

NEWS



Manufacturers of Emission Controls Association

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MOTOR VEHICLE EMISSION CONTROLS INDUSTRY CONTINUES TO MAKE NECESSARY INVESTMENTS TO HELP MEET EPA'S 2007 AND LATER ON-ROAD HDDE STANDARDS

Washington, DC – The Manufacturers of Emission Controls Association (MECA) reported today that its member companies continue to make the necessary investments to help meet the U.S. Environmental Protection Agency's 2007 and later on-road heavy-duty diesel engine standards.

MECA indicated that the technological progress in developing and commercializing diesel particulate filter and NOx control technologies for heavy-duty diesel engines is on schedule and will be ready to meet the requirements in 2007 and 2010. Recent successful technological advancements made by MECA companies is a direct result of their strong commitment, which includes their ongoing investment of over \$1.8 billion for developing, optimizing, and commercializing advanced diesel engine emission control technologies. "This level of commitment represents a \$300 million increase from our last estimate of only three years ago," said MECA's Executive Director, Dale McKinnon. "This substantial increase in the level of investment demonstrates our industry's commitment to ensure that the necessary emission control products will be available to meet the 2007 HDDE and later model year standards. In addition, this kind of continued and growing investment will create new jobs in the U.S."

McKinnon added, "In meeting the new standards, advanced PM and NOx exhaust emission control technology will play a critical role. MECA members are taking a full systems approach to develop and commercialize the diesel exhaust emission control technologies. Progress in improved catalyst formulations, substrate and filter designs, packaging technology, and, importantly, systems integration continue to be made. Several engine manufacturers have stated publicly that they will use a combination of diesel particulate filter technology and exhaust gas recirculation to meet the 2007 interim requirements. In fact, this combination of technologies is already being offered on a commercial basis by some engine manufacturers, which is certainly a testament to the significant progress already made."

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The engine and emission control technology industries are not alone in investing significant resources to meet future requirements. Recent EPA pre-compliance reports on progress towards meeting the supply of low sulfur diesel fuel in mid-2006 highlighted the fact that refiners are on target to supply significantly cleaner highway diesel fuel as required by EPA's rulemaking. Current EPA projections for 2006 indicate 96 percent of the nearly 3 million barrels of highway diesel produced per day will meet the 15 parts per million standard. Low sulfur diesel fuel is already available on a limited basis in some areas of the country well in advance of the mid-2006 deadline.

MECA continues to strongly believe the emission standards adopted by EPA for highway diesel-powered heavy-duty engines will be achieved in a cost-effective manner. Based on an independent investment and cost survey performed for MECA, the cost of diesel particulate filters, which will be required to meet the 2007 standards, is expected to decline from current levels. The independent survey indicates, that once the program is fully implemented, the cost of diesel particulate filters is anticipated to be in the \$1000 range for the large engines used in on-road heavy-duty diesel trucks. This is consistent with the estimate of \$1190 contained in EPA's heavy-duty engine rule.

"Based on the technological advances of our members, the oil industry, and engine manufacturers, it is apparent that the implementation of the requirements of EPA's heavy-duty diesel engine and fuel sulfur rule is on track. This conclusion was well documented in EPA's recently released *Highway Diesel Progress Review Report 2*. Indeed, we believe the investments and commitments made by these industries has already resulted in a historic shift in the direction of the truly clean diesel engine," observed McKinnon.

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 catalytic controls for stationary sources. For more information on emission control technology, please visit MECA's web site at www.meca.org.

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