

California ZEV Alliance

Preserving the California Zero-Emission Vehicle Program

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American Lung
Association of
California

Statement of the Zero-Emission Vehicle Alliance in Response to California Air Resources Board Decision on ZEV Regulation

California Electric
Transportation Coalition

The California Zero-Emission Vehicle (ZEV) Alliance, a coalition of environmental, public health and public interest groups, commends the Air Resources Board for voting to continue the state's groundbreaking ZEV program in the face of strong pressure from the auto industry to revoke the regulation.

California League of
Conservation Voters

"The time has come to stop debating and to start making the ZEV program a reality," said Cecile Martin, deputy director, California Electric Transportation Coalition. "We look forward to a strong market launch and a steady increase in the number of ZEVs on the road in order to achieve price reductions and stability for suppliers."

California Public
Interest Research
Group

Coalition for Clean Air

The board accepted the arguments from environmentalists, health advocates, electric car drivers and industry supporters that the number of ZEVs required was too low in the staff's proposal. Although the board did not go as far as ZEV supporters called for, the strengthening was recognition that the program needs a strong vision to maintain the drive toward zero-emission technology: battery electric vehicles and fuel cell vehicles.

Natural Resources
Defense Council

Planning and
Conservation League

"More cars are essential to getting this program off the ground," said Roland Hwang, transportation analyst for the Natural Resources Defense Council. "We're pleased that the board increased the volume over the staff proposal. However, at some point we clearly need to go beyond these numbers to reach our clean air goals."

Sierra Club

The Steven and
Michele Kirsch
Foundation

Union of Concerned
Scientists

The board also agreed with one of the ZEV Alliance's top priorities, to recognize the reality of the passenger car marketplace and include SUVs and light trucks in the total number of vehicles used to calculate ZEV requirements. The program proposed by staff would have encouraged manufacturers to sell more large, inefficient vehicles in order to reduce the number of zero and near-zero emissions vehicles it must produce.

"By voting to eliminate this loophole, the board recognized the irony that a program designed to support ZEVs could actually support more polluting SUVs," said Kevin Finney of the Coalition for Clean Air.

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“We commend the board for strengthening the staff proposal and increasing the number of ZEVs throughout the life of the program,” said Bonnie Holmes-Gen, assistant vice president, government relations, American Lung Association of California. “For every ZEV on the road, we’re reducing children’s absences from school due to asthma attacks and reducing the levels of lung disease caused by pollution.”

“The ZEV program enjoys strong public support and has been successful in bringing clean vehicle technologies to California and the world,” said Tim Frank with the Sierra Club.

The board’s decision to remove plug-in hybrids from the true ZEV category ensures that the category remains truly the gold standard, said Jason Mark, Transportation Program Director, Union of Concerned Scientists. “This allows us to direct support to the true zero-emission technologies such as hydrogen fuel cells that will get us on the path to a zero-pollution transportation future.”

Janet Hathaway, senior attorney, Natural Resources Defense Council, said “It’s not as much as we would have liked, but it’s enough to make the program work. And we’re committed to making it work.”

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