

EPA Called Upon To Suspend Costly Gasoline Regulation Causing Harmful Urban Pollution

NAFA claims EPA justified its national regulation on the evidence of a single test vehicle, which it modified, and whose results were "forced" and then introduced into the record after it was too late for public comment.

Denver, CO ([PRWEB](#)) February 12, 2005 -- Mr. Orr, Chairman of NAFA, a scientific-based organization, called upon the EPA to suspend its costly new gasoline regulation, which is adding up to \$ 0.50/gallon in extra cost and increasing harmful urban ground-level ozone (smog) nationwide. NAFA claims EPA justified its national regulation on the evidence of a single test vehicle, which it modified, and whose results were "forced" and then introduced into the record after it was too late for public comment. www.altfuels.us

Ground level ozone is the result of an atmospheric reaction between two tailpipe emissions - NOx and VOC's (volatile organic compounds) in the presence of sun light. An improper balance between these two emissions, which EPA has caused with their regulation, actually increases the level of ozone. See <http://www.techcentralstation.com/082003D.html> http://www.aei.org/publications/pubID.19746/pub_detail.asp <http://filebox.vt.edu/users/lmarr/news/latimes20040524.pdf> http://www.altfuels.us/pdf/photochemical_ozone_formation.pdf <http://www.altfuels.us/pdf/lawson%5b1%5d.pdf>

Mr. Orr stated: "The evidence gets stronger everyday that EPA made a serious mistake in mandating nationwide NOx emission reductions. EPA has created an imbalance between NOx and VOC emissions in the atmosphere that actually increases ozone. The human cost is just too high, especially for our children in the larger cities for this fact to be ignored or buried! No matter what the outcome of our pending litigation (NAFA v EPA, <http://www.foxnews.com/story/0,2933,146345,00.html>), we think the responsible thing for the EPA to do now is suspend this regulation."

Dr. Don Stedman of the University of Denver, an expert in atmospheric chemistry, said: "We are not seeing urban ozone across the country decline in response to reductions in NOx. In fact, we are seeing increases in ozone in most of urban population areas like southern California, Denver, Houston, Phoenix, Chicago New York, Philadelphia, and the San Francisco Bay area. Unfortunately, the evidence strongly suggests that further reductions of NOx emissions not accompanied by significant HC reductions will only exacerbate ozone formation."

Dr. Erwin Gelfand, Chairman of the Department of Pediatrics, National Jewish Medical and Research Center, Denver Colorado, said: "Ozone poses a potentially serious problem for children. At present, it is unclear what the long term effects of elevated ozone exposures are in children, in those with developing lungs (younger children) and especially those with underlying lung disease. For these reasons, and without further information on potentially competing atmospheric phenomena that may cause ozone, it is incumbent on those who formulate policy to fully understand the underlying science and impact that a perceived benefit may have in potentially causing an increased risk, when reducing an emission."

Based upon an expert report prepared by Southwest Research Laboratories, perhaps the world's premier engine and emissions laboratory, NAFA challenged EPA's underlying science as being faulty. NAFA claims EPA used a single test vehicle, which EPA modified to justify their national gasoline rule. NAFA further claims



EPA "forced their data" to comport with a "predetermined conclusion" that was put into the record after it was too late for the public to comment. http://www.altfuels.us/nafa_vs_epa.php

NAFA estimates the harmful regulation is costing an extra \$0.20 to \$0.50/ gal. "The EPA is ripping us off to the tune of \$10 every time we fill up our SUV's," said Orr.

Oral arguments in the case were originally scheduled for Monday, February 14th, 2005, 9:30 AM, before the US Federal Circuit Court of Appeals, Washington DC. However, in a highly unusual move the Court today notified the parties that oral arguments had been cancelled.

NAFA was the only organization that questioned the EPA's underlying science used to mandate the gasoline additive MTBE, see <http://www.altfuels.us/who.php#mtbe>. MTBE became the second largest volume chemical produced in America and was later determined to be a potential carcinogen. Unfortunately, MTBE also was implicated in poisoning pristine underground aquifers across the country. It has since been banned in California, NY, Massachusetts, Canada and elsewhere.

See OP-Ed "BAD EPA Science Costs You Big - Again!" http://www.altfuels.us/pdf/bad_epa_science_costs.pdf

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