

**Embargoed for Release
Until 12:00 Noon ET
November 20, 2000**

Contact: Bill Becker (202) 624-7864

**STATES CRACK DOWN ON DIRTY DIESEL TRUCKS,
ANNOUNCE MULTI-STATE INITIATIVE**

(Washington, DC) – More than a dozen states today announced they would pursue a multi-state initiative to clean up diesel trucks sold in their states.

The states said they would adopt tough new requirements planned by California for trucks sold in 2005 and 2006.

“These requirements are designed to make sure that big diesel trucks meet pollution standards in the real world,” said S. William Becker, Executive Director of the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO). “We will demand that diesel engine makers produce a truly cleaner engine.”

In addition to California, states involved in this action include Connecticut, Delaware Georgia, Maine, Massachusetts, Nevada, New Hampshire, New Jersey, New York, North Carolina, Rhode Island, Texas, and Vermont.

“We believe this multi-state initiative will prod engine makers to make cleaner engines all across the nation. People everywhere in this country should be able to breathe easier as a result,” said Richard Valentinetti, Director of the Vermont Air Pollution Control Division and President of STAPPA.

The participating states said they were taking this action because the U.S. Environmental Protection Agency is precluded by law from setting tougher diesel truck requirements before 2007. But California is permitted to set its own, tougher requirements in the interim. And once California adopts such more rigorous requirements, other states will then be able – pursuant to the Clean Air Act – to follow suit.

- more -

The California Air Resources Board is poised to adopt the tougher requirements next month. "I have asked other states to join California in adopting these requirements for 2005 and later. These new rules are needed to prevent diesel manufacturers from deliberately designing and building higher-polluting trucks in those years than they will build between 2002 and 2004," said Winston H. Hickox, Secretary of the California Environmental Protection Agency.

Becker noted that diesel engine makers have evaded federal emission requirements in the past. Just over a year ago, the Justice Department and U.S. EPA announced landmark settlement agreements with seven diesel engine makers. The settlements were designed to resolve complaints that the companies had installed illegal computer software, known as "defeat devices," that turned off pollution controls for big trucks on the highway.

The agreements demanded that big diesel trucks meet pollution control standards in the real world. But within just months of signing the agreements, the engine companies began to assert that they could not meet the cleanup requirements.

This multi-state clean diesel initiative will ensure not only that diesel engine manufacturers subject to the settlement agreements are held to their word to clean up engines, but also that other diesel engine manufacturers – which constitute a growing share of the diesel engine market – produce cleaner engines, as well.

"By taking this action, the states are asserting their role as partners with the federal government in tackling one of the biggest sources of air pollution in the nation," Becker added. "This multi-state clean diesel initiative will fill the gap between 2004 and 2007, when EPA's federal requirements for heavy-duty diesels take effect."

###