



FOR IMMEDIATE RELEASE
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NEWS RELEASE

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**INTERNATIONAL GROUPS TO AUTOMAKERS:
DROP LAWSUITS AGAINST CALIFORNIA GLOBAL WARMING LAW**

The CEOs of 53 environmental organizations from 14 countries, representing more than 6 million people, today called on the CEOs of the world's largest automakers to drop their lawsuits against California's regulation limiting global warming pollution from passenger vehicles.

A letter sent to automakers today from the environmentalists is the latest in an international crescendo of demand for automakers to stop litigating and start building cleaner cars. The letter follows automakers' signing last week of an agreement with the Canadian government to cut vehicle global warming emissions to levels similar to those called for in California's standards. Similar agreements are in place in the European Union.

"If they can make substantial cuts in global warming pollution from cars they sell in Europe and Canada, they certainly can do it here in California," said Jason Mark, director of the Union of Concerned Scientists Clean Vehicle Program.

The Canadian agreement calls the automakers' bluff. In the Memorandum of Agreement, automakers pledged to use in cars sold in Canada many of the same technologies they claimed were too expensive or technically infeasible to use in cars sold in California. The environmental groups say the agreement demonstrates that, contrary to complaints about the California requirements, automakers can reduce global warming pollution quickly. The Canadian agreement calls for the automakers to cut global warming pollution from cars and light trucks, beginning in 2007 – a reduction that is expected to come primarily from the same new vehicle technologies that the California program requires.

"Americans shouldn't have to cross the border to buy cleaner cars, the way they do to buy cheaper prescription drugs," said Roland Hwang, NRDC (Natural Resources Defense Council) vehicles policy director.

The letter demonstrates the growing international outrage over automakers' environmental posturing, which belies their reluctance to deliver the cleaner cars that consumers want, said Russell Long, executive director, Bluewater Network "The auto industry is speaking with a forked tongue."

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California Assembly Member Fran Pavley, sponsor of the legislation enabling the law, has met recently with Japanese, German, and Finnish leaders, all of whom have cited California's leadership in the fight against global warming pollution from cars. "The world is watching California. Everywhere I go, people are pleased that California is taking action to reduce greenhouse gas emissions, and hope that the other states and the federal government will follow our example and take positive action on global warming," Pavley said.

The letter from international environmental leaders is just one of several examples of public outcry over the automaker lawsuits. "More than 150,000 U.S. consumers have already written automakers urging them to send their lawyers home and instead put their engineers to work designing cleaner cars that meet the California standards," said Environmental Defense's Kate Larsen. U.S. consumer organizations representing more than 50 million people support the law because cleaner cars promise consumers substantial benefits and financial savings.

In a global marketplace increasingly focused on reducing global warming pollution, ignoring the risks of these emissions may threaten shareholder value and expose management to risk. This year, shareholders representing more than \$250 billion in assets and institutional investors representing \$10 trillion in assets have requested disclosure of automakers' financial risk and plans to reduce global warming pollution.

Environmental leaders in Japan are particularly upset by their automakers' participation in the California lawsuits. "Japanese automakers have the potential to lead efforts to cut global warming emissions," said Masaaki Nakajima, climate change campaigner with Greenpeace Japan. "By joining the lawsuits, they are missing the opportunities for fulfilling their social responsibilities while making real profits with their advanced technologies." Greenpeace International represents 2.8 million people across the globe.

On March 20, a group of nine German environmental organizations urged BMW, DaimlerChrysler, Porsche, and Volkswagen to pull out of the lawsuits challenging California's global warming standards, and on March 25, a group of Japanese environmental organizations urged Toyota, Mazda, Mitsubishi, Honda, and Nissan to drop out of the lawsuits, as well.

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