

From: Stertz, Brad
To: Kata, Leonard (EEO); Johnson, Stuart (EEO)
CC: Jacuzzi, Joe
Sent: 6/12/2012 7:41:47 PM
Subject: FW: Diesel WHO report reaction?

Hi Stuart and Len,

Any guidance you might be able to give regarding this WHO assertion that diesel is a carcinogen would help us with counter messaging. This would include studies that might contradict the WHO report below. We also have requests in with Ingolstadt.

Best regards,

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12:00 12Jun12 RTRS-DIESEL EXHAUST FUMES CAUSE CANCER, WORLD HEALTH ORGANISATION EXPERTS SAY

12:00 12Jun12 RTRS-Diesel exhaust fumes cause cancer, WHO says

LONDON, June 12 (Reuters) - Diesel engine exhausts cause cancer in humans, World Health Organisation experts said on Tuesday in a decision which raises the risk rating of diesel fumes based on evidence of links to lung and bladder cancer.

In an announcement likely to cause consternation among car and truck makers, the International Agency for Research on Cancer (IARC), the WHO's cancer department, reclassified diesel exhausts from its group 2A of probable carcinogens to its group 1 substances that have definite links to cancer.

"The (expert) working group found that diesel exhaust is a cause of lung cancer and also noted a positive association with an increased risk of bladder cancer," IARC said in a statement.

The decision is a result of a week-long meeting of independent experts who assessed the latest scientific evidence on the cancer-causing potential of diesel and gasoline exhausts.

The group said gasoline exhaust fumes should be classified as "probably carcinogenic to humans", a finding that was unchanged from the previous IARC assessment made in 1989.

(Reporting by Kate Kelland, editing by Chris Wickham) ((kate.kelland@thomsonreuters.com; +44 (0) 207 542 0823; Reuters Messaging: www.twitter.com/kkelland))

Keywords: CANCER DIESEL/WHO

12:41 12Jun12 RTRS-UPDATE 1-Diesel exhaust fumes cause cancer, WHO says

- * Fumes put in same category as asbestos, arsenic

- * Cause lung cancer, linked to bladder cancer

- * Will cause consternation among car and truck makers

(Adds details, quotes, background, reaction)

By Kate Kelland

LONDON, June 12 (Reuters) - Diesel engine exhaust fumes cause cancer in humans and belong in the same potentially deadly category as asbestos, arsenic and mustard gas, World Health Organisation (WHO) experts said on Tuesday.

The experts, who said their findings were unanimous and based on "compelling" scientific evidence, urged people across the world to reduce their exposure to diesel fumes wherever possible.

In an announcement likely to cause consternation among car and truck makers, the International Agency for Research on Cancer (IARC), the WHO's cancer department, reclassified diesel exhausts from its group 2A of probable carcinogens to its group 1 of substances that have definite links to cancer.

"The (expert) working group found that diesel exhaust is a cause of lung cancer and also noted a positive association with an increased risk of bladder cancer," it said in a statement.

The decision is a result of a week-long meeting of independent experts who assessed the latest scientific evidence on the

cancer-causing potential of diesel and gasoline exhausts.

The decision puts diesel fumes in the same IARC risk category as a number of other noxious substances including asbestos, arsenic, mustard gas, alcohol and tobacco.

Christopher Portier, chairman of the IARC working Group, said the group's conclusion "was unanimous - that diesel engine exhaust causes lung cancer in humans".

"Given the additional health impacts from diesel particulates, exposure to this mixture of chemicals should be reduced worldwide," he said in a statement.

Diesel cars are mainly popular in western Europe, where advantageous tax treatments have helped trigger technological advances and a boom in demand.

Outside of Europe and India, diesel engines are almost entirely confined to commercial vehicles - mostly because of the fuel's greater efficiency. German carmakers are trying to raise awareness for diesels in the United States, where the long distances travelled on highways suit diesel engines.

For about 20 years, diesel engine exhaust was defined by IARC as probably carcinogenic to humans - group 2A - but an IARC advisory group has repeatedly recommended diesel engine exhaust as a high priority for re-evaluation since 1998.

Reacting to IARC's decision, Allen Schaeffer, executive director of the Washington DC-based Diesel Technology Forum said diesel engine and equipment makers, fuel refiners and emissions control technology makers have invested billions of dollars in research into technologies and strategies to reduce emissions.

"New technology diesel engines, which use ultra-low sulphur diesel fuel, advanced engines and emissions control systems, are near zero emissions for nitrogen oxides, hydrocarbons and particulate matter," he said in a statement.

The group said gasoline exhaust fumes should be classified as "probably carcinogenic to humans", a finding that was unchanged from the previous IARC assessment made in 1989.

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Keywords: CANCER DIESEL/WHO

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Tuesday, 12 June 2012 12:41:05RTRS [nL5E8HCJPW] {EN}ENDS

(And here is the Diesel Forum's response to Kate Kelland recently on this WHO report:

Ms. Kelland:

My name is Steve Hansen and I'm the media relations director for the Diesel Technology Forum near Washington, D.C. We're a nonprofit association that represents diesel engine manufacturers like Caterpillar, Cummins, and Bosch, and automakers like Audi, VW, Mercedes, GM, Ford and Chrysler. We also work closely on diesel-related issues with the U.S. EPA, the California Air Resources Board, American Lung Association, Natural Resources Defense Council, and other health and environmental organizations.

As you may know, on Tuesday, June 12, the International Agency for Research on Cancer will be announcing its decisions on whether diesel and or gasoline exhaust are carcinogens. A March 2012 U.S. National Cancer Institute study on diesel exhaust and miners may play a major role in IARC's final decision. However, this study was based on older diesel engines and fuel (1960s-1990s) and does not reflect the clean diesel technological advances of the past 10 years in the U.S. including:

Emissions from heavy duty trucks and buses have been reduced by 99 percent for nitrogen oxides (NOx)

There has been a 98 percent reduction of particulate emissions (PM)

And ultra-low sulfur diesel fuel has reduced sulfur emissions by 97 percent – from 500 PM to 15 PM.

There have also been four new studies reports issued since the March NCI report that affirm the major advancements and emissions reductions in new diesel technology:

- In a special presentation on May 24, 2012 to the California Air Resource Board (ARB) in Sacramento, California, leading international scientists noted a 50 percent reduction of black carbon in ambient air over the past 20 years due primarily to advancements in clean diesel technology. Mary Nichols, Chairman of the ARB stated: "It is encouraging to see that ARB's diesel regulations, while designed to improve public health are also addressing

climate change.”

-In its March 2012 Report to Congress on Black Carbon (BC), the U.S. Environmental Protection Agency (EPA) stated: “[T]he United States will achieve substantial BC emissions reductions by 2030, largely due to controls on new mobile diesel engines.” The report also recognizes the challenges in reducing emissions from both mobile and stationary diesel engines in developing countries such as Asia, Latin America and Africa since they typically do not have ready access to cleaner low sulfur fuels that are required for most advanced emissions control technologies.

- A new study released on April 12, 2012 by the Health Effects Institute (HEI) provides important new insights on the advancements in clean diesel technology and ultra-low sulfur diesel fuel. The peer-reviewed study was conducted to test the emissions and health effects of the new technology diesel engines and concluded: “Overall, these results showed few biologic effects related to diesel exhaust exposure.”

- New research released April 23, 2012 from North Carolina State University - “Real-World Measurement and Evaluation of Heavy Duty Truck Duty Cycles, Fuels, and Emission Control Technologies” - shows that federal requirements governing diesel engines of new tractor trailer trucks have resulted in major cuts in emissions of particulate matter (PM) and nitrogen oxides (NOx). Trucks in compliance with newer standards showed a 98 percent decrease in NOx and 94 percent reduction in PM emissions.

If you are going to cover the IARC diesel finding, I hope you'll consider talking with us. We can provide insights on the most current advancements on technology issues, how “dirty diesel” has been transformed into “clean diesel”, and other perspectives, sources and industry experts.

Thank you for the consideration.

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