

CALIFORNIA MEDICAL ASSOCIATION REDUCING MAJOR SOURCES OF DIESEL EXHAUST

Resolution 118-04

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Whereas, Emissions from diesel engines are estimated to be responsible for approximately 70% of the cancer risk from breathing outdoor air, and are likely to contribute to asthma attacks among the 3.9 million Californians who report that they have been diagnosed with asthma; and,

Whereas, The CMA has previously taken a position on reducing air pollution by supporting cleaner transportation technologies; and,

Whereas, The U.S. Environmental Protection Agency estimates that attainment of its new standard to reduce pollution from U.S. diesel trucks will prevent 8,300 premature deaths from respiratory diseases aggravated by air pollution, as well as preventing 5,500 cases of chronic bronchitis, 17,600 cases of acute bronchitis, and over 360,000 asthma attacks in children annually; and,

Whereas, The current plan to open the U.S. border to Mexican trucks is projected to increase diesel pollution in California and other states because the average age of the Mexican fleet is over 16 years old, whereas the average age of the U.S. fleet is approximately 5 years old. In addition, Mexico is not proposing to adopt the new emissions standards promulgated by U.S. EPA, so the pollution differences between the fleets are expected to grow with time; and,

Whereas, EPA projects that its proposed new standard for non-road diesel engines will prevent 9,600 premature deaths, 8,300 hospitalizations, 16,000 heart attacks, and 5,700 children's asthma-related emergency room visits per year; and,

Whereas, The EPA proposal to clean up non-road diesel engines is critical to achieving clean air in California because non-road diesel is responsible for such a large portion of mobile source emissions. Non-road diesel engines make up 41% of particulate matter emissions from all mobile sources in California and 29% of nitrogen oxide emissions from all mobile sources; therefore be it

RESOLVED, That CMA encourage the U.S. EPA to finalize the most stringent feasible standards to control pollutant emissions from both large and small non-road engines including construction equipment, farm equipment, boats, and trains; and be it further

RESOLVED, That CMA encourage the State of California to continue to pursue opportunities to reduce diesel exhaust pollution, including reducing harmful emissions from existing diesel vehicles; and be it further

RESOLVED, That CMA call for all trucks traveling within the California and the United States, regardless of country of origin, to be in compliance with new diesel emissions standards promulgated by U.S. EPA.; and be it further

RESOLVED, that CMA should refer this issue for national action.