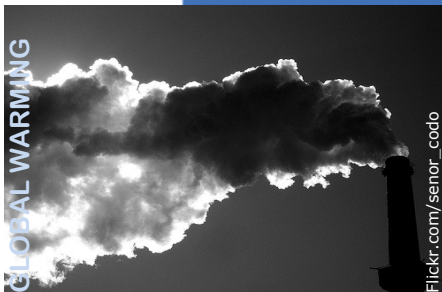




INSPIRING AMERICANS TO PROTECT WILDLIFE FOR OUR CHILDREN'S FUTURE.

Fact Sheet

CONFRONTING GLOBAL WARMING



Stop the Dirty Air Acts

National Wildlife Federation strongly urges Congress to reject any Dirty Air Act proposal and instead set America on a path toward less pollution, more jobs, and greater energy security.

Polluters are attacking the Clean Air Act and urging their allies in Congress to erase the public health warnings of the nation's top scientists. The oil industry is leading the charge. The lobbying arm of Big Oil (the American Petroleum Institute) is arguing that the Environmental Protection Agency's (EPA) scientific finding of the health risks of carbon pollution "fails to demonstrate a significant risk of harm to public health or welfare."¹ They have spent millions of dollars lobbying Congress in the past year.

Now, several proposals have been put forth in the House of Representatives that would open smokestack-sized loopholes in one of the nation's most successful environmental laws - a law that has been strengthened repeatedly by Congress in a bipartisan manner.

- H.J. Res. 66, introduced by Rep. Jerry Moran (R-KS), and H.J. Res. 76, introduced by Reps. Skelton (D-MO), Emerson (R-MO), and Peterson (D-MN), would deny the existence of global warming by overturning a scientific determination that carbon pollution is harming our public health and environment.
- H.R. 4396 (introduced by Rep. Pomeroy (D-ND)); H.R. 391 (introduced by Rep. Blackburn (R-TN)); and H.R. 4572 (introduced by Reps. Skelton (D-MO), Emerson (R-MO), and Peterson (D-MN)) would overturn a Supreme Court ruling and strip the EPA of any authority to regulate greenhouse gases, even where such regulation is scientifically justified, reasonable, and necessary. And the bills would even limit EPA's ability to perform research on carbon pollution's damage to the environment.²

National Wildlife Federation, on behalf of our four million members nationwide, stands with a broad coalition of public health, environmental, business, labor, faith, and sportsmen organizations in strong opposition to any rollbacks of the Clean Air Act. Passage of these "Dirty Air Acts" will take us backwards by letting polluters off the hook and preventing the growth of millions of clean energy jobs at this critical moment in time. Now is the time to move forward strategically and effectively in confronting climate change and building a strong clean energy economy.

Denying the Science of Global Warming

Recent findings have highlighted the growing climate crisis. NASA has found that over the last decade we suffered the highest ever recorded global temperatures. And while 2009 may have seemed cooler, NASA has confirmed that it was the second warmest year since recordkeeping began.³

In 2007, the United States Supreme Court directed the EPA to review the best available, peer reviewed science to determine whether the release of carbon dioxide and other pollutants cause or contribute to climate change and whether the resulting global warming endangers public health and welfare. Before leaving office, President George W. Bush took an initial step in the direction of implementing this ruling. Under President Obama, EPA finished this process by declaring that the science is clear and global warming pollution does, in fact, endanger public health and welfare.

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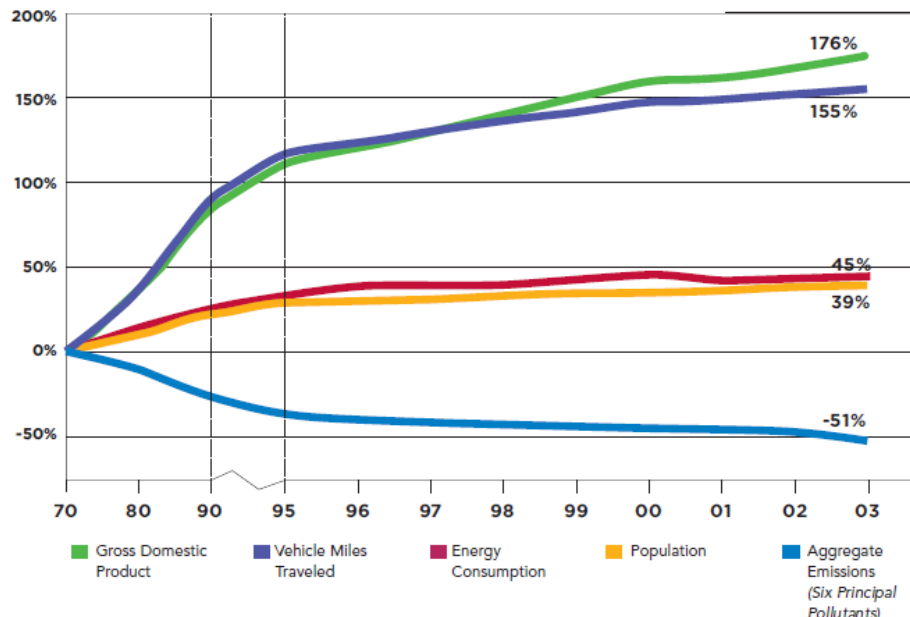
These Members of Congress now seek to overturn this basic and established scientific determination that certain pollutants cause global warming and will have serious negative impacts on our health and environment. It is by denying the science of this “endangerment finding” that these “Dirty Air Acts” will prevent the EPA from moving forward with long overdue actions to reduce harmful global warming pollution and start us down the road to energy security.

The Clean Air Act Success Story

Since 1970, the Clean Air Act has a proven track record of protecting public health, wildlife, and the environment from harmful pollution while ensuring our economy is strengthened. In 1990, the Act was revised with bipartisan support and signed into law by President George H.W. Bush – demonstrating that clean air and less pollution are goals shared by Republicans and Democrats alike.

- ✓ Since 1990, pollution that causes acid rain, asthma, developmental problems, and premature deaths has dropped 41%, while our economy’s GDP has grown 64%.⁴ History has shown us that a cleaner environment and economic growth go hand in hand, and confronting the climate crisis presents an opportunity of a lifetime to simultaneously achieve these critical goals.
- ✓ Between 1970 and 1990 actions to reduce air pollution saved the nation an estimated \$22 trillion in health care expenses and lost productivity at a cost of \$523 billion—a remarkable 40-1 benefit-cost ratio. The innovation and ingenuity of American industry has shown us, time and time again, that pollution reductions can be achieved faster and at lower cost than initially predicted.⁵
- ✓ Actions under the Clean Air Act have been extremely successful in cost-effectively reducing air pollution resulting from cars, trucks, and other vehicles. As a result of new rules for cleaner fuels and engines, today’s cars, light trucks, and heavy-duty diesel engines are up to 95% cleaner than past models. According to EPA, when these rules are fully implemented through 2030, the benefits of achieving these emission reductions will outweigh the costs 16-to-1.

COMPARISON OF GROWTH AREAS AND EMISSIONS



Source: USEPA and NACAA⁴



Dirty Air Acts Will Harm Our Energy Security

The U.S. spends \$1B a day on foreign oil – money that could be invested here at home to create badly needed jobs and get our economy back on track.⁶ Over the last year, the EPA has pursued sensible measures to implement the Supreme Court’s ruling by focusing the Clean Air Act on tailpipe emissions from new vehicles and on the biggest corporate polluters. The tailpipe standards were announced in a landmark agreement to implement national standards – supported by the major auto companies, auto workers, states, and environmentalists – to reduce global warming pollution from new cars and light trucks, while also cutting our oil dependence and creating new jobs making more efficient and competitive vehicles.⁷ It is estimated that these standards would save 1.8 billion barrels of oil over the lifetime of the program.⁸ By invalidating the endangerment finding and denying that greenhouse gases are air pollutants, the “Dirty Air Acts” would prevent this rule from decreasing our dependence on foreign oil and allowing us to reinvest in our economy.

Dirty Air Acts Will Harm American Competitiveness

The “Dirty Air Acts” will only stall the development of a clear path forward for controlling carbon pollution at a time when industry is clamoring for regulatory certainty. A broad cross-section of American companies and labor interests have been calling for rules on limiting global warming pollution for years to ensure domestic manufacturers and other industries cannot only compete, but lead the global transition to a clean energy economy.⁹ EPA’s efforts to reduce global warming pollution should be promoted, not prevented, so we can jumpstart the modernization and retooling of our industries while protecting public health and our environment.

- ✓ In a letter to Congress, a group of over 300 business leaders expressed opposition to these proposals noting “the growing clean energy sector represents our greatest opportunity to restore a robust economy and create new jobs. Investors and entrepreneurs in this sector are seeking to commercialize the innovations and technologies that will secure America’s competitive position in the global economy.”¹⁰
- ✓ A recent report on economic growth potential of the renewable energy and energy efficiency industry suggests that effectively tackling climate change will create up to 4.5 million new U.S. jobs by 2030 and provide the greenhouse gas emission reductions necessary to tackle climate change. Industries that will benefit from job creation span the economy from construction, manufacturing, electrical equipment, and truck transportation to farming, professional services, and even retail.¹¹
- ✓ The Commerce Department estimates that the environmental products industry, including clean air technologies, employs 1.6 million Americans and generates approximately \$282 billion in revenues and \$40 billion in exports.¹²
- ✓ While the U.S. market is currently the largest single market for environmental technologies, foreign markets, particularly those of developing countries like China, continue to grow at a higher rate leaving the U.S. vulnerable to losing jobs overseas. Over the past decade, America’s green trade balance has deteriorated significantly, moving from a surplus of \$14.4 billion in 1997 to a deficit of nearly -\$8.9 billion in 2008.¹³ If the U.S. is going to maintain a competitive edge, industry needs a clear signal from the government to encourage domestic production as well as domestic consumption.

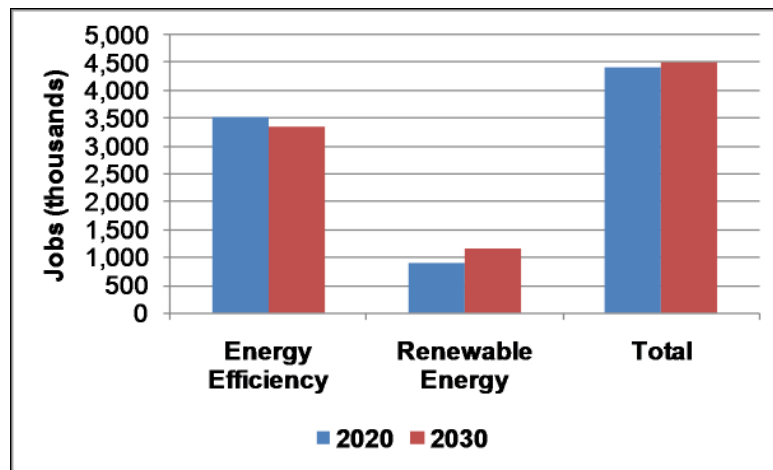


Don't Allow Big Oil and Polluter Lobbyists Stop Economic Growth

Supporters of these proposals claim that we must pass their "Dirty Air Acts" in order to stop EPA from limiting global warming pollution while Congress is currently debating the merits of climate change. In 2007 the Supreme Court actually confirmed that the Clean Air Act is a tool Congress made available for the Agency to reduce such pollution. And since that time, the EPA has stepped forward to reasonably limit carbon pollution controls under the Act to only the largest pollution sources. Under this "tailoring rule," small sources like hotels, hospitals, and schools will not be affected. These common sense actions should be promoted, not prevented, so we can reduce our dependence on foreign oil, jumpstart the modernization and retooling of our industries, and protect our public health and environment.

Now is the time to move forward as a country in confronting climate change and building a clean energy economy. All of these "Dirty Air Act" proposals would take away a critical tool that can be used to stop the unlimited emissions of global warming pollution from the nation's biggest polluters, and would stall growth of clean energy jobs by creating uncertainty about America's commitment to a cleaner energy future. This is precisely the wrong approach to take in solving today's most pressing environmental and economic problems. Instead, Congress should focus its attention on getting comprehensive climate and energy legislation, such as the American Clean Energy and Security Act (H.R. 2454), already passed by the House of Representatives in a bipartisan manner, to the President's desk this year. Only through completion of such legislation can Congress deliver more jobs, energy independence, and faster pollution reductions.

Jobs Created by Tackling Climate Change



Source: ASES report, Roger Bezdek¹¹

¹ API, "Statement on EPA Expected Endangerment Finding," December 7, 2009 (<http://www.api.org/Newsroom/api-on-epa-finding.cfm>)

² 42 U.S.C. Section 7403(e) (authorizing EPA to study the damage of air pollutants on ecosystems).

³ NASA, "2009: Second Warmest on Record; End of Warmest Decade," January 21, 2010 (<http://www.nasa.gov/topics/earth/features/temp-analysis-2009.html>)

⁴ EPA, "Acid Rain Benefits Exceed Expectations," April 14, 2009 (<http://www.epa.gov/airmarkets/cap-trade/docs/benefits.pdf>)

⁵ See e.g., National Association of Clean Air Agencies, "Don't Take Away a State's Right to Protect Its Citizens from Dirty Air," April 2005 (<http://www.4cleanair.org/FinalBrochure-April05.pdf>) (discussing economic and health benefits of the Clean Air Act)

⁶ U.S. Energy Information Administration, "Energy Market and Economic Impacts of H.R. 2454, the American Clean Energy and Security Act of 2009," August 2009

⁷ For more on the National Fuel Efficiency Policy, visit the Alliance of Automobiles at <http://www.autoalliance.org/> or NHTSA/Department of Transportation at <http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.43ac99aefa80569eea57529cdba046a0/>

⁸ EPA, "EPA Will Propose Historic Greenhouse Gas Emissions Standards for Light-Duty Vehicles," May 2009 (<http://epa.gov/otaq/climate/regulations/420f09028.pdf>)

⁹ See e.g., US Climate Action Partnership (www.us-cap.org); Business for Innovative Climate & Energy Policy (www.ceres.org/bicep); Blue Green Alliance (www.bluegreenalliance.org)

¹⁰ Environmental Entrepreneurs (E2), Letter to U.S. House of Representatives Opposing the Pomeroy & Moran proposals, February 1, 2010

¹¹ Bezdek, Roger H., *Estimating the Jobs Impact of Tackling Climate Change*, October 2009. (http://www.ases.org/index.php?option=com_content&view=article&id=838&Itemid=58)

¹² Based on 2007 U.S. Department of Commerce estimates at <http://environment.ita.doc.gov/>

¹³ Sherraden, Samuel, *Green Trade Balance*, June 22, 2009. (http://www.newamerica.net/publications/policy/green_trade_balance)