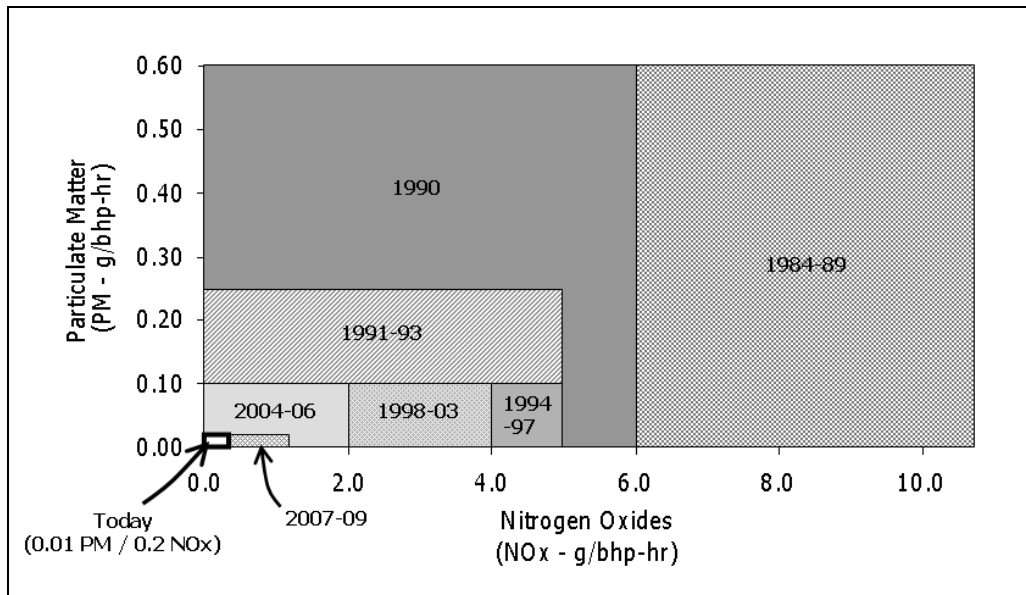


Trucking's Investment in Cleaner Air

Trucking was the first freight industry to widely use advanced diesel engine emission control systems. In 2002, the industry began buying new trucks which incorporated exhaust gas recirculation (EGR) combined with other emission control technologies to reduce tailpipe emissions of nitrogen oxides (NOx) by half. The additional cost of purchasing this new engine technology has been estimated to be as much as \$500 million annually.

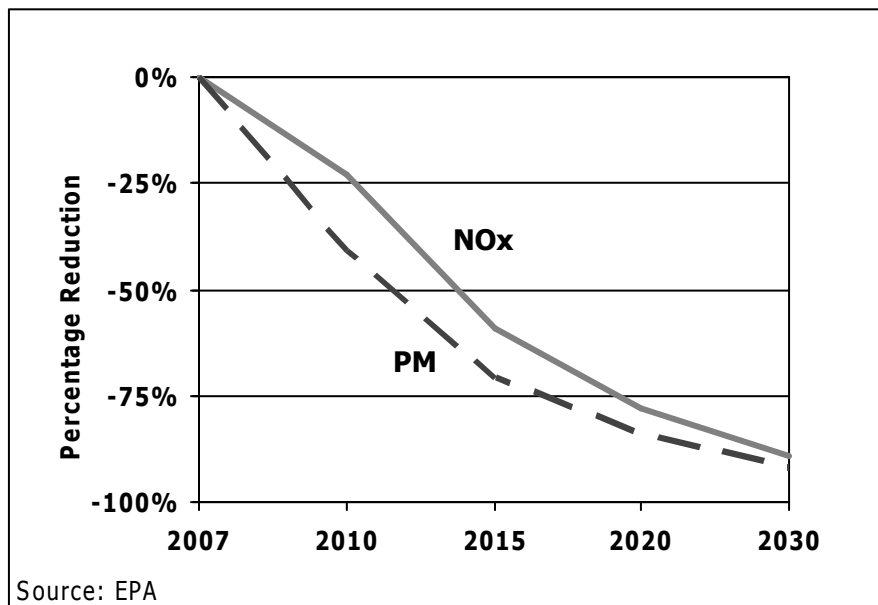
In 2007, the new diesel trucks purchased by the industry began incorporating diesel particulate filters (DPFs) to reduce tailpipe emissions of particulate matter (PM) by 90 percent. These trucks also achieved the first half of a 90 percent reduction in NOx emissions which was fully implemented in 2010. To illustrate the significance of these reductions, every 60 new trucks purchased today roughly equal the NOx and PM emissions produced by a *single* new truck purchased nearly 30 years ago, when the initial truck emission standards were established.

To enable the use of these new emission reduction technologies, the trucking industry began transitioning to ultra-low sulfur diesel fuel (ULSD) in 2006. By late 2010, all of the highway diesel fuel sold in the United States has near-zero sulfur levels (<15 parts/million). The additional cost of purchasing this new engine technology and fuel has been estimated to be as much as \$4 billion annually.



**Progress in Reducing Emissions:
U.S. Heavy-Duty Diesel Engine Emission Standards**

With nearly half a million heavy-duty diesel trucks currently employing DPFs and new truck purchases further expanding the use of PM and NOx controls, emissions from heavy-duty diesel engines are projected to significantly decrease over the next decade. According to the Environmental Protection Agency, between 2007 and 2015, nationwide PM and NOx emissions from heavy-duty diesel trucks will be reduced by more than half. By 2020, these emissions will be reduced by more than 75 percent.



Achieving Future Reductions: U.S. Heavy-Duty Diesel Engine Emissions Trends

According to the Federal Highway Administration, trucks transport more than two-thirds of U.S. freight tonnage. By 2020, while trucking's share of U.S. freight tonnage is projected to increase, less than 40 percent of U.S. freight-related NOx and PM emissions are expected to be produced by trucks. This achievement in cleaner air is primarily the result of the trucking industry's investment in new trucks with advanced diesel engine emission control systems and the purchase of ultra-low sulfur diesel fuel to power these engines.

Good stuff.

