



19 March 2019

To: House Committee on Energy and Environment

Re: Oregon House Bill 2007

Guided by the values and expertise of medicine and public health, Oregon Physicians for Social Responsibility (PSR) works to protect human life from the gravest threats to health and survival.

We urge this committee to take action on reducing diesel emissions by incorporating stronger timelines and permanently closing the loophole for "glider trucks" in House Bill 2007. We then urge you to refer an amended HB 2007 out of this committee with a do pass recommendation.

Dirty diesel is a major public health problem for Oregon communities. Multnomah and Washington counties rank in the top 5% of counties nationwide for ambient concentrations of diesel particulate matter. Diesel exposure increases the risk of cancer, damages lungs, cardiovascular systems, and brain function, and can lead to heart attacks, infertility, low birth weight, and premature death. Diesel contains black carbon which also harms our climate and our health.

The diesel burden falls most acutely on children, the elderly, and railroad, dock, trucking, and bus garage workers, as well as communities of color and low income communities that tend to live in high-traffic corridors. Pollution from Oregon's diesel emissions causes 460 premature deaths and 145 heart attacks each year, in addition to other serious health ailments that cumulatively cost the state more than \$3 billion annually. Fortunately, adopting clean diesel standards has been shown to deliver \$20 in public health benefit for every \$1 invested in clean diesel technology. Passing a strong version of HB 2007 will bring this benefit to Oregonians.

A note about the importance of moving the compliance deadline forward to 2023 instead of where it currently is set at 2029: A six-year-old child born in the year 2023 may be irreparably harmed by maintaining the current status quo. We have the opportunity now to put resources into place to protect the health of kids in the next decade, not 2029.

Because it is the engines of these diesel vehicles that cause the pollution problem we are in, it is vitally important to ensure that "glider trucks" are covered by this legislation. We need to label the year of manufacture for both cabs and engines so that bad engines don't masquerade as cleaner vehicles.

The time to pass a strong bill that truly protects public health and Oregonians from diesel pollution is now. The bill that stands before you today holds most of what is needed to take the right action on this issue. HB 2007 is the right step forward if it is amended to incorporate stronger timelines and close the loophole on "glider trucks" for good. We will support this bill with the aforementioned amendments to make the bill stronger.

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