

**American Lung Association
Association of Local Air Pollution Control Officials
Clean Air Task Force
Clean Air Trust
Environmental Defense
Natural Resources Defense Council
Northeast States for Coordinated Air Use Management
State and Territorial Air Pollution Program Administrators
20/20 Vision
Union of Concerned Scientists
U.S. Public Interest Research Group**

July 30, 2003

William Graves
President
American Trucking Associations
2200 Mill Road
Alexandria, Virginia 22314-4677

Dear Governor Graves:

In anticipation of the U.S. Environmental Protection Agency's (EPA's) August 6-7, 2003 Clean Diesel Engine Implementation Workshop – which the American Trucking Associations, among others, will sponsor – we write to you to seek clarification of ATA's position on implementation of EPA's 2007 highway diesel rule (2007 rule).

Together and separately, the organizations we represent have a voluminous record of very strong support for the 2007 rule, as adopted in December 2000. We firmly believe that implementation of this important rule, as written and on schedule, is not only entirely feasible, but also critical to achieving and sustaining clean, healthful air across the country.

It is our understanding that, consistent with EPA's commitment during last year's Clean Diesel Independent Review Panel, in which several of us took part, the August 6-7, 2003 workshop is intended to provide a forum for discussing various technology issues associated with implementation of the engine-related provisions of the 2007 rule. We look forward to this workshop and to hearing industry presentations on progress toward timely compliance.

We are, however, troubled by recent press reports that the top executives of four ATA member companies are seeking to delay requirements to clean up diesel trucks. In particular, at the June 2003 Diesel Engine Emissions Summit in Phoenix, we understand that D. Joseph Fleming of Falcon Transport, Glenn Brown of Contract Freighters, Kevin Knight of Knight Transportation and Donald Schneider of Schneider National each called upon EPA to delay the 2007 rule.

Our respective organizations vigorously oppose any efforts to delay, or in any way amend, the 2007 rule, and are counting on ATA and other stakeholders to join with us to ensure that all implementation and compliance deadlines are met and that associated progress toward our nation's public health and environmental goals is achieved. Accordingly, as we approach the Clean Diesel

Engine Implementation Workshop, we seek your assurance that ATA does not endorse, and will not pursue, efforts to delay or undermine the 2007 highway diesel rule.

We look forward to your response in advance of the workshop. We can be reached through Bill Becker, Executive Director of STAPPA/ALAPCO, at 444 North Capitol Street, NW, Suite 307, Washington, DC 20001, bbecker@4cleanair.org or (202) 624-7864.

Sincerely,

Paul G. Billings
Assistant Vice President, Government Relations
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