EPA sets hearings on dirty air sanctions

U.S. Environmental Protection will hold two public hearings day, July 11, on its proposed against Michigan for having r. sanctions against Michigan for having dirty air. EPA charges the state with failure to

establish a vehicle inspection and maintenance (I/M) program for the tri-county region — Wayne, Oakland and

county region — Wayne, Onkland and Macomb.

"All federal highway funds will be withheld, with limited exceptions for projects that are for the purpose of safety, mass transit, or air quality improvement or maintenance, according to Shirley Mitchell, EPA's regional chief of air planning in Chicago.

"Previously proposed restrictions would affect the construction of plants that would add significantly to ozone and carbon monoxide pollution in the Detroit areas.

THE JULY 11 hearings are set for:

a 10 a.m. in the 13th floor auditorium of the City-County Building, 2 Woodward, Detroit.

b 7 p.m. in the auditorium of the Oakland County Board of Commissioners, 1200 N. Telegraph, Poutiac.

A third hearing will be held at 10 a.m. Thuroday July 12, in the headquarters of Macomb Intermediate School Dietrics 46001 Gardfolf MI. uarters of Macomb Intermediate chool District, 44001 Garfield, Mt.

School District, 1997.
Clemens.
Written comments can be sent to:
Gary Golerian, Chief; Regulatory Analysis Section, Air and Radiation Branch;
U.S. EPA Region V; 230 S. Dearborn;
Chicago, IL. 60604.

THE MICHIGAN Legislature has deadlocked on a proposal to set up a vehicle inspection program that would require fees of \$10.0.1979 submitted a list for incessing the submitted as the first continue of the c

gion.
"It's an economic development Issue," said Donald E. Shelton, chair of the Southeast Michigan Council of Governments as he recently underlined SEMCOG's concern over the issue.

THE AUTOMOBILE Clab of Michigan said it believes the inspection program is unnecessary but supports state action by deadline time.

"The state has no choice but to respond to this economic blackmail and adopt an inspection program," said William Clulufo, Auto Clob's director of governmental affairs, cling the possible loss of 3200 million in U.S. highway fonds, as well as millions more in lost construction and does.

Cillulfo estimated the cost to the state at less than \$4 million but the cost to 1.6 million motoriate could be the cost to 1.5 million motoriate value of the based this an automated at \$10 inspection fee per car, a 20 percent fallure rate and a \$50 average repair bill.

"I'M PROGRAMS are cart of IPA's

"I/M PROGRAMS are part of EPA's overall strategy for meeting air quality

standards," Milichell said.
"These programs lower air pollution levels by requiring periodic impection of the emissions systems of cars and light tracks, which contribute significantly to the cause and carbon monoxides collution.

canny to the coole and carros monor-ide pollution.

"I) urbankod areas with I/M pro-grams, automotive emissions can be reduced by as much as 25 percent for hydrocarbons and 33 percent for car-bon monostic Hydrocarbons are a ma-jor component in the formation of

for component in the formation of crone.

"Public health is adversely affected by high levels of ozone and carbon monoxide.

"Ozone can cause difficulty in breathing, chest pain, chest and nassal congestion, coupling, eye irritation, nausea and beadaches.

"Carbon monoxide can cause dizziness, headaches, nausea and loss of apoetite.

petite.

"The people most susceptible to high carbon monoxide and crope levels in the atmosphere are infants and small

HOW WOULD a typical I/M pro-

HOW WOULD a typical I/M program work!

"In most I/M programs, the vehicle is taken to an impaction statlen operated by the state, or to a garage liceusel by the state to; conduct impaction;" Mitchell aski.

"While the vehicle in running, a probe is placed in the tallippo. This probe cheeks the amount of carbon moronide and hydrocarbons in the exhant."

And if one's car flunks the test?

"In most cases, all a car needs is a low emissions timeup which reduces air pollution and improves the vehicle's performance and gas mileage," Mitch-ell said.

Other states programs above only about 15 to 30 percent of cars require repairs. Typical costs range from \$18 to \$35.



The Automobile Club of Michigan called the EPA's demand for emissions testing loconomic blackmail, citing the possible loss of \$200 million in U.S. highway funds, as well as millions mora in lost construction and jobs. It estimated the cost to the state at less than \$2 million but the cost to 2.6 million motorists as much as \$52 million the first year. He based this on an estimate of a \$10 in-spective fire are are at 20 percent fallure. spection fee per car, a 20 percent failure rate and a \$50 average repair bill.

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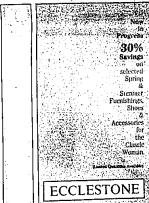
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