

INFORM and Montclair Collaborate on Sustainability

On November 8, INFORM and the Montclair [NJ] Environmental Commission hosted a cocktail reception to kick off a major effort to implement Montclair's sustainability plan, which aims to make the township a model "green" community that other municipalities can look to for inspiration. At the event, which drew approximately 75 residents and town leaders, Montclair Mayor Ed Remsen and Environmental Commissioner James Sherman expressed their enthusiasm for seeing a wave of new projects go forward involving the police and fire departments, the public schools, the township's hospitals, and local colleges.

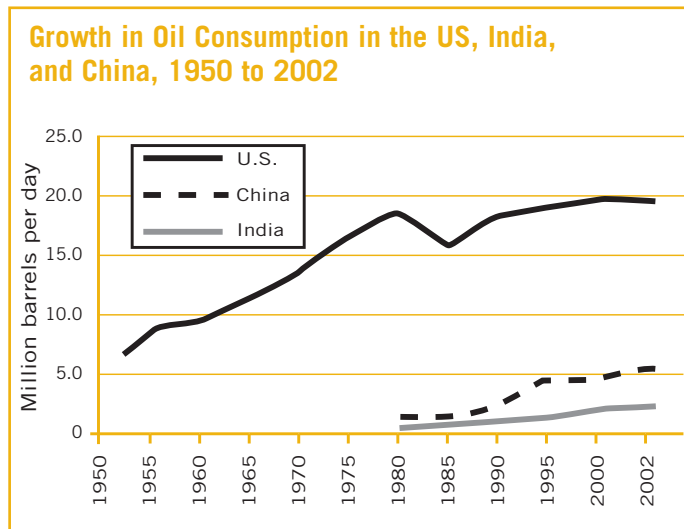
"Sustainable Montclair"—adopted in 2003—commits the township to goals that include reducing solid waste, promoting energy efficiency and water conservation, and increasing the use of alternative fuel vehicles. The plan also adopts the LEED (Leadership in Energy and Environmental Design) rating system, developed by the US Green Building Council, for all municipal building projects and requires that procurement officials purchase, whenever possible, recycled and environmentally preferable products—"from stationary supplies to park benches to paving materials to building supplies to motor vehicles." Montclair has already taken several steps toward implementation of the plan, including switching from conventional traffic

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New INFORM Study Finds the US on a Collision Course With Asia Over Oil

A revolution is under way in Asia, but it involves mobility, not political change. In China and India, home to 2.2 billion people—more than a third of the world's population—motor vehicle use is soaring. China's vehicles, numbering less than two million in 1980, increased tenfold by 2002, to almost 18 million; car sales soared 73% in 2003 alone, and by 2030 China is projected to have more motor vehicles than the US. In India, vehicles totaled 10.7 million in 2000, an increase of 245% since 1984, and there are more than 14 million today.

The astronomical transportation growth in China and India, combined with industrial development, has created an enormous thirst for oil. Largely because of transportation, these two vast countries recently became, respectively,



Source: US Energy Information Administration

the world's second and sixth largest oil-consuming nations. Over the next two decades, China and India are expected to see annual growth rates of 4% and 3.9%, respectively in oil consumption—the fastest rates in the world.

What do these transportation and oil consumption trends mean for India and China, and what are their implications for the US? A new INFORM report, *The Transportation Boom in Asia: Crisis and Opportunity for the US*, authored by INFORM Senior Fellow James S. Cannon, examines these questions and sees a crisis looming on the horizon, as competition for rapidly dwindling oil reserves puts the energy demands of Asia and the US on a collision course.

Vying for Imports

Both China and India are already turning to imports to meet their oil needs. China now imports more than one-third of the oil it consumes, while two-thirds of

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Letter from the President

Buying Less, Buying Green—Safeguarding our Children’s World



During a year of great political divisiveness concerning this country’s direction and values, INFORM has redoubled its efforts, both in focusing on environmental and

health values that bring Americans together and in driving constructive change from the ground up.

For almost three decades, INFORM has identified and promoted ways of doing business that eliminate waste and pollution at their source and represent a more efficient use of this country’s natural resources. Since 2000, we have focused on promoting products that are nontoxic in their manufacture, use, and disposal, that are resource-conserving, and that are made from materials that can be reused and recycled. Only by making a shift to such new products and technologies—in the US and other industrial economies—will our world make significant progress toward the goal of environmental sustainability.

In 2004, this mission has become more compelling than ever. Our society’s continued reliance on fossil energy and synthetic chemicals—the two fundamental building blocks of our twentieth-century economy—is taking a vast toll on our ecosystems, on our children’s health, and on prospects for world peace. Evidence of global warming has become clearer. Pollution of virtually every urban center by gasoline- and diesel-fueled vehicle emissions is causing an urban epidemic of childhood asthma as well as possibly a rising incidence of pediatric cancers. This year, we also have seen expanding global tensions over our country’s extravagant use of the world’s most rapidly dwindling fossil fuel—oil.

As our global population continues to soar, Asian nations—home to more than a third of the world’s people—aspire to the industrialized countries’ quality of life. By accelerating work on our own nation’s innovations that move us toward sustainability, we can then collaborate with other countries so they, too, can achieve their sustainability goals.

This year has been groundbreaking

for INFORM, as we move toward our goal of identifying, publicizing, and encouraging the use of new products and technologies for a sustainable future. We have published new and compelling product-oriented research and have expanded our collaborations with businesses, state governments, environmentalists, and municipalities to help them translate our findings into concrete change. INFORM has also catalyzed the growing use of products free of mercury, lead, and other highly toxic chemicals. To reduce our country’s reliance on foreign oil, INFORM has encouraged expanded use of buses and trucks powered by cleaner fuels (such as natural gas) and of more fuel-efficient hybrid electric vehicles.

Through our 2004 outreach program, INFORM has demonstrated that systematic use of environmentally preferable products by governments, businesses, hospitals, schools, and other institutions is a win-win strategy. “Green” purchasing not only makes workplaces and communities healthier and more waste-free, but also rewards manufacturers of green products, fuels, and technologies with an expanding market.

Our board and staff are immensely grateful for the backing of our members and contributors nationwide who have made our work possible. We hope all are proud of what INFORM has accomplished in 2004 and will remain important partners in our programs and projects in the year ahead.

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a member of Earth Share

Asia's Transportation Boom (continued from page 1)

India's oil comes from foreign sources, nearly twice the level of just 15 years ago. Yet all this is occurring against a backdrop of dwindling global reserves. Most energy supply experts believe that oil supplies are likely to peak within the next 30 years—some say by 2010. Virtually none project the tripling of production that would be required to fuel oil-based transportation systems in China and India alone.

While rates of oil use in China and India are steadily rising, their total oil consumption (about 7.8 million barrels a day) is nowhere close to that of the US. With five percent of the world's population, the US represents 25% of world oil consumption—more than 20 million barrels a day out of a world total of 80 million. For a century the US has had a virtually free rein in exploiting global oil supplies. Well over half of its oil today comes from foreign sources—almost a quarter from the precarious Persian Gulf region, putting this country's national security in great jeopardy.

The United States is home to 220 million cars, buses, and trucks—more than any other country in the world, and this huge transportation sector accounts for most of US oil consumption. From 1975 to 2000, oil consumption for all purposes other than transportation fell by 17%, while oil consumption for transportation rose 43%.

The question today is not whether the US faces a dangerous shortfall of oil in the near future, but when and how it will reduce consumption and make the transition to more secure and cleaner alternatives.

China and India: The Perils of Oil Dependency

Expanding use of gasoline- and diesel-fueled vehicles in China and India is already having unwelcome consequences in addition to creating concerns about future fuel security. The air in China's and India's major cities is grossly polluted, mostly because of vehicle emissions. The World Bank estimates that 178,000 people die prematurely in Chinese

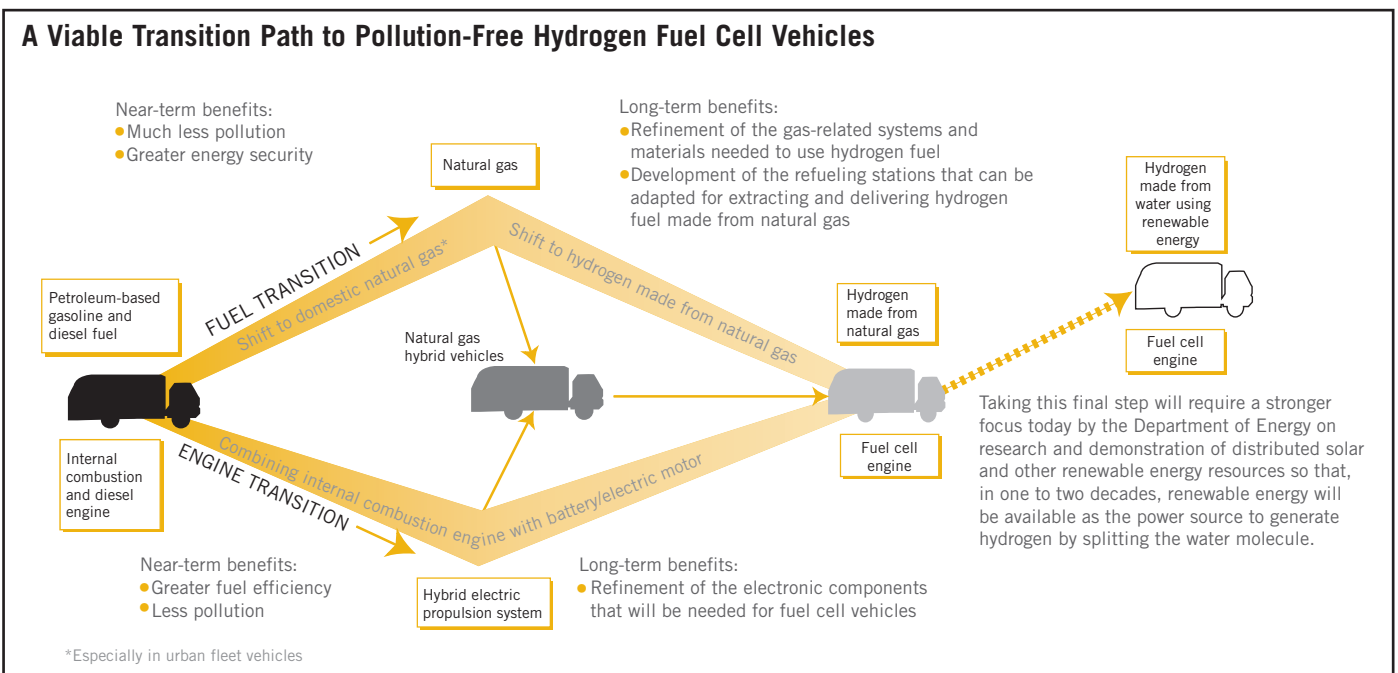
cities each year because of this pollution. The economic costs of the transportation revolution in China and India are also escalating. China now pays for its oil imports—almost 48% of which come from the Middle East—with part of its trade surplus with the US. India is more dependent on foreign oil and is harder pressed for funds to pay for its imports.

Embracing Natural Gas Vehicle Technology

China and India, seeking ways to reduce their reliance on oil in transportation, have chosen natural gas as their preferred option. Since the late 1990s, they have become two of the world's top users of natural gas vehicles (NGVs), especially buses and taxicabs. From only a few thousand NGVs five years ago, India has 200,000 NGVs today, the fifth largest NGV fleet in the world, while China has more than 70,000 NGVs and ranks seventh.

China and India selected natural gas-based transportation systems for

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Sustainability (continued from page 1)

signals to energy-saving LED stoplights.

Working closely with the Montclair Environmental Commission and other elected officials, INFORM is taking a multifaceted approach that aims to educate the community about the effects on health and the environment of the products and practices used by the township, its residents, and businesses, and the cost effective purchasing changes that can have an immediate positive effect. Over the coming 13 months INFORM will meet with and establish “green purchasing” pilot projects with Montclair’s municipal departments, public schools, hospitals, library, and others. INFORM’s green building specialist Cameron S. Lory and green cleaning expert Carol Westinghouse are focusing on two areas: reducing the amount of products used and disposed of in Montclair that contain mercury and other toxic chemicals and reducing the amount of solid waste generated by the township.

In the toxin reduction area, they are using *Cleaning for Health* (2002), INFORM’s guide to environmentally preferable cleaning products, and *Shedding Light on Mercury in Fluorescents*, our recently published workbook for design professionals, to provide recommendations on the cleaning and maintenance of municipal and educational facilities. “Exposure to toxins in the community could be significantly reduced if janitorial staff used environmentally preferable cleaners that do not contain respiratory irritants and asthmagens,” explained Westinghouse. “And since most mercury-containing fluorescent bulbs are used in government and other institutional buildings, replacing them with low-mercury alternatives can greatly reduce the amount of mercury entering

the environment from broken or improperly discarded lamps.”

For the solid waste reduction component of the program, INFORM is drawing on strategies laid out in *Waste at Work*, our 1999 manual on office waste, to reduce the use of paper and improve the performance of municipally owned and operated printers. And through cell phone and battery recycling, the township can significantly reduce the amount of persistent bioaccumulative toxins (PBTs) it puts into the environment. PBTs are a group of highly toxic chemicals that linger in the environment and build up in the food chain to levels that threaten the health of wildlife and human beings throughout the US.

From the Community to Manufacturers

“What’s unique about the Montclair project is that this is the first time we’ve focused on a single community—bringing together residents as well as community leaders and educating them in cleaning for health, green building, and other environmental strategies,” says Laurie Rich, INFORM’s vice president of programs. “We’re confident that the Montclair program will be a success *because* we’ve documented the success of each of the program’s components in cities all over the US.

INFORM’s outreach will help promote “buy in” from the community as a whole, so not only will municipal buildings be maintained using less toxic products, but individual citizens will start to apply the same thinking in their homes. “The result”, says Lory, could be powerful: For instance, if we



Joanna Underwood with Montclair Mayor Ed Remsen, Sam Pinkard of the Montclair Environmental Commission and Joseph Hartnett, Montclair Town Manager

Cynthia G. Blayer

can induce home owners to join municipal purchasers in buying only the lowest-mercury fluorescent lamps—Philips’ Alto lamps—we would cut the amount of mercury used by the township nearly in half. If we educate parents about the dangerous toxins contained in the cleaning products they use, and they change to more environmentally benign products—such as those manufactured by Seventh Generation, Naturally Yours, Earth Friendly Products, Mountain Green, Planet, and Ecover—entire days could go by without their children ever entering a room that was cleaned with a toxic product.”

“As communities embrace the concept of sustainability, procurement officials—especially large government purchasers—are increasing the pressure on manufacturers to provide safer alternatives,” says Lory. “And since many manufacturers design their products to meet the purchasing specifications of government buyers, a community’s green purchasing practices send companies a compelling message that environmentally benign products are in demand and can give them an edge on the competition.”❖

Asia's Transportation Boom (continued from page 3)

several reasons. First, NGVs are significantly less polluting than gasoline- and diesel-fueled vehicles; (For example, INFORM research of refuse trucks found that for those fleets that calculated their emissions, trucks converted from diesel to natural gas achieved reductions in particulates of 67% to 94%, in nitrogen oxides of 32% to 73%, and in non-methane hydrocarbons of 69% to 83%. Second, many types of NGVs are commercially available, and the infrastructure and technologies needed to produce, transport, store, and refuel them are well developed. Third, long-term supplies of natural gas may be more secure than those of oil, since reserves are distributed in areas that are more stable than today's Middle East. INFORM's research over the past decade has also shown that, because of the synergies between natural gas and hydrogen fuels, widespread use of NGVs can help pave the way to the hydrogen fuel cell vehicles of the future. (See chart on p.3)

The Growing US Challenge

In contrast to the far-sighted efforts of India and China to stem their dependence on foreign oil and protect public health by promoting natural gas vehicles, INFORM's research found US government support for alternative fuel programs—support that made possible development of some of the world's most sophisticated alternative fuel technologies, including natural gas -- to have eroded since 2000. Despite the current Administration's five-year \$1.7 billion hydrogen research program, it reduced support for natural gas vehicle research and failed to support broad economic incentives that would give NGVs and other vehicles powered by fuels that are more secure and cleaner than petroleum-based fuels a level playing field to compete in domestic vehicle markets. In so

doing, ironically, it has impeded the expanded use of NGV technology that can pave the way to the hydrogen era. NGV use in the US hovers today at around 146,000 vehicles.

Yet the US faces near-term air quality and fuel security challenges at least as severe as those of China and India. Motor vehicle emissions are a major cause of the air pollution that blankets most US cities and contribute to the virtual epidemic of asthma that has swept the country.

On the economic front, reliance on foreign oil has meant the elimination of more than a million jobs in the last 30 years, and the economy has been sapped of millions of dollars in related tax revenues. The oil price spikes and disruptions caused three times since 1970—a result of decisions or supply interruptions involving the OPEC nations—have battered the US economy, sent companies into recession or bankruptcy, and led to soaring inflation. These costs, combined with the military costs of safeguarding US sources of Persian Gulf oil, have drained the US economy of approximately \$300 billion a year. The health costs incurred by the 158 million Americans who live in areas where the air does not meet US public health standards are incalculable, as are the growing costs of global climate change.

Taking a Fresh Look at US Options

INFORM's research for *The Transportation Boom in Asia* found the US positioned today not only for a crisis but also with a historic opportunity, created by Asia's skyrocketing use of natural gas vehicles. This country could bolster its own alternative fuel vehicle industry by putting NGVs (and renewable fuel sources) to work domestically while contributing to the creation of sustainable trans-

portation systems in industrializing Asia. The question is whether the US will seize this opportunity by taking action today.

A US Transportation Blueprint

The findings of *The Transportation Boom in Asia* suggest that the US must act soon to mitigate the coming oil crisis by restructuring its transportation policy, and lays out eight specific policy recommendations to achieve three overarching goals:

- Expansion of the US NGV industry, which would provide short-term clean air and energy security benefits, while placing the US on a clear path to hydrogen-powered transportation in the long term.
- Capitalize on Asia's growing demand for NGVs by exporting US technologies and expertise abroad, thus building a strong domestic alternative-fuel vehicle industry while lessening global tensions over oil.
- Support development of renewable energy technologies, which will enable growing fleets of fuel cell vehicles to shift from natural gas-derived hydrogen to hydrogen generated from water using completely sustainable renewable energy.

From economic incentives that encourage the purchase of alternative-fuel vehicles to trade policies that make the export of sustainable transportation technologies a high priority, INFORM's recommendations provide a blueprint for US policies that can help shape a secure, healthy, and economically vibrant transportation future for America while also making this country a collaborating partner with Asia and other industrializing nations in building a sustainable world. ❖

Green Cleaning Sweeps the Northeast

Over the past year, INFORM has launched an outreach initiative to bring “green cleaning” to the Northeast. Green cleaning expert Carol Westinghouse has been traveling throughout New York, New Jersey, and New England, providing education and technical assistance to policy makers and supply managers who wish to reduce the exposure of building occupants and janitorial staff to the health effects of cleaning chemicals used in schools, hotels and restaurants, health care facilities, retirement communities, and government offices. Using INFORM’s 2002 manual, *Cleaning for Health: Products and Practices for a Cleaner Indoor Environment*, as a basic education tool, her goal is to help these institutions make the switch to commercially available environmentally preferable cleaning products, many of which have been tested and recommended by recognized environmental product certification organizations such as Green Seal.

Green Cleaning: What Is at Stake?

Every year, the institutional cleaning industry in the US uses 5 billion pounds of cleaning products. Every year, the average custodian of a small facility uses an estimated 21 gallons, or 172 pounds, of these products. A quarter of them, or 43 pounds, contain chemicals that are hazardous to humans and the environment. So it’s not surprising that six out of every 100 janitors are injured on the job each year, and that 20% of those injuries are severe chemical burns to the eyes and skin, most caused by toxic cleaning chemicals. Of particular concern are disinfectants, many of which can cause asthma and other debilitating health effects. Custodial workers have the highest rates of occupational asthma in the US, twice those of other workers.

Not that janitors are the only ones affected by cleaning products. A study conducted by the Mount Sinai School of Medicine in New York City identified an average of 91 chemicals in the blood and urine of nine volunteers. Many of these chemicals are found in common cleaners and include substances that, with repeated exposure, can trigger nerve damage, immune system dysfunction, reproductive effects, and cancer. Millions of Americans are routinely exposed to toxic cleaning chemicals used in the buildings where they work every day; children in schools and day-care centers (as well as immune-compromised adults in health care facilities) are among the most susceptible to the health impacts of these products.

INFORM’s Outreach Makes an Impact

Significant accomplishments of INFORM’s continuing Cleaning for Health project to date include:

- Providing the states of Maine and New York with technical information needed to implement their respective governors’ executive orders (Governor Pataki’s is impending) mandating the purchase of environmentally preferable cleaning products. The resulting policies and specifications will potentially affect not only janitorial staff in state buildings, but also schools and municipalities that purchase from state contracts.
- Introducing the concept of green cleaning to schools and colleges, and providing technical assistance to help them institute environmentally preferable cleaning programs or formalize and expand existing programs. At the University of Buffalo, INFORM developed an action plan for the Green Office of University Facilities to convert to nontoxic cleaners. On a campus comprising 100 buildings, this can

potentially eliminate the use of hundreds of thousands of pounds of hazardous products.

- Co-founding the Vermont Environmentally Preferable Purchasing Alliance, which brings together representatives of several state agencies (the Departments of Health; Buildings and General Services; and Banking, Insurance, Securities and Health Care Administration), as well as the Vermont Agency of Natural Resources, the Association of Vermont Recyclers, the Vermont Solid Waste Districts, and INFORM, to promote environmentally preferable cleaning programs for the state. In the coming year, INFORM will provide technical assistance to ten schools that would like to transition to environmentally preferable cleaning products, with the potential to reduce toxic chemical use by 6,000 pounds. These schools will then become models for other schools across the state.
- Providing information and technical assistance that catalyzed widespread adoption of an environmentally preferable cleaning program by the Connecticut Providers Association, a nonprofit organization that employs the disabled in custodial positions. CPA has a \$4 million contract to clean State of Connecticut office buildings. When complete, the organization’s transition to green cleaners could reduce hazardous chemical use by an estimated 21,500 pounds, while protecting the health of custodians and building occupants.
- Providing information on toxic cleaning products and alternatives, based on INFORM’s Cleaning for Health manual, that spurred the janitorial services division at New York State Industries for the Disabled (NYSID) to offer environmentally preferable cleaning

Meet Our Interns

products. NYSID is a nonprofit organization that provides employment for disabled New Yorkers by supplying products and services to state and local government agencies. It is a “preferred source” of purchases by state government and holds more than 800 contracts worth more than \$100 million. NYSID is currently in the process of extending its available cleaning products to include a Green Seal-certified line.

The ultimate goal of INFORM’s Cleaning for Health work is to stimulate more manufacturers to reformulate their products to eliminate hazardous chemicals. And the institutional cleaning industry is a good place to start. With \$150 billion in annual buying power, janitorial service providers can give these companies the incentive they need to make more green cleaners available to the public at large. ❖

Carol Westinghouse is senior associate in INFORM’s Cleaning for Health Program in the Northeast. Based in Vermont, she has worked as an environmental consultant and citizen activist for the past 12 years, administering health and safety programs for workers throughout New England, serving on subcommittees investigating issues such as air quality in schools and pesticide alternatives, and working as a consultant on healthy houses. A graduate of Johnson State College with a degree in Environmental Science, Ms. Westinghouse has testified before the Vermont legislature on environmental issues and was involved in the passage of that state’s healthy schools and pesticide reduction legislation.



Three interns are lending a hand at INFORM this fall, helping with projects in the development department and the chemical hazards prevention and sustainable transportation programs.



Eric Asquith grew up in Chelmsford, Massachusetts, outside of Boston, and graduated from Fairfield University (in Connecticut) with a degree in marketing from the School of Business. This semester, he moved to New York City from Maine to, among other projects, assist Development Director Virginia Ramsay in planning INFORM’s “green” holidays reception and silent auction on December 1. Eric took the lead in identifying new green products for INFORM’s auction, ranging from wool scarves, blankets, and organic chocolate to a designer haircut, an electric scooter, and four days at an eco-resort in the Bahamas. He will begin law school in the fall of 2005 and plans to pursue a career in environmental law.



A native New Yorker, **Cynthia G. Blayer** is assisting with technical research on chemical hazards for INFORM’s Purchasing for Pollution Prevention program. She has worked on environmental issues for many years as a volunteer at organizations such as the Sierra Club and the Park Slope Food Coop in Brooklyn. Cynthia holds a B.A. in psychology from the State University of New York at Binghamton and is currently completing the requirements for a master’s degree in public health at Hunter College, part of the City University of New York. With her training in public health, Cynthia plans to pursue a career in environmental research, writing, and public education. “People are much more inclined to live sustainably and safeguard the environment when they realize the connection to their personal health and that of their children,” she says, adding, “The work I’m doing at INFORM is helping me expand my base of knowledge and things to consider when compiling environmental information for the public.”



Nathan Haber, a senior at the University of South Carolina’s School of Journalism and Mass Communications, is currently participating in Bard College’s (Annandale-on-Hudson, NY) Globalization and International Affairs program. At INFORM, he is contributing to continuing research on trends in the use of alternative fuels and advanced propulsion systems in mass transit buses. “I’m a South Carolina native,” says Nate, “and nature has always been important to me. From the beaches of the low country to the mountains upstate, it’s helped me realize the importance and necessity of environmental awareness and action.” Like his fellow intern Eric, Nate plans to attend law school and eventually practice environmental law. ❖

INFORM's Green Holidays Reception and Sustainable Products Silent Auction

December 1st, 2004 at the Lotos Club in Manhattan



Tony and Gail Cashen leave with their auction winnings



INFORM president Joanna Underwood, former INFORM Board member Larry Huntington, Linden H. Wise, and Timothy Ryan



Birdwood Sculptures made from reclaimed oil drums were some of the items in the Sustainable Products Silent Auction

Jim Periconi announces the winning raffle ticket in the Ford Escape Hybrid drawing



Dr. Joel Forman, director of the Pediatric Environmental Specialty Unit at Mt. Sinai Hospital, speaks about keeping our children safe from toxins in the environment



Brian Olson from Ford (far left) shows (left to right) INFORM president Joanna Underwood, Reception Co-Chair Coco Hoguet-Neel, and INFORM Board Chairman Jim Periconi the new Ford Escape Hybrid which was raffled off at the reception



Reception Emcee Cynthia Adler, and INFORM Board Member Joan C. Pearlman



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Supporting Urban Policy that Protects the Environment

New Legislation Would Help New Yorkers Breathe Easier

INFORM staff were a familiar presence at New York's City Hall this fall, having been invited to advise and testify at hearings on bills that would improve air quality both indoors and out. Juliet Burdelski, director of urban outreach, lent INFORM's support to one of five new bills that would replace Local Law 6, the 1991 legislation that required the city to purchase specified percentages of alternative-fuel buses and light-duty vehicles. For two years INFORM, Environmental Defense, Natural Resources Defense Council, the American Lung Association, and the New York League of Conservation Voters, have worked to strengthen this law. The new bills respond to their concerns.

Greening City Refuse Trucks

Burdelski's testimony related specifically to Intro. 414, "a forward-looking but feasible policy proposal" which requires that 50% of all new Dept. of Sanitation refuse trucks be natural gas-fueled. Burdelski outlined five reasons why. First, natural gas garbage trucks are more than 90% cleaner and quieter than diesel trucks, and they reduce New York's dependence on foreign oil. Second, the experience of 35 US cities confirms that these vehicles are a commercially viable alternative to diesel vehicles. Third, mandates such as those contained in the new bill have already

resulted in the successful conversion to CNG of 28% of the Dept. of Transportation's fleet of 1,291 buses, which have helped greatly to reduce New York's air pollution. Fourth, the vehicle mandate would give the growing number of companies that build natural gas refueling infrastructure the confidence to invest in new stations as demand requires. Finally, government grants and economic incentives are available to cover most of the costs of converting refuse vehicles to CNG. Millions of dollars in new federal funding may soon be available. A final vote on this and other vehicle bills is expected by yearend.

Greening City Buildings

This Fall, INFORM's green building specialist Cameron S. Lory testified on behalf of another proposed bill, which would require certain newly constructed or renovated city-owned buildings to meet the green building criteria developed by the US Green Building Council. The LEED (Leadership in Energy and Environmental Design) rating system has been developed over the past decade to encourage the use of resource- and energy-efficient building materials, and materials that are free of formaldehyde and other volatile organic compounds (VOCs) that can "off-gas" hazardous fumes. Construction and design materials such as insulation, pressed wood and plywood products, fabric finishes, adhesives, and carpet may all release VOCs,

precipitating asthma attacks, headaches, and eye and respiratory irritation.

Lory's testimony emphasized the significant impact that implementation of the proposed bill (Intro. 324) would have on protecting the health of New Yorkers by reducing energy demand as well. "In the rest of the country," she explained, "buildings account for approximately 38% of energy usage in all sectors. But in New York City, they consume 50% of the energy used, making them among the biggest contributors to greenhouse gases and other pollution. The LEED system" she said, "can bring cost benefits through savings in waste disposal, operations, maintenance, and improved productivity."

Lory also recommended that the city go beyond LEED by requiring use of products and equipment that contain no, or the least amounts of, persistent, bioaccumulative toxins (PBTs). For instance, vinyl tiles used in almost every classroom and corridor in city schools contain phthalates, a group of PBTs that put children at risk of asthma. And fluorescent lighting contains mercury, another PBT that is a potent neurotoxin. "Requiring that city buildings use safer alternatives to vinyl and only the most energy-efficient, lowest-mercury-added lamps available," Lory said in her testimony, "would significantly reduce health risks." ❖

Selected Staff Speaking Engagements

Wednesday, January 12

INFORM Senior Fellow James S. Cannon will present the findings and recommendations of INFORM's new report, *The Transportation Boom in Asia: Crisis and Opportunity for the United States* to the press and special guests at the National Press Club in Washington, DC.

Wednesday, January 26

INFORM President Joanna Underwood will give a talk entitled "Shaping a Pollution-Free and Secure Transportation Future: How Do We Get There From Here?" sponsored by the Town and Country Garden Club of Cincinnati and the Garden Club of Cincinnati. The event will take place at 6 PM at 2348 Grandin Rd.

Wednesday, February 2

INFORM President Joanna Underwood will be the featured speaker at one of Columbia University's distinguished University Seminars, to be held from 7:30-9:30 at Warren Hall, Amsterdam Avenue and 117th Street, in New York City. She will discuss critical environmental challenges to New York city.

INFORM reports

Strategies for a better environment

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INFORMation In Vehicle Ownership, The US Creates An Unsustainable Model

Since 1900, when the US had just 8,000 vehicles, its vehicle fleet has experienced a century of continuous growth. The number of vehicles rose to 40 million by 1950, to 108 million by 1970, and to over 220 million today. As of 2000, there were 850 vehicles for every 1000 Americans.

Compared to the US, China's and India's vehicle fleets are in their infancy. China had just 18 million vehicles in 2002, and India just over 14 million. The rate of vehicle ownership—in China not even 50 vehicles per 1,000 people in 2000—was equal to that of the US during World War One.

Were the Chinese, who aspire to the US lifestyle, to have a comparable rate of vehicle ownership, as many as 972 million cars, buses and trucks would travel their roadways—almost 27 percent more than

the entire vehicle population of the world in 2001.

According to most experts, world oil production is likely to peak sometime within the next 30 years—possibly as early as 2010. None project the tripling of oil production that would be needed to fuel an oil-based transportation system in China comparable to that of the US.



Source: S. Davis et al., Transportation Energy Data Book, 2003

A new study from INFORM, *The Transportation Boom in Asia: Crisis and Opportunity for the US*, authored by INFORM Senior Fellow James S. Cannon, examines vehicle trends and oil consumption rates in China, India, and the US, documents the world oil crisis that lies ahead, and describes how these three countries are addressing it as they plan for their futures.

See the story beginning on page 1 on INFORM's findings and recommendations.