

STAPPA / ALAPCO

STATE AND TERRITORIAL
AIR POLLUTION PROGRAM
ADMINISTRATORS

ASSOCIATION OF
LOCAL AIR POLLUTION
CONTROL OFFICIALS

S. WILLIAM BECKER
EXECUTIVE DIRECTOR

**For Immediate Release
February 3, 2004**

Contact: Bill Becker (202) 624-7864

**STATES' CONCERN OVER ATTEMPTS TO DELAY/WEAKEN
2007 DIESEL RULE PROMPTS PURSUIT OF CALIFORNIA STANDARDS**

(Washington, DC) – Amidst growing concern over continued public statements by representatives of the trucking industry, suggesting that the U.S. Environmental Protection Agency's (EPA's) federal emission standards for big diesel trucks and buses be delayed or weakened, state air quality officials have decided to take action to ensure that the standards are implemented intact and on time. Facilitated by the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO), states across the nation will use their authority under the Clean Air Act to pursue adoption of California's clean diesel standards.

At issue is EPA's 2007 highway diesel rule – adopted by the Clinton Administration in December 2000 and upheld by the Bush Administration in February 2001 – which establishes stringent emission standards for heavy-duty highway diesel engines, to take effect beginning with the 2007 model year. States and localities are relying on this landmark rule to comply with their statutory obligations to achieve and sustain health-based national ambient air quality standards for ozone and fine particulate matter. Over the past six months, the American Trucking Associations' (ATA's) Chairman and top executives of ATA member companies have continued to comment publicly that EPA should allow more time for implementation of its rule.

In a January 30, 2004 letter to ATA President and CEO Bill Graves, the Presidents of STAPPA and ALAPCO stated that “if the provisions of the 2007 rule are weakened or delayed, clean air efforts across the country will be severely undermined and public health will suffer.” Noting that states would prefer to garner the benefits of the clean diesel program though implementation of EPA's federal rule, STAPPA President James A. Joy, III and ALAPCO President Cory R. Chadwick explained, however, that “the trucking industry's continued comments calling into question the rule's timing have caused states to seek certainty through a backstop.” Accordingly, they advised that over the coming year, STAPPA and ALAPCO “will work with states to facilitate their ability to pursue their statutory authority to opt into California's highway diesel emission

standards for 2007,” adding that “while this is not our preference, we believe it is a necessary step to ensure timely implementation of this crucial program and expeditious attainment and maintenance of clean, healthful air for our nation.”

STAPPA and ALAPCO are the two national associations of air pollution control agencies in 53 states and territories and more than 165 metropolitan areas across the country.

###