

**Partnership for
Mercury-Free
Vehicles**

May 29, 2002

Dear Policymaker:

Automotive
Recyclers
Association

Clean Car
Campaign

Clean Production
Network

Great Lakes
United

Ecology Center

Environmental
Defense

Institute of Scrap
Recycling
Industries, Inc.

Mercury Policy
Project

Steel
Manufacturers
Association

Steel Recycling
Institute

The attached model legislation addresses the problem of potential environmental and human health effects from the release of mercury contained in automobile switches. The legislation was developed by a unique coalition of environmental organizations and the industries involved in vehicle recycling. These organizations together constitute the Partnership for Mercury-Free Vehicles. The Partnership has been working together over the past year to promote effective strategies that address the auto mercury problem, including the development of an Action Plan that establishes principles for mercury removal and collection programs.

The model legislation requires vehicle manufacturers to establish and fund a system for the removal and safe management of mercury switches in vehicles. The legislation also prohibits the sale of new vehicles containing mercury switches and phases-out the use of other mercury-added vehicle components over the next few years. The mercury switch collection system requires achieving a capture rate of at least 90%, and includes removal from vehicles in commerce as well as end-of-life vehicles.

The various provisions of the model bill are intended to work together to achieve the policy objectives. For example, the need for a high capture rate of mercury switches to ensure the protection of human health and the environment is supported by a fair compensation rate for those parties recovering the switches. This ensures an appropriate market incentive for the mercury collection system to operate. Also, by requiring vehicle manufacturers to take the primary responsibility for establishing the switch collection system, the legislation encourages avoidance of potential hazards in future automobile designs. Placing the burden on consumers or government agencies would send the opposite message to manufacturers. The Partnership therefore strongly encourages the inclusion of all elements of the model legislation to ensure an effective overall package.

The Partnership has already advised a number of state and federal policymakers on this issue, and has played a role in the development and passage of the State of Maine's recent legislation addressing mercury emissions from motor vehicles. The enclosed model bill draws on the experience gained from these activities, and represents a further refinement of the key elements we believe will most effectively address the current mercury problem. By implementing this legislation, emissions of automotive-related mercury can be eliminated.

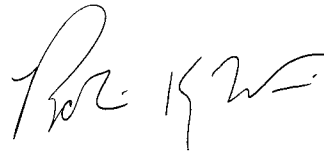
Please don't hesitate to call on any of the Partnership members for further background or advice. We look forward to working with you.

Sincerely,

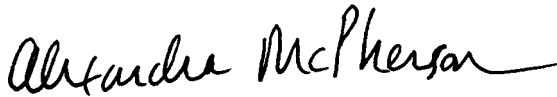
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Robin K. Wiener
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Clean Production Network



Michael T. Bender
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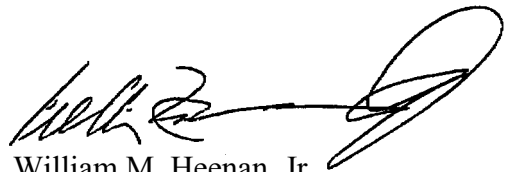
Charles Griffith
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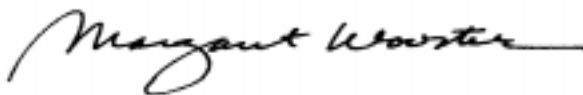
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