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**ENGINE MANUFACTURERS SUPPORT CARB TRANSIT BUS RULE, OFFER TO
PULL AHEAD PM STANDARDS DEADLINE**

CHICAGO (Feb. 22, 2000) - The Engine Manufacturers Association (EMA) supports the California Air Resources Board (CARB) proposed transit bus rule -- a far-reaching regulation that would gradually replace existing transit bus fleets with clean diesel and alternative fuel technologies.

"Not only does EMA support CARB's proposal, we have committed to pull ahead its deadline to meet more stringent particulate matter (PM) standards," cited Glenn Keller, EMA Executive Director. "We remain committed to improving diesel emissions reduction technologies and have vowed to meet CARB's 0.01 PM standard by October 2002 - that's a full 15 months ahead of the January 2004 deadline."

EMA fully supports CARB's proposed two-pronged path between alternative fuels and diesel. "We strongly feel that the best course of action is to develop a level playing field that allows for a feasible, sound and cost-effective statewide program, utilizing the most promising technologies -- regardless of fuel type," stated Keller. "The public's welfare will be much better served by ensuring that all clean technologies are explored to the fullest extent."

While supportive of CARB's overall proposal, EMA remains concerned about the request by regional air quality officials seeking CARB authorization to "opt-out" of the diesel path portion of the rule for their transit bus fleets. "This opt-out undermines the authority of the Air Resources Board to declare uniform statewide regulation and also would disrupt business for operators in California," advocated Keller.

EMA urges decision-makers to recognize that fuel choice involves trade-offs between competing policy goals. As such, EMA does not support government directives that mandate the choice of one fuel and technology over another. "The key is to use the best possible technology for any given application," said Keller. "Natural gas engines may be the best solution for some uses, while diesel may prove to be the better alternative for others. After all, the goal is cleaner air for all to enjoy, not mandating any particular type of engine."

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 Anne Rukavina at (312) 644-6610 x3393 or visit our Web site at www.engine-manufacturers.org.