

Statement to CARB Requesting Immediate Suspension of the Truck and Bus Regulation

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I request that CARB immediately suspend the entire Truck and Bus Regulation for five reasons.

The first reason is the overwhelming epidemiologic evidence from more than 25 doctoral level scientists that PM2.5 is not associated with premature death in California. Key scientific experts relied upon by CARB have deliberately misrepresented the null health effects evidence published since 2000. My detailed CARB public comment describes massive scientific misconduct by Drs. Arden Pope, Michael Jerrett, and Daniel Krewski, as well as the American Cancer Society.

The second reason is the failure of EPA to comply with the August 1, 2013 subpoena by the US House Science Committee, which requested American Cancer Society Cancer Prevention Study II data. Thus, it has not been possible to properly verify the 2009 ACS findings used by EPA and CARB to justify the Truck and Bus Regulation. The Secret Science Reform Act (H.R. 4012) proposes to prohibit EPA from basing its regulations on unverifiable “secret science” findings.

The third reason is the illegal process used by the CARB Scientific Review Panel to identify diesel PM as a Toxic Air Contaminant in 1998. This illegal process is fully described in my December 13, 2011 letter to the California Office of Administrative Law.

The fourth reason is the overwhelming evidence that most of California is already in compliance with the EPA NAAQS for PM2.5. Numerous Air Pollution Control Districts in California have submitted evidence to CARB that the Truck and Bus Regulation is not justified in their counties.

The fifth reason is the scientific evidence that up to 30 percent of the PM2.5 in California originates from China, whereas only about 5 percent originates from diesel vehicles. It is unjust and immoral for CARB to impose draconian diesel vehicle regulations on California businesses when it does nothing to reduce the PM2.5 originating from China.