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ENGINE MANUFACTURERS EXPRESS CONCERN WITH EPA'S FINAL 2007 DIESEL ENGINE STANDARDS

CHICAGO December 21, 2000 – The Environmental Protection Agency (EPA) today proposed the most challenging set of emission requirements to date for the diesel engine industry. The new requirements, effective with the 2007 model year, are in addition to the 2004 model year reductions mandated in a rule just finalized by EPA two months ago. “The levels of emission reduction that the rule requires and the technical hurdles that manufacturers need to overcome to comply are unprecedented and are cause for significant concern to the industry,” said Jed Mandel, General Counsel of the Engine Manufacturers Association (EMA).

The final ruling, which mandates cleaner diesel fuel and an additional 90% reduction in nitrogen oxide (NOx) and particulate matter (PM) emissions beginning in 2007 represents a milestone for EPA. Mandel emphasized that the nationwide availability and use of ultra low sulfur diesel fuel is a prerequisite to engine makers ability to introduce the advanced aftertreatment devices needed to achieve EPA's emission goals. Engine manufacturers will use new aftertreatment technologies to achieve both NOx and PM reductions.

“We applaud EPA for reducing fuel sulfur and for adopting a systems approach in reducing emissions”, said Mandel. “With this final rule, the Agency recognizes the balance between ultra-low sulfur fuel, engine controls and aftertreatment systems that can produce clean diesel technology.”

EMA, however, expressed concern that the final rule may not provide the flexibility needed to assure a technologically feasible and cost effective program. Nevertheless, Mandel stressed that the engine industry remains committed to developing the technologies to meet these standards. “Our ability to achieve these unprecedented emission reductions is by no means a certainty. The state-of-the-science for reducing NOx and PM emissions is not currently mature enough to achieve the EPA standards, but we're working diligently with technology suppliers and making a serious investment to get there as quickly as we can.”

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EMA is a trade association representing worldwide manufacturers of internal combustion engines for all applications except passenger cars and aircraft. The EMA continues to work with government and industry stakeholders to help the nation achieve its goals of cleaner fuels, more efficient engines and cleaner air. For more information contact Robert Harris at (312) 827-8700 or visit our Web site at www.engine-manufacturers.org