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Statement from Clean Air Task Force on U.S. Environmental Protection Agency's (EPA) Release of National Air Toxics Assessment (NATA)

Using EPA's 2005 National Air Toxics Assessment (NATA) of diesel exhaust concentrations released today, combined with a cancer risk factor developed independently by the California Air Resources Board (CARB), Clean Air Task Force (CATF) has quantified the national risk from exposure to diesel exhaust. In its analysis, EPA concluded that "diesel exhaust is among the substances that may pose the greatest risk to the US population," but it declined to provide an estimate of the cancer risk. Therefore, CATF has found the nationwide average lifetime cancer risk posed by diesel exhaust to be 159 times greater than EPA's "acceptable" level of one-cancer-in-a-million and **over three times greater** than the risk of all of the air toxics tracked by EPA combined.

"Reducing diesel pollution clearly needs to be a national priority in order to protect public health, and we can do it using technology currently in hand – primarily by retrofitting older engines with diesel particulate filters," said Conrad Schneider, Advocacy Director for Clean Air Task Force. "Congress now has several near-term opportunities to clean up the old, dirty diesels, by funding the bi-partisan, highly effective Diesel Emissions Reduction Act (DERA), and supporting a Clean Construction Equipment provision in the upcoming Transportation Bill. We call upon this Congress to take decisive action to protect our nation's air quality and public health."

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Clean Air Task Force is a non-profit environmental organization with offices throughout the United States and in China that works to protect the earth's atmosphere by improving air quality and reducing global climate change through scientific research, public advocacy, technological innovation and private sector collaboration. For more information, please visit www.catf.us.