

US Conference of Mayors

78th Annual Meeting June 11-15, 2010

Sponsor: Mayor Cicilline, Providence, RI

Co-Sponsor: Mayor DeStefano, New Haven, CT

“Supporting Diesel Clean-Up Measures as a Near-Term Climate Change Mitigation Strategy”

WHEREAS, the United Nations Intergovernmental Panel on Climate Change (IPCC) concludes that "warming of the climate system is unequivocal, as now evident from observations of increases in global average air and ocean temperatures, widespread melting of snow and ice and rising global average sea level;" and

WHEREAS, 1,026 Mayors have joined the U.S. Mayors Climate Protection Agreement which, “Urges the federal government and state governments to enact policies and programs to meet or beat the target of reducing global warming pollution levels to 7 percent below 1990 levels by 2012;” and

WHEREAS, black carbon is one of the largest contributing pollutants to global warming about 2000 times more potent than the equivalent amount of CO₂ over a 20-year period; and

WHEREAS, the United States has the highest per-capita black carbon emissions in the world, and 57% of U.S. black carbon comes from diesel engines; 41% from on-road diesels and another 16% from off-road diesels; and

WHEREAS, diesel black carbon reductions from U.S. EPA regulations for new on and non-road diesel engines depend on the retirement and replacement of 11 million old diesel engines in the U.S. over the next couple decades, which has slowed further with the economic downturn; and

WHEREAS, climate change strategies that provide near-term mitigation are needed to complement long-term efforts to reduce CO₂ emissions; and

WHEREAS, immediate climate benefits from black carbon reductions are possible due to black carbon’s short atmospheric lifetime (days to weeks); and

WHEREAS, retrofitting existing diesel engines with filters is one of the few actions that will have immediate climate benefits; and

WHEREAS, in addition to impacting climate change, diesel emissions cause an estimated 21,000 deaths in the U.S. each year; and

WHEREAS, estimates show that for every dollar spent on reducing PM diesel pollution from engines, \$12 would be avoided in health damages; and

WHEREAS, estimates show that investing in diesel pollution clean-up yields jobs, estimated at 19,000 jobs for every \$1 billion of investment; and

WHEREAS, the Diesel Emissions Reduction Act (DERA) has benefitted all 50 states, providing federal funding to each state for diesel pollution reductions; and

WHEREAS, the \$300 million available from the Diesel Emissions Reduction Act (DERA) funds in the American Recovery and Reinvestment Act of 2009 was oversubscribed by five times; and

WHEREAS, municipalities, cities and states across the U.S. have implemented policies to incent or require diesel retrofits, and limit the idling of heavy-duty diesel vehicles in order to reduce diesel pollution to better protect public health and the climate; and,

WHEREAS, to achieve necessary black carbon reductions to help mitigate global warming, additional funding will be critical to retrofit the 11 million “legacy” diesel engines in the U.S.

NOW, BE IT RESOLVED, that the U.S. Conference of Mayors calls on Congress to reauthorize the Diesel Emissions Reduction Act for an additional 5 years, and to seize other opportunities to fund diesel pollution reductions in upcoming climate legislation, transportation legislation and other appropriate legislation; and

BE IT FURTHER RESOLVED, that the U.S. Conference of Mayors supports legislation to reduce black carbon by incentivizing or requiring reductions in black carbon from diesel pollution; and

BE IT FURTHER RESOLVED, that the U.S. Conference of Mayors supports limits on unnecessary idling time for on and non-road diesel engines.