

Matthew Marsom
testimony
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TESTIMONY TO CALIFORNIA AIR RESOURCES BOARD
MEETING ON THE DIESEL TRUCK REGULATION
DECEMBER ~~12~~¹¹, 2008

Introduction

Good afternoon. My name is Matthew Marsom, Director of Public Policy at the Public Health Institute. PHI is a member of the Health Network For Clean Air and a close partner of the American Lung Association.

The Public Health Institute

PHI is an independent, nonprofit organization dedicated to promoting health, well-being and quality of life for people throughout California.

As such, we are pleased to have the opportunity to add our voice to the many others who urge a vote of adoption on the proposed global warming and toxic emissions regulations without delaying implementation or weakening health protections.

We applaud CARB for tackling smog-forming emissions, particulate matter, and global warming emissions from the single-biggest source of toxic diesel pollution in the state. CARB must adopt both regulations to protect public health from poor air quality and the impacts of climate change.

Of course, we are well aware of the challenging economic times that we face here in California and as you are presented with this regulation. However, the cost of doing nothing to address the harmful health, social and economic costs of these emissions are far greater.

CARB's own estimates show that the regulations will save over 9,000 lives over the course of the next decade and between \$49 to \$69 billion in health care costs due to prevention of early deaths, illness and hospitalizations.

In the short time I have, I just want to emphasize a couple of key points.

1. Firstly, that the health effects of diesel pollution specifically and air pollution in general are most burdensome in low-income communities

and communities of color most impacted by multiple sources of pollution. The public health community sees at first hand the devastating impact of these pollutants on those who are most at risk, through increased burden of chronic disease and lost lives.

2. Secondly, truck drivers themselves have an excess lifetime cancer risk. Long-haul drivers with the longest driving records are 1 and a half to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives. New research shows that short-haul truckers face even higher rates of death and disease. The study concluded that a reduction of diesel particulate matter would have health benefits for the trucking industry and the general public who live, commute, or work near diesel vehicles.

Diesel pollution costs the state billions in medical expenses and lost workdays. We cannot afford to delay taking action. Diesel pollution is a carcinogen, endangering public health. Dirty diesel trucks and buses are responsible annually for:

- 4,500 premature deaths
- 71,000 cases of asthma and other respiratory symptoms
- 450,000 lost work days; and
- Nearly 700,000 missed school days

Children are especially susceptible to the harmful effects of diesel soot because their lungs are still developing. Studies show that diesel pollution inside a typical school bus can be up to five times higher than the outside air.

Finally, we hope that CARB will continue vigorous outreach to truck owners to ensure incentive programs are understood and accessible. We will not see benefits from this regulation if owners are unable to comply with the rules. Ensuring owners are aware of the multiple funding sources that can be leveraged to assist individual truck and fleet owners, will maximize compliance with the rule and minimize the economic impact on owners and business.

We applaud CARB's efforts to move forward with this ground-breaking regulation that will reduce costly public health emergencies and clean our air. The health benefits and saved lives that will result from these regulations far outweigh the economic costs.

Thank you allowing me the time to speak with you.