

NEWS



Manufacturers of Emission Controls Association

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EPA's Clean Diesel Programs Creating New Jobs

Washington, D.C. – The Manufacturers of Emission Controls Association (MECA) today reported that the U.S. Environmental Protection Agency's Clean Diesel Programs, including the 2007/2010 heavy-duty highway engine emission standards and the Tier 2 light-duty vehicle emission standards, have created more than 1,600 new jobs in the emission control industry. The jobs increase reflects the strong commitment by the emission control industry to meet the stringent requirements of these rules, including their ongoing investment of over \$1.8 billion for developing, optimizing, and commercializing advanced diesel engine emission control technologies.

“These latest labor figures are not surprising given the substantial increase in the level of investment over the past several years by our industry to ensure that the necessary emission control products will be available to meet EPA's standards,” said MECA's Executive Director, Joe Kubsh. “We expect this number to grow even more in the future as the emission control industry ramps up its efforts to meet the phase-in of EPA's heavy-duty highway NOx requirements by 2010 and the phase-in of EPA's Tier 4 nonroad diesel engine emission standards during the next decade.”

Finalized in December 2000, EPA's 2007/2010 heavy-duty highway rule will reduce overall emissions from on-road heavy-duty trucks and buses by up to 95 percent and cut the allowable levels of sulfur in diesel fuel by 97 percent. Ultra-low sulfur diesel fuel became available nationwide at the retail level on October 15, 2006. In meeting the new standards, advanced exhaust emission control technologies to reduce both particulate matter (PM) and oxides of nitrogen (NOx) will play a critical role. Beginning with the upcoming 2007 model year, 100 percent of the on-road diesel heavy-duty engines will require the use of a diesel particulate filter and, beginning with the 2010 model year, on-road heavy-duty diesel engines are forecast to employ NOx exhaust emission control technology. Light-duty diesel vehicle introductions announced for the U.S. starting this year will also employ diesel particulate filters and NOx-based exhaust emission controls to comply with EPA's Tier 2 light-duty emission standards. Progress in improved catalyst formulations, substrate and filter designs, packaging technology, and systems integration continue to be made.

“Based on the technological advances of our industry, engine manufacturers, and the oil industry, implementation of EPA’s Clean Diesel Programs is on track. Indeed, we believe the commitments made by these industries has not only resulted in more jobs but a historic shift in the direction of the truly clean diesel engine,” said Kubsh.

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 emission control technology, please visit MECA’s web site at: www.meca.org.

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