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**ENGINE AND TRUCK MANUFACTURERS OUTLINE ROADMAP TO  
INCREASED FUEL EFFICIENCY AND LOWER GREENHOUSE GAS  
EMISSIONS**

**CHICAGO, November 15, 2010.** Testifying at a public hearing today on a proposed federal rule to reduce greenhouse gas emissions and improve fuel efficiency in medium and heavy-duty vehicles, the Engine Manufacturers Association (EMA) and Truck Manufacturers Association (TMA) outlined the concepts needed for a successful program. The proposed regulation was jointly issued by the U. S. Environmental Protection Agency (EPA) and U.S. Department of Transportation (DOT/NHTSA) and represents the first Federal regulatory effort to improve fuel efficiency and reduce greenhouse gases from new, on-highway medium and heavy-duty trucks and buses.

In delivering his testimony, EMA President Jed Mandel commented that the heavy-duty engine and truck manufacturers have a history of working with regulators on innovative programs. For example, manufacturers have reduced NOx and PM emissions from new heavy-duty trucks by over 99% in the last decade. Referencing the proposed regulation, Mr. Mandel stated that “the GHG/FE rule proposed by EPA and NHTSA can be the next success story – for the agencies, for manufacturers, for our customers and for the public. It is important that the proposal be finalized into a workable rule that will expand the use of existing fuel efficiency improvement technologies to a much broader range of products, and which results in a cost-effective, implementable program providing real world greenhouse gas reductions and fuel efficiency improvements. We are committed to continuing to work with EPA and NHTSA to achieve those goals.”

Today’s public hearing in Chicago is part of the agencies’ efforts to solicit public input on the proposal. EMA and TMA are reviewing the proposal and will provide written comments to both agencies.

“We are currently studying the details of today’s proposal. It is important that the overall framework and concepts in the final regulation follow the principles outlined in President Obama’s May directive to the agencies and the principles that engine and vehicle manufacturers have advocated. Those principles include the implementation of a uniform, national GHG/FE program that recognizes the complex and highly customized nature of the industry; avoids marketplace disruptions and unintended consequences; provides leadtime stability, marketplace certainty, and flexibility; and provides a path to a

global solution to a global problem. EMA and TMA comments will focus on ensuring that the detailed requirements in the final rule support a strong, effective, and implementable program.”

Mr. Mandel’s testimony further acknowledged the complex nature of the proposal and the need for the agencies and industry to work together to develop new engine and vehicle certification protocols, appropriate metrics to measure success, and ways to meet the aggressive implementation schedule. Looking ahead to a potential second phase of the greenhouse gas/fuel efficiency program, Mr. Mandel also recommended that the agencies ultimately should consider improvement opportunities from a complete vehicle perspective and from operational improvements associated with vehicle weight/length restrictions, speed limitation, and transportation system optimization. Given the global nature of the industry and the need to address greenhouse gas issues on a global scale, Mr. Mandel encouraged both EPA and NHTSA to work with their colleagues in Europe and Asia to develop harmonized programs.

In closing, Mr. Mandel stated that “engine and vehicle manufacturers have long focused on improving fuel efficiency. It is essential to our commercial customers. The ultimate measure of this program’s success will be determined by the real-world fuel savings and costs incurred by truck owners. We look forward to working with EPA, NHTSA and other stakeholders to ensure a positive result for our customers and the environment.”

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The Engine Manufacturers Association is the trade association representing worldwide manufacturers of internal combustion engines used in applications such as trucks and buses, farm and construction equipment, locomotives, marine vessels, and lawn, garden, and utility equipment. EMA works with government and industry to help the nation achieve its goals of cleaner fuels, more efficient engines, and cleaner air.

The Truck Manufacturers Association is the trade association representing the major manufacturers of medium and heavy-duty trucks greater than 10,000 pounds gross vehicle weight. TMA works cooperatively with regulatory agencies and other stakeholders to ensure that safety standards and regulations are technologically feasible, cost-effective, and provide safety and environmental benefits.