

NEWS



Manufacturers of Emission Controls Association

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MECA Voices Support for Implementing U.S. EPA's Heavy-Duty Engine Standards/Diesel Fuel Sulfur Limits

Washington, DC – The Manufacturers of Emission Controls Association (MECA), the association of the world's leading manufacturers of motor vehicle emission control technology, today voiced strong support for implementing EPA's recently adopted on-road heavy-duty engine and vehicle 2007 and later model year emission standards and the proposed diesel fuel sulfur limits.

“We believe this rule provides an important opportunity to significantly further reduce emissions from highway heavy-duty diesel engines by utilizing an engineered systems approach that incorporates and combines advanced engine designs, advanced emission control technology, and very low sulfur diesel fuel. EPA's regulatory initiative recognizes the importance of promoting this systems-type approach and the Agency's rule constitutes a carefully crafted and balanced program,” stated MECA's Executive Director, Bruce Bertelsen. “If the program is implemented as adopted and on schedule, it will result in substantial, cost-effective emission reductions over the next several decades. Indeed, EPA's initiative will bring about the era of the truly clean diesel engine.”

Over the past several years, MECA companies have spent several hundred million dollars on developing, optimizing, and commercializing advanced emission control technologies to help enable motor vehicles to meet increasingly more stringent emission control regulatory requirements. “The motor vehicle emission control industry is poised to spend over \$2 billion in this decade, largely in response to EPA's highway heavy-duty engine and vehicle/diesel fuel sulfur control program. Our companies are committed to making the necessary investments to insure that the emission control technology needed is available,” Bertelsen noted.

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Some parties are urging President Bush to delay and/or weaken the heavy-duty engine standards/diesel fuel sulfur limits initiative. Aside from the resulting delay in significantly reducing the health impacts of diesel exhaust emissions – a growing public concern, MECA believes such a delay is unnecessary and would substantially jeopardize the prospects of reaching the goal of the truly clean diesel engine. If the Bush Administration delays this important regulatory initiative, the substantial commitment in financial and human resources that is being made by MECA member companies and many others to develop and/or optimize the necessary technology solutions will be put at risk. It is uncertain at best whether the level of commitment that has been made will be resurrected at a later date.

Any suggestions that implementation of the rule should be delayed until the necessary technological solutions are commercially available are totally unrealistic. Virtually no investment in technology development will occur based on the vague prospect that if technology is developed, regulations may be adopted. Such logic flies in the face of the 30-year success story of the Clean Air Act. Under the Clean Air Act, both Congress and EPA have established standards based on technology that will be available in the future. These standards have created the regulatory incentives to develop the needed technology to meet those standards. With adequate lead-time provided, the challenge of meeting stringent standards has been successfully met time and time again. The situation is no different with EPA's current rule. Indeed, unlike some past situations, clear technology pathways are defined for meeting these standards.

MECA believes the emission standards adopted by EPA for highway diesel-powered heavy-duty engines will be achieved in a cost-effective manner within the lead-time provided, given the availability of diesel fuel with a sulfur level capped at 15 ppm. Emission control manufacturers believe high-performance, cost-effective, and durable emission control technologies will be available as part of the complete engineered system necessary to meet EPA's emission standards.

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

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