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**EMA COSPONSORS WORKSHOP ON PROGRESS TOWARDS MEETING 2007/2010
DIESEL RULE**

CHICAGO, August 5, 2003 – The Engine Manufacturers Association (EMA) is cosponsoring a workshop of key government and industry stakeholders in Chicago to discuss the status and progress towards meeting stringent diesel emissions standards required by EPA's 2007/2010 heavy-duty diesel rule. EPA's final rule requires engine manufacturers to reduce on-highway emissions of particulate matter (PM) and nitrogen oxides (NOx) by 90% from today's emissions levels. The August 6-7th workshop will address important issues related to the ability of industry to meet the standards by the imposed deadlines. In opening the workshop, the Engine Manufacturers Association (EMA) will reconfirm the commitment of heavy-duty diesel engine manufacturers to meet the challenging emissions reduction standards.

In his prepared remarks, Mr. Jed Mandel, EMA President, states that diesel engines can be as clean as, if not cleaner than, other power sources and notes that emissions from diesel engines have already been reduced by over 90%. However, challenges to meeting the new standards remain.

“Achieving the aggressive 2007/2010 emission reduction standards continues to be a challenge for engine manufacturers, and a number of issues remain to be addressed before the customer can be assured that its expectations will be met” states Mandel. “Manufacturers have not yet solved all the issues associated with the systems approach that involves successful integration of ultra-low sulfur diesel fuel, improved lubricants, improved engines, effective PM and NOx aftertreatment devices, and vehicle design changes. The key challenge for all stakeholders is to ensure that all elements needed to meet the 2007/2010 emissions standards are available and can be cost-effectively integrated into vehicles that customers will purchase.” In addition, Mr. Mandel indicated that manufacturers still do not know all of the requirements that

will be imposed, such as any on-board diagnostics regulations or the details of compliance measurements systems.

With respect to NOx control, Mandel indicates that EMA is committed to technology neutral, performance based compliance. “EMA strongly supports a technology neutral approach to NOx control,” states Mandel. “All available technologies that meet EPA’s performance standards should be allowed in the marketplace, and that includes both NOx adsorber and SCR (selective catalytic reduction) systems.”

In his opening statement to the workshop, Mandel concludes, “While more work needs to be done to assure the availability of customer acceptable, compliant products by 2007/2010, there has already been a very positive and encouraging dialogue among all stakeholders. Today’s workshop is an important continuation of that dialog.”

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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