

FOR IMMEDIATE RELEASE**CONTACT: Kevin Kokrda
312-827-870****EMA REPORTS THAT A VIABLE NATIONWIDE INFRASTRUCTURE TO SUPPORT
USE OF SELECTIVE CATALYTIC REDUCTION IN HEAVY-DUTY VEHICLES IS
POSSIBLE**

Chicago, IL, August 6, 2003 – The Engine Manufacturers Association (EMA) announced today the results of a recently completed study evaluating the economic viability of using urea-based selective catalytic reduction (SCR) to meet 2007-2010 Heavy-duty vehicle NOx reduction requirements. The study, completed by TIAX LLC's office in Cupertino, California, was commissioned by EMA and the National Renewable Energy Laboratory (NREL) to begin to address one of the principal questions raised by U. S. Environmental Protection Agency (EPA) regarding the use of SCR systems as a potential compliance technology pathway. That question relates to the feasibility of establishing an economically viable urea infrastructure in this country prior to 2007. The TIAX report concludes that it is feasible to provide urea to a large fraction of the trucking industry in a cost-competitive manner based on several factors, including the potential market penetration of SCR technologies.

In completing the study, TIAX examined potential market structures, created cost models, completed a critical path analysis, and examined several business cases. In the report's conclusions, TIAX emphasizes the conditions necessary to develop a viable nationwide urea distribution system. These include: greater than 50% market penetration of SCR technologies, a concerted effort on the part of fleets to work together with diesel fuel and urea suppliers and retailers to develop the infrastructure, and a clear and early signal from engine and vehicle manufacturers that they intend to provide SCR-equipped vehicles.

“Engine manufacturers are considering various technologies as they identify solutions to meet the very stringent 2007-2010 NOx emissions standards for on-highway vehicles,” said Jed Mandel, EMA President. “SCR is simply one of the possible technology options. Others, such as NOx adsorber technology, are also being developed. EMA commissioned this study to examine the feasibility of developing a viable, nationwide infrastructure for urea distribution and to begin answering some key questions regarding the SCR technology pathway. Our intent is to provide our members and the U.S. EPA with sound information that can then be used in their decision-making process.”

Mandel continued: “EMA does not endorse any particular engine or emissions reduction technology and believes that it is important to keep open as broad an array of potential emissions reduction technologies as practicable. This report helps achieve that goal by demonstrating that, under some very plausible market scenarios, the private sector will be able to economically supply urea if the engine and truck manufacturers select the SCR technology option. This report addresses a key question for our members and regulators that might otherwise have hindered the further development of a potentially successful technology.”

In commissioning the TIAX report and making it generally available, EMA is providing some needed background information regarding one of several possible technology pathways toward compliance with EPA's 2007-2010 heavy-duty on-highway emission standards. In that regard, EMA supports performance based, not technology specific, solutions and also supports the removal of perceived impediments that might otherwise hinder the development of potentially successful technology solutions. Accordingly, EMA seeks to disseminate relevant information that may assist in keeping open as broad an array of potential engine technology choices as practicable and does not endorse any particular engine technology.

Copies of the complete report are available at the EMA website at www.enginemanufacturers.org. Questions regarding the report should be addressed to Mr. Kevin Kokrda at EMA (312-827-8700) or Mr. Michael Jackson at TIAX (408-517-1550).

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.

TIAX is a premier technology, product development, and technology-based consulting firm based in Cambridge, MA, that operates at the intersection of business and technology. TIAX helps commercial and government clients transform ideas into products and problems into solutions. Formerly Arthur D. Little's Technology & Innovation business, TIAX is ISO 1901 certified and has more than 50 research and development laboratories.