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**CLEAN AIR TASK FORCE BACKS EPA'S PROPOSED TRANSPORT RULE
IN SENATE HEARING**

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**CONRAD SCHNEIDER, CATF ADVOCACY DIRECTOR, CALLS FOR
STRONGER FINAL RULE, STEEPER POLLUTION CUTS
IN SENATE BILL**

WASHINGTON, July 22, 2010 – In testimony before the Subcommittee on Clean Air and Nuclear Safety of the Senate Environment and Public Works Committee, Clean Air Task Force Advocacy Director Conrad Schneider called the U.S. Environmental Protection Agency's draft Transport Rule a "good first step." Schneider also stated, however, that the rule needs to be significantly strengthened and then finalized to maintain progress in reducing pollution from power plants. He also backed the Senate bill to further regulate the three primary pollutants from these sources.

Today's hearing addressed two linked issues – EPA's proposed Transport Rule, designed to replace 2005's federal Clean Air Interstate Rule that was struck down by a federal court of appeals in 2008, and the Carper-Alexander bill, (S-2995, the Clean Air Act Amendments of 2010) introduced by Subcommittee Chair Tom Carper (D-DE) and Senator Lamar Alexander (R-TN). Both the Transport Rule and the legislation will further regulate the major pollutants from power plants – sulfur dioxide (SO₂), nitrogen oxides (NO_x) and mercury, although if passed, the Carper-Alexander bill would supersede the Transport Rule.

Schneider said CATF, a non-profit organization based in Boston with extensive scientific and legal expertise in clean air regulation and legislation, would back both initiatives, and further said that "to guarantee the certainty of environmental improvement that the public health and the environment demand, and the regulatory certainty that the electric power industry craves, Congress should act now to pass the steep reductions in the three power plant pollutants proposed by the Clean Air Act Amendments of 2010." This legislation was essential, Schneider said, because the Transport Rule might not be enough, as "a new set of power plant regulations may founder again on the shoals of court challenges and delays," just as the Transport Rule's predecessor did.

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He also pointed to the great progress that has been made in reducing power plant sulfur dioxide pollution by 50 percent over the last five years, citing the threefold benefits of New Source Enforcement Review which mandated enforcement actions by EPA and the states, effective new state regulations and compliance with the now-defunct Clean Air Interstate Rule. These three factors together put 130 new sulfur scrubbers on power plants across the country. However, Schneider explained, there are still over 700 coal-fired power plants in operation around the country without sulfur scrubbers, and a strengthened Transport Rule will lock in existing gains and bring many if not all attainment areas in the East, where acid rain and ozone pollution are worst from upstream sources, into compliance. 40 years after passage of the Clean Air Act, Schneider said: "It is high time that every coal-fired plant in the U.S. was well-controlled."

Schneider also addressed the impact of a draft climate bill currently under discussion by the Senate on the Carper-Alexander bill. He said that while CATF supports the efforts of senators and the White House to craft a meaningful power sector climate bill, Congress must ensure that there are no Clean Air rollbacks with respect to power plant sulfur, nitrogen and mercury. "We must continue to make progress in cleaning up the air as we address climate change and we should not trade off the right of our children to breathe clean air today for that of our grandchildren to inherit a planet without the ravages of global warming."

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Clean Air Task Force is a nonprofit organization founded in 1996 dedicated to reducing atmospheric pollution through research, advocacy and private sector collaboration. For more information, please visit us at www.catf.us. For a copy of Conrad Schneider's testimony, please go to www.catf.us/resources/testimony.