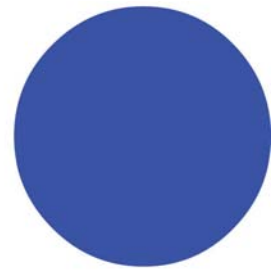


# ALERT! *September 2004*

*ALERT* is a monthly update on transportation and air quality planning activities in the Delaware Valley.



## CONFORMITY

### **New Report says EPA Fails to Close State Air Pollution Loopholes**

A new report from the nonprofit Environmental Integrity Project (EIP) says the U.S. EPA is not acting to close the state loopholes that effectively encourage the so-called "upset" air pollution episodes at industrial plants. These episodes expose millions of Americans to hazardous emissions, including benzene, butadiene and other cancer-causing chemicals, the EIP report found.

While the EIP report is national in scope, it looks in detail at what is known (and not known) about upset pollution in California, Georgia, Louisiana, Ohio, Pennsylvania and Texas to illustrate the problem. Entitled "Gaming the System: How the Off-the-Books Industrial Upset Emissions Cheat the Public Out of Clear Air," the report concludes that many states fail to accurately track upsets or to include upset emissions in state inventories, on which pollution control plans are based. The annual upset emissions from a number of facilities in the study were actually greater than the total emissions those facilities reported emitting for the entire year. For example, a close look at 37 facilities in two states showed the facilities released 63,411,603 pounds of excess pollution during upsets over just one year.

### **EPA Approves New Jersey's SIP Revision for Carbon Monoxide**

EPA has approved a revision to the New Jersey State Implementation Plan (SIP) transportation conformity budgets for carbon monoxide. These budgets are being revised to reflect updated modeling estimates, as well as updated vehicle registration data. The intended effect of this action is to approve a SIP revision that will help the State continue to maintain the carbon monoxide National Ambient Air Quality Standards (NAAQS).



**Monday,  
September 6, 2004  
Ozone Action  
Season Ends**

Particle pollution forecasting will continue year round.

**Thursday,  
September 9, 2004  
Clean Cities  
Working Group  
Meeting**

DVRPC Board Room  
111 S. Independence  
Mall East,  
Philadelphia  
10 a.m. to 12 noon

*It all adds up to cleaner air*

## TRANSPORTATION-AIR QUALITY INITIATIVE

### **EPA Seeks Comment on Proposed Truck Stop Idling Rules**

U.S. EPA is seeking public comment on the development of uniform national standards for truck stop electrification infrastructure to eliminate long-duration truck idling. When trucks idle for long periods – typically to run the heat, air

conditioning or other accessories while drivers rest – they waste fuel and emit harmful pollutants. A nationally consistent set of codes and standards for electric hook-ups will encourage truck-stop electrification and prevent the need to idle during rest stops.

EPA developed a set of proposed codes and electrical standards in consultation with a range of interested parties. The *Federal Register* notice was published on July 8, and the comment deadline is Oct. 9. The truck-stop electrification initiative is part of EPA's SmartWay Transport Partnership.

In an effort to determine truck drivers' exposure to idling emissions, EPA has awarded \$50,000 toward an interagency study on truck drivers' exposure to harmful air pollutants while parked at truck stops. Idling produces harmful emissions, such as nitrogen oxides and particulate matter, which can enter the truck cab and create a potentially harmful environment.

The Department of Energy's Oak Ridge National Laboratory and the University of Tennessee will conduct the study. For more information, visit <http://www.epa.gov/smartway/idling.htm>

### **EPA Certifies First Hybrid SUV**

The U.S. EPA has announced the certification of the first Hybrid SUV for sale in the United States.

The 2005 Ford Escape Hybrid complies with EPA's stringent new emissions standards for light-duty vehicles and trucks, and according to EPA estimates, the 2-wheel drive version gets 36 miles per gallon (mpg) in the city and 31 mpg on the highway. The 4-wheel drive fuel economy is estimated at 33 mpg in the city and 29 mpg on the highway. Regular model-year 2004 SUVs averaged 17.9 mpg.

Unlike conventional gasoline cars, hybrid vehicles make use of an electric motor that supplements or, at times, takes over as the power source. The Escape Hybrid captures the energy that would otherwise be lost during braking and stores it in a battery used to power the electric motor. When the demand for power is low, the electric motor takes over to augment or replace the gasoline motor, so that the vehicle burns less fuel.

EPA will list this vehicle in the Green Vehicle Guide along with all other 2005 models in October 2004. EPA's [Green Vehicle Guide](#) is a consumer guide that assigns air pollution scores to vehicles on a scale of 0 to 10, with 10 being the least polluting. The Green Vehicle Guide score for this vehicle is a 9 out of 10 for federally certified vehicles.

ALERT contains news items related to air quality and transportation.

To submit articles, please contact:  
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