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New farm bill boosts conservation

HOW WE PUSHED CONGRESS TO AID FAMILY FARMS

Elwin Hardy recalls when Hollis, NH, was almost nothing but farmland. These days, his 450 acres of vegetables and apple trees are surrounded by sprawling subdivisions. "I'd rather look out there and see something growing instead of another house," says Hardy, 82. "When the land's gone, it will be gone forever."

Several years ago, Hardy took steps to preserve Brookdale Farm by transferring development rights on 197 acres to the state under a farm conservation program. As a result the land, which has been in his family for 155 years, can only be used for agriculture.

Thanks partly to Environmental Defense and our allies, many more farmers will have a chance to benefit from similar protections. Our team, led by attorney Tim Searchinger, helped organize a broad coalition of environmentalists, farmers and sportsmen to reform farm legislation, primarily through the expansion of conservation incentives. Our Action Network members sent more than 100,000 messages

to Congress in support of reform.

Over the years, subsidies have encouraged farmers, mostly large commodity growers in the Midwest, to plow up millions of acres of grassland into new cropland, despite surpluses and low prices. This has resulted in a loss of wildlife habitat and increasing chemical and soil runoff.

Negotiations between the House and Senate were still ongoing at press time, but \$17 billion in new conservation funding has been secured for the next ten years. "This is less conservation than we would have liked," concedes our attorney Scott Faber, "but it's nearly double the current annual support for farmland stewardship." The new funding will reward farmers who take measures to improve wildlife habitat, protect water quality and control sprawl.

"There is new recognition that conservation is a way to boost income for family farmers," says Faber. "Our goal now is to make sure the conservation dollars yield maximum environmental benefits on the ground."



With conservation funding doubled, the family farmer gains incentives to preserve habitat.



*Unlocking
the
toolbox*

Many people still think of the ocean as a vast, untamable wilderness. Yet the truth is, around the world fisheries are collapsing. The main reason? Too many boats chasing too few fish.

Federal efforts to fix this urgent problem have been well-intentioned but flawed. (See story, top of p. 5.) Meanwhile, for short-sighted political reasons, Congress has maintained a moratorium since 1996 on one of the best tools we have: IFQs.

Individual fishing quotas (IFQs) are federal permits that allow each fisherman a fixed percentage of the catch. These permits can be bought and sold, but

*Fishing quotas are
a powerful tool.*

the allowable catch never exceeds what's good for the fishery.

IFQs encourage conservation by making fish valuable while they are in the ocean, not just after they're caught. Like stockholders, fishermen know their IFQs are worth more if fisheries are thriving. What's more, they can fish safely year-round, assured that their catch will bring a fair price. Consumers too, benefit from a steady supply of fresh seafood.

We know properly designed IFQs work. In Alaska, they revived the halibut and sablefish fisheries. It's time for Congress to put this powerful tool to work nationwide.

—Fred Krupp



Jim West

Chronic haze plagues Shenandoah National Park. Don't blame us, the utilities say.

The clean air agenda

CLEARING THE AIR IN THE COURTROOM AND ON CAPITOL HILL



The 1990 Clean Air Act incorporated our innovative plan to cut sulfur dioxide emissions while giving power plant owners the freedom to decide how to achieve cuts. This market-based plan cut pollution in half at a fraction of the cost of prior methods. It proved so successful that bipartisan legislation in Congress now aims to apply our plan to a new round of pollution cuts. In the face of industry pressure, however, years of progress could come undone...

When Alcoa rebuilt a power plant at its Rockdale, TX, aluminum smelter in the 1980s, it failed to install pollution controls. As a result, the plant has spewed an additional one million tons of unhealthy pollutants into the Texas air. "You can smell the sulfur," says 54-year-old Wayne Brinkley, who lives near the plant. "My children and grandchildren all have serious respiratory problems."

According to the recent lawsuit we filed with two other groups against Alcoa, the plant emits up to 20 times more air pollution than it would have if

pollution-control equipment had been installed. "Alcoa is thumbing its nose at the law," says Jim Marston, our Texas regional director.

At issue is a 1970 Clean Air Act requirement that older power plants install modern pollution controls when the plants are upgraded. Hundreds of older plants were exempted from clean-air regulations on the assumption they would be retired. But decades later, most are still going strong, contributing mightily to smog and acid rain.

The administration is under heavy pressure from industry to reduce air-quality standards. "These days, we find ourselves defending our hard-earned gains," says our attorney Vickie Patton.

Recently, Patton led a coalition of 14 organizations defending EPA standards that reduce pollution and haze in America's national parks. Utilities and mining companies have tried to undo the regulations in D.C. circuit court. Industry also has challenged strict new emissions limits for diesel trucks and sulfur limits for diesel fuel. Again, we intervened with others in defense of EPA. A decision on both cases is expected soon.

Frequently, the law comes down on the side of clean air. A federal appeals

court recently rejected the final industry challenge to new health-based limits on smog and fine particles. These sooty particles come largely from power plants and diesel engines. The new standards could prevent an estimated 15,000 premature deaths and one million cases of decreased lung functions in children.

LOOKING TO THE FUTURE

The real challenge for Environmental Defense, says Patton, is to “not only defend past gains, but advance new protections.” We are pushing for stricter national emissions limits on construction equipment, agricultural engines and other so-called “non-road” pollution sources. For example, we are promoting cleaner construction vehicles for demonstration projects in Manhattan and Los Angeles.

The future of America’s air is under debate today in Congress as lawmakers consider competing proposals to reduce air pollution from power plants. A dispute is raging over the level of reductions, and we are working on both sides of the aisle to achieve the greatest possible reductions. All sides agree that the market-based model we pioneered in 1990 is the best way to achieve cuts.

“Our work to reduce air pollution from industry has reached a critical juncture,” says Patton. “The solution—stronger controls on these industries—is within reach.”



Tim Connor

EPA’s tougher limits on smog and soot were recently upheld in federal court.

The Campaign for Environmental Defense

GLOBAL WARMING TOPS LIST OF URGENT CHALLENGES

The new century is still in its infancy, but we already know the most pressing environmental challenge of the next 100 years: In myriad ways, we’ve been forced to recognize the reality of global warming. The first signals—melting snows on Kilimanjaro and significant changes in weather patterns—couldn’t be clearer. The



David Wal/Lonely Planet Images

The melting snows of Kilimanjaro may signify warming.

severity of the next wave of environmental and social disruptions depends largely on our response today.

Environmental Defense was an early leader in the effort to identify and counter global warming. Our staff has made sure that the science on global warming is sound and that our response to the problem is economically sustainable. Now our task is to persuade a skeptical administration, global corporations and the public to do their part.

This urgent task is one of the reasons we have launched The Campaign for Environmental Defense. Decisive action on warming and other serious threats such as vanishing wildlife, imperiled oceans and toxic chemicals requires commensurate funding. We seek to raise \$200 million over the next few years to address four priority areas: biodiversity, climate, health and oceans. As chairman of the Campaign Executive

Committee, I am proud that we have already raised more than \$145 million through the extraordinary generosity of trustees and donors. Our goal is to reach or exceed the campaign’s goal by December 2003.

Members support Environmental Defense for multiple reasons, but all of us share a passion for the natural world. Americans deserve clean air and water, a sensible energy policy, and protection for the oceans and wildlife that have enriched our nation since its earliest days.

In partnership with our family of supporters, Environmental Defense will work more diligently than ever to leave future generations with the most important legacy of all—a safer, healthier world.



E. John Rosenwald, Jr.
Member, Board of Trustees

For more information about The Campaign for Environmental Defense, please call or write Paula Hayes, Director of Development, in our New York office: (212) 505-2100.

A wilderness down under

Concerned about the impacts of excessive human use on New York's coastal waters, Environmental Defense trustee Art Cooley had an idea. Why not bring together biologists, fishermen and resource managers to explore the concept of marine wilderness areas?

On a visit to New Zealand five years ago, Cooley, a naturalist and lifelong East Patchogue, NY, resident, was impressed by that country's well-established network of marine reserves. If this management tool has been so successful in New Zealand, with its vital commercial fishing industry, surely it is worth considering here.

So Environmental Defense co-sponsored a workshop attended by 90 experts at the Marine Sciences Research Center at the State University of New York at Stony Brook. "Our goal was to bring together people with different agendas to find common ground," says Cooley.

The notion of wilderness areas, where there is minimal human impact, is common on land, but far less common underwater. At present, less than .001% of U.S. territorial waters are fully protected from fishing. In addition to helping ecosystems and fisheries recover, marine reserves would provide a laboratory for education and research.

The next step is to persuade government agencies to incorporate marine parks in their plans. Says Cooley: "By giving a little back to nature, we all stand to benefit."



Image State

New York's fisheries need marine reserves.



AP Photo/Ed Betz

It doesn't have to be like this: The daily crush at the Queens-Midtown tunnel.

The tide may be turning in New York City's traffic wars

Since the September 11 terrorist attacks, New York City has adopted an emergency "carpool rule" for private cars. Environmental Defense believes the rule, which bans driving alone into lower Manhattan from 6 a.m. to 10 a.m., should be made permanent or replaced with other incentives to reduce congestion.

Early reports suggest the carpool rule works: About 30,000 fewer cars are entering the city daily. Gridlock—which costs the New York City region \$10 billion a year—is down and air quality has markedly improved.

Ferry service from New Jersey and Brooklyn has expanded during the same period. Waterways are an under-appreciated trans-

portation resource and we are urging that they be fully incorporated into the city's mass transit plan.

Last year, we helped design time-of-day pricing at Hudson River bridges and tunnels to Manhattan. Early indications are that these incentives are cutting traffic and raising revenue for improved mass transit. Politically, the timing seems right for these initiatives. *The New York Times* notes that Mayor Michael Bloomberg "is making the battle against gridlock one of his administration's top priorities."

"For the first time in decades," says our regional Living Cities program director Andy Darrell, "the conversation about curbing traffic is really moving forward."

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After the storm: Quotas are a new idea to save fisheries

The marine forecast for the Gulf of Mexico calls for nine-foot seas and gale force winds, but the red snapper fleet is heading out anyway. “We don’t have a choice,” explains captain Wayne Werner. Last year, competing in a derby to catch as many red snapper as possible before a fleet-wide limit was reached, Werner’s boat went down in bad weather. He and his crew spent nine hours in a life raft before being rescued.

Not only do derbies endanger fishermen, but catch limits force crews to throw back tons of dead or dying fish.

Can one protect fish and fishermen at the same time? We are working to reform fishing laws to do just that. Transferable individual fishing quotas (IFQs), now prohibited under a morato-

rium, could be a big part of the solution.

These permits would grant each fisherman a fixed percentage of the total catch scientists determine can be sustainably harvested each year. That gives fishermen an incentive to help fisheries recover so the total catch—and their share—can be larger in future years. If one fisherman wants out of the business, he can sell his permit to another. Fishing could be profitable year-round and consumers would benefit from a steady supply of fresh fish.

IFQs have succeeded in Alaska, where they are credited with ending a disastrous halibut derby, in Australia, Iceland and New Zealand. In his proposed budget, President Bush has included funds for IFQ programs. “If



Otis Dobson

Captain Wayne Werner joined our campaign after spending nine hours adrift in a life raft.

carefully designed,” says our economist Dr. Pete Emerson, “IFQs will safeguard fish stocks and fishing communities.”

Major California marine reserve gains ground

When Harry Liquornik started fishing in 1985, the waters around California’s Channel Islands teemed with pink, green and red abalone. But disease and overfishing took their toll: The fishery was closed and Liquornik’s income plunged 40%. “We just watched the abalone disappear,” says Liquornik, president of the Commercial Fisherman’s Association of Santa Barbara.

Such declines convinced some commercial fishermen to put aside their differences and work with Environmental Defense to establish marine reserves around the Channel Islands. Recently, the state held a public hearing on a proposal to ban fishing in 25% of the Channel Islands National

Marine Sanctuary. Currently only 1% of the sanctuary is fully protected. To press our case for a zone to replenish marine life, we gathered a coalition of divers and local groups. But reserves would be impossible without the support of commercial fishermen who depend on these rich waters. And here, a new spirit of cooperation emerged.

Joining commercial fishermen and regulators around a table, we and other environmental groups mapped out the prospective reserves. “We stayed true to our ecological goals, but worked hard to accommodate the interests of sport and commercial fishermen,” says our scientist Dr. Rod Fujita.

“Environmental Defense listened well,” agrees Liquornik. “We got their support for leaving open areas critical for the survival of our industry.” For the plan to succeed, we need to monitor the ocean. With California in budgetary crisis, we raised funds ourselves and supported key research on how marine reserves work. This summer, the state will decide on the issue. Says Fujita: “We’re optimistic.”



Corbis

Often called “America’s Galapagos,” the Channel Islands are home to a strikingly rich diversity of marine life.

Good news for coral reefs

Federal officials recently rejected a bid to open the 1,200-mile-long Northwestern Hawaiian Islands Coral Reef Ecosystem Reserve to coral harvesting. After reviewing President Clinton’s order establishing the marine wilderness, the Bush administration decided to maintain and possibly even strengthen the wilderness protections.

Green mentors

To follow up on the ideas mentioned in the story, contact these resources:

Parents' Guide to Hiking and Camping. Concentrates on family road trips with young children. Visit www.camp-a-roo.com.

Quests in northern New England are sponsored by Antioch New England Institute, Keene, NH. Call 603-632-7377 or visit www.vitalcommunities.org.

A clickable U.S. map offers numerous established Letterbox sites in your area at www.letterboxing.org/lbna/america.htm.

Locate wildlife rehabilitators in your state at www.wildliferehabilitators.com/links.htm.

Tips in print

The Sense of Wonder, by Rachel Carson. Harper Collins, \$15.

Blueprint for a Green School, by Jayni Chase. Center for Environmental Education Bookstore, 603-357-3122 x240. \$28.

Earth Child 2000: Earth Science for Young Children, by Kathryn Sheehan and Mary Waidner. Council Oak Books, 800-247-8850, \$27.

Hands-On Nature: Information and Activities for Exploring the Environment With Children, edited by Jenepher Lingelbach and Lisa Purcell. Vermont Institute of Natural Science, 802-457-1053, \$25.



Image State

Children are instinctively drawn to nature. It's up to adults to nurture this curiosity.

Help your child to wonder

Sharing her beloved Maine coast with her three-year-old grandnephew Roger, Rachel Carson wrote that she wanted to give him "a sense of wonder so indestructible that it would last throughout life." Today, with kids increasingly cut off from the natural world, this task is more important than ever. Here are some ways parents, teachers and grandparents can start youngsters on a lifetime of appreciation for the environment. (For contact information see box at left.)

- **Tenting tonight.** Nocturnal sounds may be scary at first, but spending their first night in a tent gives kids an excellent chance to learn that the natural world doesn't shut down after dark. Even if it rains, there are muddy pleasures in the woods such as salamander hunting. (Parents may, however, be well-advised to bring crayons and books.) To ensure a good time for first-timers, do a trial run in the backyard. Search the sky for constellations and break in the brand-new sleeping bags.

- **The Quest is on!** Modeled on a 150-year-old English tradition designed to get kids outside "traipsing the moors," Quests (and their close relatives, Letterboxes) offer tantalizing clues to a box hidden somewhere in the landscape. Inside is a rubber stamp for kids to authenticate their find. So far, Quests are restricted to New England, but Letterboxes are nationwide.

- **Behold the mighty leviathan.** Venturing out in ships to observe whales is a mainstay of tourism in more than 40 countries. Whales up close are, quite simply, one of the most awe-inspiring sights on Earth. If you can't get to the ocean, try snorkeling or fishing in nearby waters.

- **Bring in the wild.** As teachers know, kids love to germinate seeds in Dixie cups or watch busy workers in an ant farm. Parents can expand such experiences by volunteering at their child's school. Second-grade parents at Stratfield School in Connecticut,

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for instance, collected fish, crabs and clams from Long Island Sound for salt water aquariums in the classrooms. The kids got a close-up look at the sea life around them and shared feeding duties.

- **Experts at work.** Nature centers, aquariums, zoos and bird sanctuaries make wonderful field trips. Wildlife rehabilitation centers give kids a chance to observe injured animals they would rarely see otherwise. Older kids may be welcome as volunteers, and there are often classes and demonstrations. Look under “Nature Centers” or “Zoos” in your Yellow Pages.

- **Living history.** What kid doesn't get excited about a Tyrannosaurus Rex skeleton or a woolly mammoth pursued through an ice-age landscape by spear-carrying hunters? But natural history museums offer more than dioramas. Often, classes are available and there are summer camps for studying nature.

A legendary scientist, Rachel Carson counseled those who feel they have little nature lore at their disposal that “it is not half so important to know as to feel.” She concluded, “Exploring nature with your child is largely a matter of becoming receptive to what lies all around you.”

By Jim Motavalli

Meet your heirs



They roam the land, swim the seas and soar through the air. Creatures big and small will benefit from your bequest to Environmental Defense. A gift through your will is tax-deductible for your estate, so your loved ones will benefit, too.

For details on including Environmental Defense in your will, please check the bequest box on the form facing page 5, call toll-free 1-877-677-7397 or write:

Anne B. Doyle, Environmental Defense
257 Park Avenue South, New York, NY 10010

IN BRIEF

HOLD THE ANTIBIOTICS

Our campaign to curb the overuse of antibiotics in agriculture is beginning to pay off. This spring, Representative Sherrod Brown (D-OH) introduced legislation that would phase out the routine feeding of medically important antibiotics to healthy farm animals.

The bill, developed with assistance from Environmental Defense, would cut the red tape now required for the Food and Drug Administration to withdraw certain antibiotics from the farm market. “This legislation will benefit all of us, but especially children, senior citizens and those with weakened immune systems,” says our attorney Karen Florini.

This latest development comes on the heels of news that McDonald's, Wendy's and Popeye's have stopped purchasing poultry treated with fluoroquinolones, a powerful class of antibiotics that includes Cipro. After receiving thousands of messages from our Action Network members, Perdue followed suit, announcing a “zero tolerance” policy for fluoroquinolone use in its chickens and turkeys.

HONEY, LET'S HAVE FISH TONIGHT

OK, you've figured out that the fish you're buying for dinner isn't overfished or likely to contain toxic substances. Now, what's a dynamite way to cook wild Alaskan salmon?

Our newly launched interactive web tool, Seafood Selector, is a unique one-stop source for consumers concerned about the environment and their health. It can be accessed at



Saying no to antibiotics. McDonald's and Wendy's have aligned with efforts to halt the use of Cipro in poultry.

www.environmentaldefense.org/sustainablefishing.

A team of scientists and programmers worked over a year to build the Selector, which includes 150 species of fish and is the largest database of consumer information on best fish choices. Seafood Selector users learn how to pick and prepare the most environmentally sustainable seafood while avoiding fish caught or farmed in harmful ways. “More than 100 U.S. fish stocks are suffering from overfishing,” says our scientist Dr. Rebecca Goldberg. “Smart shopping with the Seafood Selector can make a big difference.”

Clip and save: Find your convenient wallet-size list of “Best and Worst” fish choices in the center of this issue.

Jeff Greenberg/PhotoEdit

Protecting speedy migrants of the sea

Bluefin tuna are built for speed. Capable of accelerating to up to 55 mph, these pelagic Olympians are known to travel thousands of miles. Given their itinerant ways, effective management requires extensive collaboration among nations.

A decade ago, Environmental Defense worked with the United Nations on an agreement to protect migratory fish species, including tuna, swordfish and sharks. The accord went into effect recently after being ratified by 30 nations, including the United States. "Although some parts of the high seas are already covered by international rules, other areas are completely unregulated," says our marine ecologist Dr. Rod Fujita. "This treaty will help fill important gaps in the conservation of fishes that migrate."

Fujita played a pivotal role in developing the agreement's wording, ensuring that the United Nations adopted a precautionary and ecosystems-based approach toward management of these vulnerable fisheries. In addition to regulating catches, the pact sets a precedent for safeguarding habitat.



End of the road for too many swordfish?



Michael DeFretas

With 3,000 miles of coastline and 4,200 islets and keys, Cuba is home to some of the world's least-disturbed coral reefs.

Preserving unique ecosystems in Cuba

Anchoring off Cuba's coast, Columbus pronounced it "the most beautiful land ever seen." Centuries later, the brilliant white beaches remain largely untouched. "Few Cubans have boats—and fewer have gas," explains our scientist Dr. Ken Lindeman.

Politics and poverty have insulated Cuba from development and the environmental destruction that often accompanies it. But now hotels are popping up across the island, and tourism is projected to double by 2005.

For seven years Lindeman has been working with Cuban researchers to lay the groundwork for marine conservation. "Cuba still has an opportunity to build protections," he says. By co-sponsoring workshops and educational exchanges, we are helping assemble scientific information for a network of marine protected areas.

Several dozen sites, potentially protecting hundreds of square miles,

are under consideration.

Protecting Cuba's coastline also involves policies on land. "Cuba has excellent laws in place," notes our attorney Dan Whittle. "The challenge is implementation."

To inform developers and government agencies about watershed protection and other sustainable practices, we are writing a coastal policy handbook with Cuban policy experts.

"Our goal is to ensure that the environmental review process is thorough and open," says Whittle.

Lindeman and our analyst Azur Moulart recently taught the first-ever course on coastal management by a U.S. nonprofit at the University of Havana. "Helping Cuba protect its waters is a win-win situation," says Lindeman. "Because of prevailing ocean currents, the conservation of the country's fisheries may help replenish U.S. fisheries as well."



ENVIRONMENTAL DEFENSE
finding the ways that work

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and fish to avoid, opposite page 5.

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Life insurance for a river

In Texas, cities, farms and industries have traditionally laid claim to water that runs in the rivers. But the rivers themselves have no guarantee of survival.

Environmental Defense believes Texas rivers should have a life insurance policy. We're helping the San Marcos River Foundation apply for a water right to the Guadalupe river on behalf of the environment. The Guadalupe has been listed this year by American Rivers as one of the country's ten most threatened rivers.

Concerned about impeding future growth, the city of San Antonio is challenging our application. We claim that a healthy river is essential to the tourism, fishing, hunting and birdwatching businesses that thrive where the Guadalupe empties into San Antonio and Aransas bays.

Inadequate water in the Guadalupe would also change the salinity of Aransas Bay and threaten blue crabs, the main food for the world's last wild population of endangered whooping cranes, which winters nearby.

The San Marcos River Foundation has promised to donate its water right to a Texas water trust set up by the state. "This water right will protect two bottom lines," says our economist Kathy Viatella, "that of the river's ecosystem and that of the many businesses that depend on this beautiful river."



Larry Dittor/KAC Productions

Everyone wants a piece of the Guadalupe river. We're helping ensure that endangered whooping cranes get their share.



Xcel Energy Corp.

Our efforts could soon cut pollution at the Comanche power plant.

Freshening winds out West

Perched on the front range of the Rocky Mountains, Xcel Energy's Comanche and Pawnee power plants are among the dirtiest in Colorado. So when the state's largest utility reached a preliminary agreement with Environmental Defense this spring to install new pollution controls at the two coal-fired facilities, residents had reason to breathe easier.

As part of the deal, our attorney Vickie Patton helped draft legislation that would allow the utility to recover the \$248 million cost of adding scrubbers and other pollution-control equipment. At present, the plants are uncontrolled for sulfur dioxide, a major cause of air pollution and haze in our national parks.

The agreement builds

upon our 1998 work with Xcel, formerly Public Service Company of Colorado, to clean up its power plants in the Denver area. If the new accord is adopted, sulfur dioxide emissions at the two facilities will be reduced by at least 85% and nitrogen oxides will drop by at least 30% beginning in 2007.

Before the equipment is installed, the bill must pass the state legislature and be approved by state administrative agencies. "This represents an important opportunity to pin down guaranteed pollution cuts," says Patton. "In addition to removing more than 27,000 tons of air pollutants each year, it could spur similar action at other Western power plants."

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Speedy delivery from FedEx: Cleaner trucks

What's white, orange and purple and pollutes a lot less? The future FedEx Express delivery truck, thanks to a partnership with Environmental Defense.

Our Alliance for Environmental Innovation and the world's largest express transportation company teamed up to replace a majority of FedEx's 45,000 trucks with a new, cleaner alternative. In February, we announced that three competing manufacturers will produce prototypes: Allison Transmission Division of General Motors, BAE SYSTEMS Controls and Eaton Corporation.

The diesel-electric hybrids will cut tailpipe pollution by 90% and reduce fuel consumption by 33%. They will be tested against a standard truck this year.

In cutting fuel use, the trucks will save FedEx money and help reduce America's dependence on oil. The improvements also will dramatically reduce pollution that contributes to smog and sooty particles that aggravate respiratory disease, raise the risk of cancer and contribute to other illnesses. "We wanted not only to reduce harmful pollution but also to set the standard for the rest of the industry," says our project manager Elizabeth Sturcken. "We are working aggressively with FedEx to make this low-polluting truck a reality. It's a bold move for the company that should pay off in real environmental benefits."



FedEx

Our project with FedEx for cleaner trucks is speeding ahead.



Doug Kasputin/Baltimore Sun

A better way to protect America against terrorism: Reduce the number of hazardous chemical sites.

Safety means fewer chemicals

Chemical accidents affecting more than a million people could occur at 125 facilities in the United States, according to worst-case scenarios prepared for the EPA. Yet the focus on armed security since September 11 doesn't really address the problem. Our Pollution Prevention Alliance argues the only way to guarantee safety is to eliminate the hazardous substances that could attract terrorism or precipitate accidents.

"Even the best security is vulnerable to terrorists with planes, rockets or truck bombs," warns our economic analyst Carol Andress. More than 300,000 facilities nationwide handle dangerous chemicals.

We recently joined the Safe Hometowns Initiative, a

nationwide coalition that helps local communities eliminate hazardous chemicals. We are urging facilities to substitute less hazardous materials, implement closed-loop manufacturing methods and reduce onsite inventories.

Often, reducing hazards is easier than expected. At the Blue Plains wastewater treatment plant near Washington, DC, a chlorine gas leak could have killed thousands. After the September 11 attacks, Blue Plains was able to remove its chlorine tanks over several weeks. It is now using a much less toxic substitute.

"Simple steps like this could be taken immediately to reduce risks at thousands of other facilities nationwide," Andress says.

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Tired of tar in North Carolina

The phone call to North Carolina Environmental Defense came out of the blue. John Schelp of the NAACP had heard about our reputation for sound science and environmental justice, and he needed our help.

A Durham city law requiring 1,500-foot buffers between asphalt plants and homes was about to be overturned. Industry lobbyists were pushing a proposal for ten new plants that would require only 750-foot buffers. And eight of the ten proposed sites were in East Durham, a low-income, predominantly minority section of the city.

The asphalt lobbyists had had eight months to present their arguments, but Schelp had only recently learned of the amendment. We promptly researched our web site tracking local pollution, www.scorecard.org, and learned Durham already ranks in the worst 10% of American cities in air quality. We also learned asphalt plants emit 16 hazardous air pollutants, many of which are already high in Durham.

Our letter to Mayor William Bell and the city council urged that new plants not be approved unless it is proven that they will not further aggravate unhealthy air pollution in the city. In March, the council unanimously voted down the measure and Durham was spared.

Says Schelp: "The contribution by Environmental Defense came at a critical time."



Tim Connor

The wrong turn: Road builders prefer to make asphalt in town.



Jane Faircloth/Transparencies

Less talk, more action is needed from Southeast governors.

Blue skies ahead?

This month, as governors from the ten Southeastern states meet for an air summit in Charlotte, NC, they should consider the following: More than 33 million people in the region live in counties with unhealthy air, according to the American Lung Association.

"The Southeast consistently has the worst smog and the least healthful air in the nation," says our policy analyst Michael Shore. "The governors have talked about clean air in the past. Now it's time for action."

To help guide policy, Environmental Defense and our allies have just released a new report, *A Blueprint for Breathing Easy: Southeast Energy Strategy for Clean Air*. The report recommends 11 concrete steps states can take

to reduce energy consumption and cut emissions. For example, each state should develop programs to expand the use of renewable sources of energy that are widely available in the Southeast.

The main culprits for the region's bad air are power plants, especially older, coal-fired facilities. Electricity generation accounts for three-quarters of the region's sulfur dioxide, nearly one-third of the nitrogen oxides and mercury and half of the carbon dioxide emissions, a major cause of global warming.

By developing multi-pollutant air quality strategies, states can save billions of dollars in health costs, reduce acid rain and, most important, improve the quality of life for millions of Americans.

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Perseverance pays in L.A.

Los Angeles became a little greener this year when we helped persuade the city to adopt a community's vision of an inner city park. After 11 years of effort, an oasis of green has blossomed at Hope and Peace Park, a lot that was once a nexus of drug trafficking and prostitution.

Recognizing that L.A. has less accessible park space than any other large city in the United States, we helped secure city funding for the park and insisted on community involvement in its design. "Hope and Peace Park shows the power of partnership," says our policy analyst Misty Sanford.

The victory was not easy. The city lacked funds to maintain the property and when children arrived to play in the new park, they were met by locked gates. Fortunately, a local non-profit group agreed to hold title to the property and secure liability insurance, and this spring the gates finally opened.

Our next step is to build a network of small parks with community participation. "People shouldn't have to fight at every step for a bit of green in their neighborhood," says Jacqueline Hamilton, office director. Our Los Angeles Environmental Justice Office is now working to create an urban land trust that will leverage public and private resources for projects like this one.



Peter Klebnikov

Dreams of green: Vacant lots may soon become new parks.



Xcel Energy Corp.

Our efforts could soon cut pollution at the Comanche power plant.

Freshening winds out West

Perched on the front range of the Rocky Mountains, Xcel Energy's Comanche and Pawnee power plants are among the dirtiest in Colorado. So when the state's largest utility reached a preliminary agreement with Environmental Defense this spring to install new pollution controls at the two coal-fired facilities, residents had reason to breathe easier.

As part of the deal, our attorney Vickie Patton helped draft legislation that would allow the utility to recover the \$248 million cost of adding scrubbers and other pollution-control equipment. At present, the plants are uncontrolled for sulfur dioxide, a major cause of air pollution and haze in our national parks.

The agreement builds

upon our 1998 work with Xcel, formerly Public Service Company of Colorado, to clean up its power plants in the Denver area. If the new accord is adopted, sulfur dioxide emissions at the two facilities will be reduced by at least 85% and nitrogen oxides will drop by at least 30% beginning in 2007.

Before the equipment is installed, the bill must pass the state legislature and be approved by state administrative agencies. "This represents an important opportunity to pin down guaranteed pollution cuts," says Patton. "In addition to removing more than 27,000 tons of air pollutants each year, it could spur similar action at other Western power plants."

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