

**Natural Resources Defense Council • U.S. Public Interest Research Group • American Lung Association • Sierra Club • Clean Air Network • Alliance of Automobile Manufacturers • Tosco Corporation • International Truck and Engine Corporation • Manufacturers of Emission Controls Association • California Trucking Association • State and Territorial Air Pollution Program Administrators • Association of Local Air Pollution Control Officials • Northeast States for Coordinated Air Use Management**

December 6, 2000

The Honorable William Jefferson Clinton  
The White House  
Washington, D.C. 20050

Dear Mr. President,

We are writing to strongly urge you to finalize the Environmental Protection Agency's proposal on diesel fuel and emissions as soon as possible. While our organizations may not always agree on every issue, we agree on this: EPA's proposal to reduce the sulfur levels in highway diesel fuel by 97 percent nationwide, beginning in mid-2006, will lead to a paradigm shift in diesel emissions that will yield important environmental and public health benefits for every American. When it is implemented, this sulfur reduction will provide the critical step toward meeting EPA's proposed 90 percent reductions in particulate matter and 95 percent reductions in nitrogen oxides.

Our organizations believe that the only logical approach to making this shift is a single, national fuel containing sulfur capped at 15 parts-per-million (ppm), fully implemented in mid-2006. Higher levels of sulfur will disable the most promising emissions controls—controls that will be necessary to meet EPA's proposed emissions standards. Moreover, any phase-in approach that results in a two-fuel system would jeopardize the environmental benefits of the rule; delay sales of the new cleaner diesel engines; require unnecessary multibillion dollar capital investments by the nation's diesel refiners, transporters and sellers; and result in a needless burden on the nation's truck operators and 58,000 retail fuel sellers.

Your administration is on the verge of a historic environmental achievement. The near-elimination of sulfur from on-road diesel fuel would be the most significant step to reduce vehicle pollution since the removal of lead from gasoline. Just as leaded gasoline was a barrier to catalytic converters and cleaner cars in the 1970s, today's high levels of sulfur in diesel fuel is a barrier to promising new emission controls for diesel vehicles.

Together, the undersigned organizations represent a unique and broad-based cross-section of the American public and economy. We have come together because we want to demonstrate the broad-based support and consensus for EPA's proposal—and the need to finalize it as soon as possible.

Together, we applaud the Clinton administration for making the adoption of low-sulfur fuels that enable essential new emission control technologies a top priority. We look forward to working with you and your administration to ensure the success of the diesel fuel and emissions rule before the end of the year.

Sincerely,

John Adams, President, Natural Resources Defense Council

Gene Karpinski, Executive Director, U.S. Public Interest Research Group

John R. Garrison, CEO, American Lung Association

Carl Pope, Executive Director, Sierra Club

Jayne Mardock, Executive Director, Clean Air Network

Josephine F. Cooper, President and CEO, Alliance of Automobile Manufacturers \*

Ann Farner Miller, Vice President for Government Relations, Tosco Corporation

Brian Whalen, Vice President, International Truck and Engine Corporation

Bruce Bertelsen, Executive Director, Manufacturers of Emission Controls Association

Stephanie Williams, California Trucking Association

S. William Becker, Executive Director, State and Territorial Air Pollution Program  
Administrators/Association of Local Air Pollution Control Officials

Jason S. Grumet, Executive Director, Northeast States for Coordinated Air Use  
Management

\* Alliance of Automobile Manufacturers members: BWM Group, DaimlerChrysler Corporation, Fiat Auto S.p.A., Ford Motor Company, General Motors Corporation, Isuzu Motors America, Inc., Mazda North America Operations, Mitsubishi Motor Sales of America, Inc., Nissan North America, Inc., Porsche Cars of North America, Inc., Toyota Motor North America, Inc., Volkswagen of America, Inc., Volvo Cars of North America, Inc.