



For Immediate Release  
Wednesday, February 15, 2006

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## **Environmental Advocates Blast State Senate for Voting to Weaken Clean Vehicles Standard**

*Important Emissions Policy Would Improve Air Quality, Reduce Gas Costs*

Harrisburg, PA — Clean Air Council denounced the Pennsylvania State Senate today for approving legislation that would allow auto manufacturers to choose which vehicle emission standards they will meet. The Pennsylvania Clean Vehicles Program adopted by the state in 1998 was set to implement tough California-based emission standards shortly, but legislation passed by the Senate this afternoon would allow auto makers to choose much weaker federal standards as a “compliance alternative.”

“The Senate has turned its back on Pennsylvanians’ demands for cleaner air and lower gasoline costs,” said Arthur Stamoulis, Director of Government Affairs for Clean Air Council, a statewide environmental organization. “The California-based standards would make cleaner, more efficient vehicles available in much greater numbers. The auto industry opposes mandates that would increase consumer choice, and today, a majority of legislators sided with them rather than stand up for the needs of ordinary Pennsylvanians.”

According to the Pennsylvania Department of Environmental Protection, the California-based standards would reduce smog-forming emissions from passenger vehicles by approximately 10% more than the weaker federal standards. Cancer-forming emissions would be cut by an additional 15% and global warming emissions by an additional 30%. The American Lung Association, Pennsylvania Public Health Association, Pennsylvania Nurses Association and other health advocates support the California-based Clean Vehicles Program because of its potential to improve air quality and protect public health.

The California standards have been opposed by the Association of Automobile Manufacturers, which claims that they could increase the costs of a new vehicle. The auto industry has a long history of grossly overestimating the costs of meeting environmental standards. Consumer advocates have pointed out that the California-based program would increase the gas mileage of new cars by nearly 30%, saving motorists significantly more money in gasoline costs over the life of their cars than any potential increase in vehicle sticker prices.

“Representatives in the House should not allow themselves to be frightened by industry scare tactics,” said Stamoulis. “The California-based standards improve air quality, while saving motorists money at the gas pump and actually increasing consumer choice. The program is of clear value to Pennsylvania, and it deserves widespread support.”

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For more information on the Pennsylvania Clean Vehicles Program visit [www.cleanair.org](http://www.cleanair.org)