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ENGINE MANUFACTURERS COMMITTED TO REDUCING EMISSIONS AND IMPROVING NATION'S AIR QUALITY

CHICAGO, Ill., April 15, 2002 – The Engine Manufacturers Association (EMA) said today that a US Environmental Protection Agency (EPA) proposed rule to greatly reduce emissions from nonroad diesel engines and vehicles will require an incredible and very challenging effort by engine manufacturers. The proposed rule provides a reasonable framework, and if successfully implemented, will provide huge emission reductions. The proposal announced today by EPA Administrator Christie Whitman would establish new emissions standards for compression ignition, diesel-fueled engines used in a wide variety of nonroad equipment including construction, farm, and industrial applications.

“If we are to achieve the significant reductions in particulate matter and nitrogen oxide emissions called for in today’s proposal, ultra-low sulfur diesel fuel as well as a reasonable time frame and phase-in to allow an opportunity for technology development are clearly needed,” stated Jed Mandel, EMA President. “EMA looks forward to working with EPA to develop a final regulation that significantly reduces emissions from nonroad diesels while minimizing the impact on manufacturers and the costs to customers.”

EPA’s stated goal is to apply yet-to-be-implemented on-highway emission control technologies, and to do so as soon as possible. “Engine manufacturers are fully committed to further reducing emissions from nonroad engines,” said Mandel. “We already have achieved emission reductions in response to EPA’s Tier 1 and 2 standards and are working towards implementing the third tier of nonroad emissions reductions. We understand EPA’s desire to apply on-highway-like technologies to nonroad applications in the proposed Tier 4 program announced today. Unlike on-highway engines, nonroad engines have more challenging duty cycles, must operate under harsher conditions, require a broader horsepower range, and must

operate in an incredibly wide range of applications. Because of this, engine manufacturers will need sufficient time to develop and apply the necessary emissions control technologies, the key to which is the use of ultra-low sulfur diesel fuel.”

Another important consideration is the issue of worldwide standards. “Nonroad engines are produced for a worldwide market,” said Mandel. “Currently, the nonroad standards in the US provide a high degree of harmonization with international requirements. Global alignment of emission standards provides the most cost-effective emission reductions and avoids unnecessary drains on limited resources. It is critical that the current degree of harmonization be retained when EPA issues the final standards”, Mandel said.

The Engine Manufacturers Association is a 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 stakeholders to help the nation achieve its goals of cleaner fuels, more efficient engines and cleaner air.

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