel-fueled trucks that are used as passenger vehicles.

European Union Passes Extended Producer Responsibility Regulations on Vehicles

In February, the European Union passed extended producer responsibility (EPR) regulations on vehicles over industry objections. Vehicles sold in Europe must be made from recyclable materials and must not contain any heavy metals, including mercury, lead, and cadmium by 2006. The final disposal of the vehicle also will be the responsibility of the automaker.

EPR regulations hold companies responsible for the environmental impacts of their products and encourage manufacturers to improve product design, use better materials, and better disposal practices. The Office of the U.S. Trade Representative and U.S. businesses claim that Europe's EPR regulations are unfair trade practices. For information on how to respond to these claims, contact Charles Griffith at the Ecology Center at 734-761-3186 ext. 116, charlesg@ecocenter.org.

**Stay In Touch Between Newsletters;
Sign Up to Be on the PPA
Listserve**

To be a part of the information chain and receive information relevant to pollution prevention, contact the listserve administrator, Halley Rosen, at 202-387-3500, hrosen@environmentaldefense.org.

RESOURCES AVAILABLE

TRI Toolkit: Using the Toxics Release Inventory to Promote Environmentally Responsible Mining in Your Community
Mineral Policy Center. This report provides background information about the Toxics Release Inventory, limitations of TRI, how to access TRI data and fill in the gaps, how to use TRI data, as well as useful reference information. The report can be obtained by contacting Francine Madden at the Mineral Policy Center at 202-887-1872, fmadden@mineralpolicy.org.

Supporting Green Markets, Environmental Labeling, Certification and Procurement Schemes in Canada, Mexico and the United States

Commission for Environmental Cooperation. As part of a broader initiative to encourage and support win-win trade and environmental relationships, this report describes some of the major environmental labeling, certification and government procurement schemes in place in Canada, Mexico, and the U.S.. The report can be obtained online at <http://www.cec.org>, or by contacting Andrew Horsman at the Commission for Environmental Cooperation at 514-350-4300, ahorsman@ccemtl.org.

Environmental Stakeholder Forum Results
United States Environmental Protection Agency Office of Environmental Information and the Environmental Council of States (ECOS). The final summary of proceedings from a stakeholder forum on public information policy held in Chicago on November 15-16, 1999 was released in March 6, 2000. Forum participants from states, industry, environmental and public interest groups, and tribes discussed ways to improve policies concerning the availability, use, quality, and management of environmental information. The summary

can be obtained by contacting Wendy Cleland-Hamnett at the U.S. EPA at 202-260-4030, cleland-hamnett.wendy@epamail.epa.gov.

National Civic League Civic Index

National Civic League. The report provides tools to help measure civic health and examples of cities that have used the index to evaluate their civic infrastructures. To obtain a copy of the report, contact Joyce Bowie at the National Civic League at 303-571-4343, JoyceL@ncl.org.

WEB WATCH

Internet-Based Federal Facilities Compliance Assistance Center:

The U.S. EPA opened a new compliance assistance center (<http://www.epa.gov/oeca/fedfac/cfa>) that provides information on environmental regulations, guidance on compliance assistance, and links to state and other federal agency environmental homepages. All of the U.S. EPA's compliance assistance centers can be reached online at <http://www.assistancecenters.net>.

National Library for the Environment:

This National Council for Science and the Environment site (<http://www.cnie.org>) includes environmental reports produced by the Congressional Resource Service, information on environmental conferences and meetings, environmental career opportunities, educational resources, reference tools, environmental laws and treaties among other services.

Contacting the Congress:

This database of congressional contact information also links to federal government websites (<http://www.visi.com/juan/congress>). The site includes 532 WWW known homepages for the 540 members of the 106th Congress as well as e-mail addresses.

***MyWorld.org* Website Soon to Be Launched by Environmental Defense**

Environmental Defense is developing and testing a new website that will be publicly announced soon. *MyWorld.org* is a personalized, non-commercial portal that aggregates environmental content from several providers. *MyWorld.org* is a coalition-backed site in partnership with other environmental not-for-profit organizations. Environmental Defense is currently working with the American Council for an Energy-Efficient Economy (ACEEE) to provide access to its "Greenbook" on the site. Greenbook provides a comparative analysis of the environmental characteristics of cars.



CALENDAR

May 12-14, 2000 (Clare County, MI) – Backyard Eco Conference 2000, sponsored by Citizens for Alternatives to Chemical Contamination. For information, contact Kathy Snooks at 517-544-2609, bestopesto@webtv.net, or Karen Klein at 517-426-5540, kfklein@voyager.net.

June 1-3, 2000 (Roanoke, VA) – Advancing Community Sustainability, sponsored by Virginia Tech School of Public and International Affairs, U.S. EPA, NOAA, VA Department of Environmental Quality, the Cabell Brand Center, the New Century Council, and the Center for Organizational and Technological Advancement. For information, contact Professor Richard Rich at 540-231-6571, URBAN@VT.EDU.

June 2-4 (Two Harbors, MN) – 18th Annual General Meeting, sponsored by Great Lakes United. For information, contact Moe Silea at Great Lakes United at 716-886-0142, mor@glu.org.

October 11-13, 2000 (Atlantic City, NJ) – Brownfields 2000 Conference, sponsored by the Engineers' Society of Western Pennsylvania. For information, contact 412-261-0710 ext. 32, bf2000@eswp.com.

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