



UJAE Unions for Jobs And the Environment

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Labor Principles for State Multi-Emission Legislation

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Member Unions

Brotherhood of Locomotive Engineers
International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
International Brotherhood of Electrical Workers
International Brotherhood of Teamsters
Marine Engineers Beneficial Association
Transportation • Communications International Union
United Food and Commercial Workers International Union
United Mine Workers of America
United Transportation Union
Utility Workers Union of America

President

Bill Cunningham

Federal clean air legislation has dramatically improved air quality over the past 30 years. While opportunities exist for further air quality gains, we believe that more significant progress can be made through national legislation than through a patchwork of state programs. We recognize, however, that pressures exist at the state level to pass new air quality legislation. We therefore offer these principles to help guide policy in this area.

- Fuel diversity is essential to maintain reliability and reasonable costs for electricity. Our electricity supply depends primarily on four fuels – coal, hydro, natural gas, and nuclear. Federal and state policy should preserve the choice of fuels available for generation.
- Emission standards exceeding Federal requirements should be scientifically justified, and should not cause affected industries to be economically disadvantaged, or otherwise cause job losses.
- Emission control targets should be equitably distributed across all responsible source sectors.
- The Clean Air Act establishes national emission trading programs to minimize the costs of compliance while achieving national environmental goals. State regulation should be integrated within, and not interfere with, the operation of national emission trading programs.
- Plant or unit-specific emission reduction programs should be avoided because this can lead to the closure of older, economically marginal facilities, and the loss of jobs.
- Emission reductions to be met through “cap and trade” programs should be allocated to sources based on their historic fuel use and emissions, consistent with the “polluter pays” principle.
- Mercury should be regulated through national programs, because airborne mercury emissions are transported on continental and global scales.
- For carbon dioxide (CO₂) and other greenhouse gases that are not regulated by the Clean Air Act, state programs should encourage voluntary reductions and reporting of greenhouse gas emission inventories.
- Regulated industries should have the opportunity to recover their just and reasonable costs for compliance with state emission regulation.