

# NEWS



## Manufacturers of Emission Controls Association

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### **MECA Highlights Economic Benefits of Mobile Source Emission Control Industry**

**Washington, D.C.** – The Manufacturers of Emission Controls Association (MECA) today released new information on the economic benefits of the mobile source emission control industry in the United States. For 2010, MECA estimates that the total economic activity associated with emission control technology on new cars and trucks in the U.S. is approximately \$12 billion. In addition, MECA member companies currently account for approximately 65,000 green jobs in the U.S. These economic benefits are due in large part to the development and enforcement of important air pollution control regulations over the years by the U.S. Environmental Protection Agency (EPA) as required by the Clean Air Act Amendments (CAAA) of 1970.

According to data collected by MECA, since the introduction of catalytic converters on light-duty vehicles in the U.S. in 1975 as a result of emission requirements under the 1970 CAAA, more than 500 million light-duty vehicles have been sold in the U.S. equipped with exhaust and evaporative emission control technologies. A conservative estimate for the cumulative economic activity associated with emission controls on light-duty vehicles over this time period in the U.S. is \$250-300 billion. In 2010 alone, sales of U.S. light-duty vehicles (meeting strict EPA Tier 2 emission standards) totaled 11.6 million units, which generated emission control economic activity of nearly \$10 billion. Globally, light-duty vehicle sales totaled 72 million units in 2010; this translates into emission control economic activity of \$36-43 billion.

For heavy-duty diesel vehicles, since 2007, approximately two million heavy-duty (and medium-duty) trucks have been sold in the U.S. equipped with diesel particulate filters (for control of particulate matter) to fulfill emission requirements under EPA's heavy-duty highway rulemaking. This translates into cumulative emission control economic activity of \$4-6 billion dollars in the U.S. over the 2007-2010 timeframe. Adding in the fact that the majority of trucks sold in 2010 were also equipped with selective catalytic reduction systems (for control of nitrogen oxides), medium- and heavy-duty truck sales in the U.S. in 2010 provided approximately \$2 billion in economic activity related to emission control technologies.

Overall, the total emission control economic activity in the U.S. in 2010 of approximately \$12 billion (light-duty, medium-duty, and heavy-duty vehicles) is equivalent to the 2010 revenues of U.S. companies like Waste Management, Office Depot, or Kellogg – companies that rank in the range of 185 to 200 in the Fortune 500 for 2010. The global light-duty vehicle emission control economic activity in 2010 of \$36-43 billion puts the emission control industry equivalent to U.S. companies such as Apple, Walt Disney, and PepsiCo – companies that rank in the range of 45-60 in the 2010 Fortune 500.

In terms of employment, MECA member companies currently account for approximately 65,000 green jobs in the U.S. These jobs are located in nearly every state in the U.S. – the top 10 states are: Texas, Michigan, New York, New Jersey, North Carolina, Ohio, Illinois, Indiana, Pennsylvania, and Nebraska – as well as in Canada and Mexico. This employment figure does not include the tens of thousands of jobs in the automobile, truck, and engine manufacturing industries that are involved with implementing emission control technologies on today's cars and trucks.

Furthermore, studies have shown that the public health benefits associated with reducing air pollution are significantly higher than the costs of implementation. EPA's recently released report on the benefits and costs of the Clean Air Act indicates that approximately \$2 trillion in benefits will be achieved in 2020 – more than \$30 in benefits for every dollar spent.

“The Clean Air Act and EPA policies have not only provided important health benefits stemming from large reductions in exhaust and evaporative emissions from mobile sources but have also created an industry with significant numbers of highly skilled jobs and a global economic reach,” said MECA's Executive Director, Joseph Kubsh. “We expect this emission control economic activity to grow even more in the future as the industry continues to ramp up its efforts to meet the requirements of new and more stringent air quality standards, both in the U.S. and abroad.”

The U.S. mobile source emission control program has rightly earned the reputation as one of the world's great environmental success stories. Today, emissions of harmful pollutants from new on- and off-road vehicles and equipment are a small fraction of those emitted from those made in the 1960s. As a result, the ambient air we breathe is much cleaner than it was 40 years ago. Notable emission control technologies that have contributed to this success story include catalytic converters for light-duty gasoline-fueled vehicles and diesel particulate filters for diesel-fueled vehicles. These emission control technologies have been applied to not only new engines but to in-use engines as well through the introduction of light-duty aftermarket converter programs and heavy-duty diesel retrofit programs across the U.S. Of equal importance, the technologies and strategies achieving these significant pollution reductions have contributed to a dramatic increase in fuel economy – and, therefore, a reduction in greenhouse gas emissions – by allowing vehicle and engine manufacturers to focus on designing higher efficiency powertrains.

Founded in 1976, MECA is a national association of companies that manufacture a variety of mobile source emission control equipment for automobiles, trucks, buses, and off-road vehicles and engines, as well as stationary internal combustion engines. For more information on exhaust and evaporative emission control technologies, please visit MECA's web site at: [www.meca.org](http://www.meca.org).

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