

EPA cites Plains' California oil train terminal for violations

By Rory Carroll, World Environment News, May 5, 2015

The U.S. Environmental Protection Agency (EPA) has cited Plains All American Pipeline LP's Bakersfield crude by rail terminal with a series of violations, according to a notice made public on Monday.

The federal agency said in the notice the facility's owner failed to obtain valid emissions permits, install best available control technologies or provide emissions offsets as required by the local air district, according to the notice.

The terminal has been operating since November 2014 and can currently receive one 100-car unit train a day carrying oil from the Bakken shale formation of North Dakota as well as heavier tar oil sands

crude from Western Canada.

A Plains spokesman did not immediately return a call for comment.

The EPA notice does not, however, bring operations at the facility to a halt, noted Elizabeth Forsyth, an attorney with environmental group Earthjustice, but it will rack up daily fines if it continues to operate.

The number of crude-carrying trains destined for California refineries has risen sharply in recent years, prompting safety and environmental concerns following a series of fiery derailments.

Environmental groups cheered

the EPA's move, which found that an environmental review conducted by the San Joaquin Valley Air Pollution Control District was not thorough enough.

"The EPA stepped in to protect California from this crude-by-rail facility's dangerous air pollution," said Vera Pardee, an attorney with the Center for Biological Diversity.

"Federal intervention is urgently needed because the air district and Kern County officials have utterly failed to safeguard public health and the environment," she said.

The facility is located in Taft, California, which is part of Kern County.

<http://planetark.org/wen/73164>

Is it time for California to consider a San Joaquin Valley Air Pollution Control District Sunset review?

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BP and Steelworkers union reach sellout deal to end three-month Indiana refinery strike

By Marcus Day, World Socialist Web Site, May 5, 2015

BP and United Steelworkers (USW) Local 7-1 reached a tentative agreement last week for the 1,100 workers at the Whiting, Indiana oil refinery; one of a handful where oil workers remain on strike. In addition to the Whiting facility, where workers walked out on February 8, BP-Husky in Toledo, Ohio; LyondellBasell in Pasadena, Texas; and Marathon's Galveston Bay refinery remain on strike.

Although few details of the deal at Whiting have been released to the press, any agreement reached on the basis of the isolation of strikers—who are confronting one of the world's most powerful corporations on their own—can only be a wholesale sellout.

According to USW spokeswoman Lynne Hancock, the national union leadership must review the local agreement to verify that it is in line with the national framework reached with Shell on March 13. That pattern-setting deal did nothing to address the issues of understaffing, grueling hours, unsafe working conditions and crushing health care costs that motivated workers to strike. Workers may vote on the contract as early as this week, Local 7-1 President Dave Danko said.

BP spokesman Scott Dean boasted that the deal “fairly compensates our employees for their work and improves the competitiveness of our business,” adding, “we hope our USW-represented employees will ratify this contract as soon as possible.”

Echoing the company representative, Danko declared, “We keep our bargaining rights and the company gets the flexibility it wanted to be competitive. We moved toward each other in negotiations. A strong company is balanced by a strong union, and we're satisfied and pleased to reach what we believe is a fair settlement.”

Danko claimed the agreement “addresses concerns” over safety like the national agreement. In reality, the national deal imposes no obligations on the companies outside of meaningless “discussions” with the union about staffing and overtime levels.

As for the USW, its concern about maintaining “collective bargaining rights” had nothing to do with the legitimate desire of workers to protect themselves against the attacks of the employers. On the contrary, the union bureaucracy only wants to preserve its role as a partner in imposing the cost-cutting measures while feathering its nest through the expansion of management-union “safety committees.” Such joint committees only sanction the continued sacrifice of workers' lives and limbs to profit while providing lucrative career paths for union functionaries.

In return for BP's essentially meaningless agreement to the union's “bargaining rights,” the local agreed to a no-strike clause for the duration of the contract. USW spokeswoman Hancock claimed no one knew

why the local previously had a clause allowing for strikes while the contract was in effect. “The only person who would know now is dead,” Hancock said.

The deal at Whiting came within days of the announcement of BP's first quarter profits. Although adjusted earnings fell 20 percent from a year earlier—largely due to the drop in crude prices—the \$2.6 billion profit beat analysts' predictions and was up 15 percent from the previous quarter. The steep price drop, however, has enabled the oil giants to significantly increase profit margins from refining operations and offset losses elsewhere. BP earnings for refining and exploration more than doubled from a year earlier, from \$1 billion to \$2.2 billion.

BP's Whiting refinery remained staffed by replacement workers throughout the strike. As strikers were cut off medical benefits and their savings were drained with no meaningful financial assistance from the union—despite a national strike fund in the hundreds of millions—increasing numbers crossed the picket lines and returned to work.

In a slap in the face to workers, BP announced it would continue providing dividends at 10 cents per share, despite the overall drop in earnings. “The dividend is the first priority within our financial framework, and the board is committed to maintaining it, as we have today,” said the company's chief executive, Robert W.

Dudley.

While BP boasts it has money for its first—and in reality, only—priority to enrich its executives and large shareholders, it has repeatedly claimed that it must cut costs and impose harsh working conditions to remain competitive.

Company negotiators continue to take a hard line at the other refineries, which remain on strike. At LyondellBasell in Pasadena, Texas, the company stated it was unilaterally imposing its “last, best, and final offer” on April 20 after workers voted down its ultimatum.

Marathon also recently rejected yet another counter-offer by USW Local 13-1 at the Galveston Bay refinery near Houston. The Texas City facility was the site of one of the worst US refinery accidents in recent history, where in 2005 a hydrocarbon vapor cloud exploded, killing 15 and injuring 170 workers.

Marathon’s own “last, best, and final” offer on April 8 demanded that operators, maintenance and product control workers accept “alternate work schedules” of eight- to 12-hour shifts, up to seven days a week, depending on what the company deems to be “the needs of business,” according to the Houston Chronicle. The 1,100 strikers at the refinery overwhelmingly rejected the blackmail demand.

The oil workers’ strike

possesses urgent lessons for workers, including the millions of teachers, auto, telecommunication and postal workers with contract negotiations this year. The strike was led to defeat not due to any lack of militancy or willingness to fight on the part of oil workers, who spent months on the picket line, in some areas through the depths of winter. Nor was the strike defeated because of a supposed lack of support for a struggle to recover decades of lost wages and declining living standards.

On the contrary, it was precisely because there is enormous support for serious struggle to improve conditions that the USW and the AFL-CIO consciously blocked the mobilization of the working class. Allied with the Obama administration and the Democratic Party, the unions are committed to implementing the savage wage-cutting that has been at the heart of Obama’s “in-sourcing” policy aimed at undercutting international competitors. Moreover, the USW—whose president Leo Gerard sits on Obama’s corporate competitiveness board—and other unions play a critical role in blocking an upsurge of industrial workers that could rapidly coalesce with other forms of social opposition against poverty, police killings and war.

There exists enormous potential for a struggle by workers in northwest Indiana and Chicago. Layoffs are

mounting in the area, which has borne the brunt of decades of deindustrialization—with the complicity of the USW. US Steel issued layoff notices to 9,000 employees last week, which constitutes nearly a third of its normal global workforce.

According to the Times of Northwest Indiana, nearly 1,000 steelworkers have lost their job in the region since the start of 2015. Entire production facilities have been idled or closed, including the East Chicago tin mill and Gary Works’ coke plant.

Thousands of Chicago Ford workers and teachers also face contract struggles this summer.

The unions have proven to be the greatest obstacle to developing a unified struggle by the working class. Having long abandoned the defense of workers, these nationalist and pro-capitalist outfits function as tools of big business and its political representatives.

To secure the right to decent paying jobs, safe working conditions and a future for the next generation, workers must break free of the straitjacket of the unions and build new independent organizations of struggle, controlled by the rank-and-file. The coming struggles of the working class above all must be guided by a new international and socialist strategy, including the transformation of the global energy industry, and monopolies like BP, into public utilities under the control of the working class.

<http://www.wsws.org/en/articles/2015/05/05/oil-m05.html>

CAPP contact: Charlie Peters

PG&E nears plan to filter chromium on Colorado River, could take 30 years to decontaminate

By Zachary Matson Today's News-Herald, May 4, 2015

Bat Cave Wash cuts a deep ravine from the Chemehuevi Mountains northeast toward the Colorado River. Dry for most of the year, groundwater beneath the wash and its surrounding area sits nearly stagnant – a large underwater pond.

For 13 years more than a half century ago, the wash was used to dump water contaminated with a dangerous chemical: hexavalent chromium. That water seeped underground where it has remained.

Now, a plan to cleanup around 150 acres of groundwater contamination caused by the chemical used at Pacific Gas & Electric's Topock natural gas compressor station in the 1950s and '60s is nearing approval and could begin next year.

The proposed cleanup strategy comes after nearly 20 years of studying the extent of the contamination, 10 years of planning and mirrors a similar system in effect at the more controversial compressor station in Hinkley, Calif.

"We are in the process of what do we do about it," said Curt Russell, the remediation project site manager at Topock, during a tour of the compressor station as he spelled out the proposed cleanup.

By injecting large amounts of food-grade ethanol into the groundwater water column, the company's engineers plan to create an underground filter set a few hundred yards west of the Colorado River, paralleling its

course for about a half mile. The filter will begin just south of the I-40 bridge that crosses the river from California to Arizona and stretches north from there.

Water can then be injected into wells on the western edge of the contamination plume, flushing the groundwater through the filter system. The filtered water will be extracted from the ground, pumped to the edge of the plume and pushed through the system again. Russell said given the number of pumps and wells, PG&E engineers estimate it would take about 30 years to fully decontaminate the groundwater.

"We have studied this area so extensively, we probably know more about this acreage than anywhere along the river," Russell said.

The company plans to have a draft environmental report of the remediation plan finalized by the end of the year at the earliest but say release to the public could stretch into next year. Once released the public and interested stakeholders – Native American tribes and state and federal agencies – will have a chance to comment on the proposed cleanup strategy and hear from regulators at public meetings.

The report already takes into consideration many of the concerns of Native American tribes that lay claim to ancestral heritage in the Topock region. The Topock Maze, a collection of rows of intricate rock formations, lies on the western

edge of the contamination plume and is sacred to the Mojave Indians. Old Route 66 runs through the project site as well.

The contamination site is home bighorn sheep, bats, snakes and some rare bird and plant species. Habitat suitable to the Yuma clapper rail and southwestern willow flycatcher has been identified on the site. It also encompasses parts of the Havasu National Wildlife Refuge and crosses into land owned by the Fort Mojave Indian Tribe.

A separate environmental study has been circulating for nearly a year, which details the company's plans to take soil samples to measure the extent soil may be contaminated. Russell said he expects any soil problems to be minimal compared to the groundwater remediation. That report has been delayed, so the company can monitor potential bat habitat to see if it is used for roosting by groups of pregnant bats.

A history of contamination

The electric company, based in San Francisco, has similar contamination problems at another compression station in Hinkley, Calif., about 175 miles west of Topock. The contamination at Hinkley was dispersed over a larger area and led to a class-action lawsuit over chromium-related illnesses. The suit ended in a settlement of more than \$300 million and was the focus of the 2000 film "Erin Brokovich."

Many residents have left Hinkley in the past 20 years, forcing the local school to close and devastating home values. Some residents still fear groundwater contamination, according to an article in the Los Angeles Times last month, and in 2012 PG&E was slapped with a \$3.6 million fine when contamination was discovered in new areas.

Jeff Smith, PG&E spokesman, on Thursday said the company had made a lot of progress at Hinkley and that the chromium contamination had been reduced by around 40 percent thanks to the ethanol filtration system.

The contamination at both plants dates to the 1950s and 1960s, when carcinogenic hexavalent chromium, which can cause cancer and other illnesses, was used to limit rust in towers that cooled gas after it has been compressed at high pressure and temperatures.

In Topock in the '50s and '60s, the contaminated water was discharged into Bat Cave Wash on the western edge of the station site, where it soaked into the groundwater table and gradually migrated toward the Colorado River.

When the contamination was

discovered in the mid-1990s, PG&E installed more than 150 monitoring stations to measure the level and locations of the contamination and took more than 500 readings a year. The company's scientists and engineers used slant wells to take readings from the river and the rocky substrate below it and never recorded hexavalent chromium contamination in the Colorado River.

"The contamination cannot survive in the (floodplain) soils," Russell said. "There's a naturally created filter at the bottom and on the sides of the river."

Russell said that as the contaminated water approaches wetter substrate with more organic material, the hexavalent chromium converts back to its non-toxic trivalent form, which naturally occurs in the environment. The ethanol filtration system attempts to mimic this natural process.

The California Department of Toxic Substances in 2004 approved an interim remediation plan for the company to extract groundwater nearest the river and decontaminate it at a cleanup facility near the compressor station.

The company says it has cleaned up about 25 percent of the contamination through this process but doesn't consider it to be a viable or effective long-term strategy. Freshwater has filled in areas where the chromium has been removed, pushing the edge of the contamination slightly west. When the proposed cleanup system has been implemented and shown to work, Russell said, the interim plant will be decommissioned and the area restored.

Once finally approved, Russell said, construction of the remediation system would take about two years, bringing an average of 50 workers on site every day as dozens of wells and hundreds of yards of pipeline were installed.

During the visit to the plant last week, Russell and Smith said PG&E is "not the same company it was in the 50s and 60s" and has become more "environmentally conscience." The remediation project costs will go well into the hundreds of millions of dollars after completion.

"We'd love to bring everyone in the community (to the station) and tell them what we are doing," Russell said. "We are proud of what we are doing."

http://www.havasunews.com/news/pg-e-nears-approval-of-plan-to-filter-chromium-could/article_8dd25af6-f20c-11e4-8665-5f980b3b9e65.html

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CAPP contact: Charlie Peters

Governor orders new target for emissions cuts

The Martinez News-Gazette, May 3, 2015

Gov. Jerry Brown issued an executive order Wednesday sharply speeding up this state's already ambitious program aimed at curbing greenhouse gas emissions, saying it was critical to address "an ever-growing threat" posed by global warming to the state's economy and well-being.

The order, announced early Wednesday morning, was intended as a jolt to a landmark 2006 environmental law requiring an 80 percent cut in greenhouse gas reductions by 2050, compared with 1990. Under Mr. Brown's order, the state would have to get halfway there — a 40 percent reduction — by 2030.

Mr. Brown said this tough new interim target was essential to prod the energy industry to act and to help the state make investment and regulatory decisions that would assure that goal was not missed.

The order is the latest effort by Mr. Brown to position California as a leading force in the world's effort to address climate change — and position himself as a leader of that effort as he

enters his final years in public office. It also is an aggressive turn in what already was one of the toughest programs in the nation aimed at reducing greenhouse gas emissions.

Mr. Brown faulted Republicans in Congress for "pooh-poohing" the threat of global warming. He said that he wanted California to set an example for the rest of the country and the world on the urgency of responding to what he described as a slow-moving crisis.

"It's a real test," Mr. Brown, a Democrat, said in a speech at an environmental conference in downtown Los Angeles. "Not just for California, not just for America, but for the world. Can we rise above the parochialisms, the ethnocentric perspectives, the immediacy of I-want-I-need, to a vision, a way of life, that is sustainable?"

Under the law put into place by Mr. Brown's predecessor, Arnold Schwarzenegger, the state was required to reduce greenhouse gas emissions to 1990 levels by 2020 on the way to reach the 2050 target;

California is already well on its way to meeting the 2020 goal, and may exceed it, officials said Thursday.

"With this order, California sets a very high bar for itself and other states and nations, but it's one that must be reached — for this generation and generations to come," Mr. Brown said. These efforts come as this state has been struggling with a drought that Mr. Brown has said is, at least in part, exacerbated by global warming.

The governor's order did not give details of how the state would reach the new goals, though Mr. Brown in his speech here noted the success of the auto and energy industry so far in meeting the emission targets that the state has set over the years.

"We're sending the signals to the private economy to create, to innovate, and to make the kind of response that will enable Californians to live in compatibility with the environment," he said. "We can do it."

<http://martinezgazette.com/archives/21432>

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CAPP contact: Charlie Peters

Cheap Gasoline

Climate One at the Commonwealth Club, February 27th, 2015

Gas prices are plunging, and Americans can get back on the road again. What are the economic, geopolitical and environmental consequences of cheap oil?

Jason Bordoff, Founding Director, Center on Global Energy Policy, Columbia University; Former Special Advisor to President Obama, National Security Council Staff

Kate Gordon, Senior VP and Director, Energy & Climate Program, Next Generation

Bill Reilly, Former Board Member, ConocoPhillips; Senior Advisor, TPG Capital

Transcript

(snip)

We're talking about cheap oil and gasoline at Climate One. Let's have our audience questions. Welcome.

→ **Male Participant (Charlie Peters):** I have a question that has been an awful fun part of this debate over time which is the issue of the use of corn to make products that were promoted to be a significant improvement in global warming, in carbon taxes. So my question is, there's an appearance that there's a divide there between possibly British Petroleum and Shell and DuPont wanting to go to butanol. And then the question becomes is it impacting our water supply being a carcinogen. Is that something that should be of concern? We never check our water supply anywhere ever

Greg Dalton: Thank you --

→ **Male Participant (Charlie Peters):** So a response to that would be great.

Greg Dalton: So who'd like to -- Bill Reilly, you were on the board of DuPont, but the question, I think, is that people advocated for corn as a climate solution, corn turned out to

not be so good. Cellulosic ethanol has been disappointing. Your thoughts.

Bill Reilly: Well, if you make the ethanol out of switch grass or something of the sort, I think that you possibly do something very positive with respect to liquid fuels, and I would support that. I would not worry so much about contaminating the water supply with ethanol. I mean, we're talking about replacing some portion of the gasoline and we've been managing that with some success for, I think, some time. So I don't think that would be the major problem.

The major problem, I think, with the ethanol area is the enormous subsidies that have gone into it and for corn production and certainly my recollection from having administered the Clean Air Act is that the advantages of ethanol as an additive are for wintertime NOx [nitrogen oxides] control. So it's been touted as doing something far more significant than that and reducing our dependency on foreign imports and the rest. Those arguments, I think, have lost a great deal of their appeal.

Greg Dalton: Corn has been overhyped. ...

<http://www.climate-one.org/audio/cheap-gasoline>

CAPP contact: Charlie Peters

Money available to clean the air

By Charlie Peters, Chico News & Review, March 22, 2010

The Smog Check issue has been under continuous legislative debate since 1993. AB 2289 by Eng is an opportunity to improve program performance and public support.

We at the Clean Air Performance Professionals propose "reasonably available control measures" to improve California Smog Check performance.

Consider a Consumer Assistance Program (CAP) quality audit to improve smog check performance. We propose using the CAP cars and funds to provide a random quality audit (or secret shopper) of smog check providers. Audits that result in the car's not being in compliance should be handled similarly to the former Consumer Repair and Education Workforce program. The Bureau of Automotive Repair program did not fine the licensees nor did it involve coercion. But when the question of "what would you like to do?" was asked, the shop took care of business and usually elected to fix the car.

The average smog check failure repair is about \$ 150.00 state wide. The motorist pays about the same at the average repair station and the CAP station. The average CAP repair is about \$350.00. Many cars are not brought into compliance.

To level the smog check failure repair playing field so more cars meet standards after repair, the whole smog check market should be subject to a CAP random audit.

Around 1985, BAR started a "missing part" audit. In 1991 that program was stopped,

The difference was a 300 percent change in

result in finding the missing part. When BAR ran less than one audit per station per year, the result was a change in behavior that started at more than an 80 percent rate, but moved to less than 20 percent rate of noncompliance.

The difference was a 300 percent change in result in finding the missing part. If the CAP audit was addressing the issue of repair compliance rather than just finding a missing part, the results may be the same or a 300 percent improvement in compliance.

With the missing part program, a follow-up audit with increasing demands lift the stations no options but to find the missing part or be removed from the game.

There are huge inconsistencies from Smog Check station to station and with BAR representatives. For BAR to decide a car is not in compliance, rules of Smog Check must be clarified.

Money is available for the CAP program. It can be used for contracted scrap and repairs, or some of the funds can be used to evaluate and support improved performance of licensed small business. The cars and funds are the same, but the results may be credit for 2,000 tons per day in pollution prevention credit in the State Implementation Plan, rather than our current credit of fewer than 400 tons per day.

The governor and state Legislature would get the credit for improved performance. Performance improvements would be accomplished at a cost of less than \$500.00 per ton. And program illusions would be reduced in 1 year.

<https://www.newsreview.com/chico/crunch-time-for-ab-32/content?oid=1380661>

CAPP contact: Charlie Peters

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June 11, 1999

The Honorable Gray Davis
Governor of California
State House
Sacramento, California 95814

Dear Governor Davis:

Many of us are asked to write letters of recommendations for people we know and we comply out of courtesy. This is not one of those letters. Rarely do we have the opportunity to make a real difference in a decision by sharing our personal opinions and experiences. I hope *this* will be one of those opportunities.

Charlie Peters has been a professional friend of mine for more than a half dozen years. We worked together for nearly six months before actually meeting. Charlie came to me via a recommendation to talk to him regarding I/M programs in California because he was the expert. Since then, he has proven this more over by his knowledge and love for the automobile. His enthusiasm for doing what is in the best interest of the citizens/driving public as well as what can realistically be done has had a positive ripple effect onto the many fortunate citizens in the State of Arizona and myself. He has been my teacher, a professional friend and an outstanding contributor to the business community. In all of my life I have never know anyone more dedicated to a cause he believed in than Charlie Peters.

Early in the 90's, I stepped into a new career as the Director of Public Affair and Legislation for the Arizona Automobile Dealers Association. My job as an advocate at the legislature was easy because of a dozen previous years of experience, however the client was new. As I am certain you are aware, franchised new car dealers also sell used vehicles and provide volumes of vehicles with maintenance and service. The issue we were faced with was the infamous IM-240 - the transient loaded inspection and maintenance program being mandated by the federal government and enforced via the states under the hammer of the EPA.

Charlie educated me on the internal combustion engine-- how it worked, the components and what it should or should not do. He took great pains, going over and over similar sections until I understood and more importantly, so that I could repeat it and educate the members of the Arizona Legislature and the general public. In the end, Charlie and I created and developed an emissions program in Arizona which had a very positive impact on dealer's businesses and in turn allowed them to provide a better service to the Arizona consumers. This program was presented and passed by the Arizona Legislature and supported by the Governor. Charlie Peters' influence and expertise are still working in Arizona today.

Page 2; Letter to Governor Gray Davis
Charlie Peters Recommendation
Chief of the Bureau of Automotive Repair

In the interest of brevity, Charlie's patience and complete understanding of the many details of the automobile and the industry came through for a very powerful cause. His sensitivity to the politics, the people and the process was admirable. He is unmatched in this field. He gained nothing material from this professional relationship and in fact, I am certain he spent his own resources many times to return calls and by providing information. Charlie's own interests drew him into a field of the automobile and repair and he has dedicated his life to it. He has sacrificed his personal gain for the greater good of the whole. In doing so, his satisfaction came from knowing that he helped provide the information and knowledge for other people to make informed, educated and hopefully the right decisions. His patriotism and theory of *doing what is right is not always popular* has earned him respect across the nation. I would welcome any opportunity to work with him again in the future.

Fortunately, you have the opportunity to do something that would be popular and right. The appointment of Charlie Peters as Chief of the Bureau of Automotive Repair would give California a dedicated public servant with an incredible wealth of knowledge in the automotive field and in the human field. He has earned a reputation for honesty and is respected by all that have met him. Charlie will be a positive addition and do an outstanding job thus keeping California on top as the envy of the rest of the nation. He is the best of the best and I highly recommend his appointment to the position of Chief of the Automotive Bureau of the State of California.

Sincerely,

Dolly M. Volini
Senior Government Relations
AutoNation, Inc.*

Cc. Ms. Kathleen Hamilton, Director
Department of Consumer Affairs
400 R Street
Sacramento, CA 95814

* **AutoNation, Inc.**, is the world's largest automotive retailer with more than 380 new vehicle franchises in 20 states and 45 AutoNation USA used vehicle Megastore in 13 states. Its automotive rental units include Alamo Rent-A-Car, Inc., National Car Rental Systems, Inc. and CarTemps USA, which combined have operations nationally and in more than 65 countries. The company is formerly known as Republic Industries, Inc.

EPA Orders Tougher Auto Emission Tests : Environment: New rules would set up inspection centers and apply to Los Angeles and 180 other areas. Agency sees 31% cut in pollution.

By Robert L. Jackson, Los Angeles Times, November 06, 1992

WASHINGTON — The Environmental Protection Agency announced new requirements Thursday that probably will shift vehicle smog checks from neighborhood garages to large testing centers outfitted with more sophisticated equipment.

EPA officials said that the requirements, to take effect Jan. 1, 1995, will result in shorter waiting lines and more exacting tests. The new centers will be strongly discouraged from making repairs, a provision that EPA Chairman William K. Reilly said will prevent smog-check specialists from flunking autos so that they can make costly but unnecessary repairs.

The new rules, developed under the Clean Air Act of 1990, will apply in Los Angeles and 180 other urban areas with significant pollution problems. The regulations require that inspection stations be conveniently located in metropolitan areas within five miles of 80% of all residents.

Reilly said that the cost of automobile repairs resulting from the more demanding tests could increase by \$500 million a year nationwide. But much of these costs, he said, would be offset by the savings in fuel arising from more efficient car performances, a reduction that he estimated at 15 million barrels of gasoline a year.

While the Los Angeles area already has strict requirements governing pollution control, the new EPA rules "actually will be quite helpful to California and will result in more centralized vehicle inspection stations," according to David Driesen, an attorney for the Natural Resources Defense Council, a Washington-based environmental group that has pushed for the new rules.

Other California areas singled out by the EPA Thursday for beefed-up emissions testing include Orange and Riverside counties, the cities of San Bernardino and San Diego and Ventura County. But in actuality, the new standards will affect the entire state.

California currently has the so-called Smog Check program, which requires inspection of all of the state's cars every two years and requires the worst polluters to be repaired. State regulators have been working for the last six months to revamp Smog Check in preparation for meeting these new EPA guidelines. Legislation for that purpose is expected to be introduced in January.

Reilly said that the new inspection program will cut vehicle emissions and carbon monoxide releases by up to 31%, explaining that these reductions represent "the single most significant action I know to reduce air pollution."

The tests will require duplicating actual driving conditions and will involve more accurate measurement of tailpipe emissions, including putting cars on a treadmill. In addition, they will include a pressure check to identify evaporative emission leaks in the fuel system and a check to make sure fuel vapors are routed to the engine and burned as fuel.

Although the new tests are more detailed, Reilly estimated that each will take just 10 minutes because of improved equipment.

In general, the new testing program will be three times more effective than most current ones, Reilly said. It is likely to require repair work on one of every five vehicles, but repair costs may be offset by the greater fuel savings, EPA officials said.

Driesen said that the system allowing some neighborhood stations to both test and repair a vehicle has involved "an inherent conflict-of-interest that calls into question the validity of the tests." In addition, he said, the new EPA rules will provide for much more sophisticated and accurate testing.

"Fifteen years of experience has shown that combined test and repair just does not work," Driesen said. "Under the old program, mechanics had an incentive to fail cars that should pass and a mechanic had an incentive to pass a car once he worked on it."

But the new EPA plan stopped short of requiring a centralized program with completely separate test and repair facilities. "It's not impossible" for a state to have testing and repair done by the same outlet, said David Howekamp, director of the air and toxics division for the EPA's Western region, but the agency would hold such a program to a "higher standard" for pollution reduction.

California is currently "looking at a variety of ways of structuring the (Smog Check) program, different kinds of equipment, different ways of improving quality of repair on the cars," said Bill Sessa, spokesman for the California Air Resources Board. "We're confident we can design a program to take as much pollution out of the air as the EPA is calling for, but we don't know exactly how the program is going to be designed."

EPA officials said that the new program's fuel economy savings of 7% to 13% should largely offset the cost of repairs, which could range from \$38 to \$120. But 80% of all vehicles are likely to pass the new tests without requiring any repairs, they said.

William G. Rosenberg, EPA assistant administrator, said that "it simply makes sense to keep high-tech cars using high-tech fuels well maintained."

Times environmental writer Maria L. La Ganga in Los Angeles contributed to this story.

http://articles.latimes.com/1992-11-06/news/mn-1469_1_los-angeles-area

CAPP contact: Charlie Peters



April 7, 1992

To all concerned Citizens,

We, the Clean Air Performance Professionals, the association of licensed smog inspection and repair technicians of California, believe we will eliminate 25% of the total ozone from the air of California within a time frame of less than three years. We will do this with no additional cost to the consumer or the government.

We believe our quality, communication, and education agenda is the most effective method of promoting clean air. Consistent evaluations and repair of vehicles will be a process enjoyed by the consumer.

We would very much appreciate your awareness and support of our agenda.

Sincerely,

The Clean Air Performance Professionals

The person who complains about the air is not an activist. The person who cleans up the air is the activist. Marilyn Peters