

# EPA sets hearings on dirty air sanctions

The U.S. Environmental Protection Agency will hold two public hearings Wednesday, July 11, on its proposed 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 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.

"U.S. EPA is also reproposeing disapproval of the state's 1982 implementation plan for ozone and carbon monoxide," Mitchell said.

The July 11 hearings are set for: 9:10 a.m. in the 13th floor auditorium of the City-County Building, 2 Woodward, Detroit.

7 p.m. in the auditorium of the Oakland County Board of Commissioners, 1200 N. Telegraph, Pontiac. A third hearing will be held at 10 a.m. Thursday, July 12, in the headquarters of Macomb Intermediate School District, 44001 Garfield, Mt. Clemens.

Written comments can be sent to: Gary Guleian, 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.

While Michigan in 1979 submitted a plan for meeting federal air standards set in the Clean Air Act, state government has never implemented a program to meet the standards.

So last Aug. 3, EPA proposed restricting air quality program funds to the Michigan Department of Natural Resources and to prohibit construction or modification of industrial plants which contribute to carbon monoxide and ozone pollution in the tri-county region.

"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 Club 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 Cilluffo, Auto Club's director of governmental affairs, citing the possible loss of \$200 million in U.S. highway funds, as well as millions more in lost construction and jobs.

Cilluffo estimated the cost to the state at less than \$2 million but the cost to 2.6 million motorists could be as much as \$52 million the first year. He based this on an estimate of a \$10 inspection fee per car, a 20 percent failure rate and a \$50 average repair bill.

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

standards," Mitchell said.

"These programs lower air pollution levels by requiring periodic inspection of the emissions systems of cars and light trucks, which contribute significantly to the ozone and carbon monoxide pollution."

"In urbanized areas with I/M programs, automotive emissions can be reduced by as much as 25 percent for hydrocarbons and 33 percent for carbon monoxide. Hydrocarbons are a major component in the formation of ozone."

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

"Ozone can cause difficulty in breathing, chest pain, chest and nasal congestion, coughing, eye irritation, nausea and headaches."

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

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

children, the elderly, those with respiratory and heart ailments, and very active people such as joggers."

HOW WOULD a typical I/M program work?

"In most I/M programs, the vehicle is taken to an inspection station operated by the state, or to a garage licensed by the state to conduct inspections," Mitchell said.

"While the vehicle is running, a probe checks the amount of carbon monoxide and hydrocarbons in the exhaust."

"And if one's car flunks the test?"

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

Other states programs show only about 15 to 30 percent of cars require repairs. Typical costs range from \$10 to \$35.



The Automobile Club of Michigan called the EPA's demand for emissions testing 'economic blackmail,' citing the possible loss of \$200 million in U.S. highway funds, as well as millions more 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 inspection fee per car, a 20 percent failure rate and a \$50 average repair bill.

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• The Steelhouse, Crows Nest, Mayflower Room will be open for lunch  
• Art in The Park — 10 a.m.-4 p.m. arts and crafts in Kellogg Park  
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