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Subseries:

OA/ID Number: 19507
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Folder Title:
Climate Events/Initiatives 21st Century Trucks

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. resume	[Personally Identifiable Information] [partial] (4 pages)	03/00/2000	b(6)

COLLECTION:

Clinton Presidential Records
Office of Environmental Initiatives
Angie Mizeur
OA/Box Number: 19507

FOLDER TITLE:

Climate Events/Initiatives 21st Century Trucks

2017-1093-F

rs3157

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P1 National Security Classified Information [(a)(1) of the PRA]
- P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P3 Release would violate a Federal statute [(a)(3) of the PRA]
- P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
- P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).

RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

- b(1) National security classified information [(b)(1) of the FOIA]
- b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
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- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

**VICE PRESIDENT GORE:
A RESEARCH INITIATIVE FOR 21ST CENTURY TRUCKS
APRIL 21, 2000**

Vice President Gore and senior executives from many of the nation's largest manufacturers of trucks, buses, and truck equipment today launched an initiative to cut fuel use and greenhouse gas emissions of delivery vehicles by 2/3 and cut the fuel use of 18 wheelers in half, while improving the safety and efficiency of the nation's trucking industry. This public-private partnership focuses on the heavier vehicles the nation depends on to move freight, and complements the Partnership for a New Generation of Vehicles (PNGV) – a program that has already resulted in revolutionary breakthroughs in technologies for autos and light trucks. By cutting fuel costs and increasing safety, the research conducted under the 21st Century Truck Initiative will make the U.S. trucking industry more financially sound, make our economy more energy independent, and help meet such environmental challenges as global warming and other air pollution. The initiative will also benefit the Department of Defense and the U.S. Army – major participants in the partnership – by dramatically cutting operational support costs and increasing combat effectiveness.

Aggressive Goals. Trucking will remain a backbone of the American economy in the 21st century, as the nation becomes increasingly dependent on express delivery and just-in-time inventory shipments. The 21st Century Truck Initiative is designed to develop revolutionary new technologies for increasing the fuel economy and safety of four classes of vehicles which, together, account for more than 90% of all fuel used by U.S. trucks, helping to insulate the industry from potential future price increases. The program's cost-share investments in advanced technologies is designed to produce, within 10 years, manufacturing-ready "production prototypes." Compared to today's vehicles, these prototypes will:

- Triple the fuel economy (measured in ton-miles/gallon) of heavy pickups, large delivery vans, and full-sized passenger buses;
- Double fuel economy for 18-wheeler long-haul trucks;
- Improve safety (technologies will be designed to cut truck fatalities in half);
- Achieve superior operational performance and lower costs for truckers; and
- Exceed expected emission requirements for 2010 (likely to be much more stringent than today's standards).

Multiple Benefits for the Economy, the Environment, National Security and Safety. Trucks currently account for more than one-third of all U.S. emissions from highway vehicles that cause local air pollution. Meeting the President's goals will mean:

- Major reductions in fuel use, leading to greater U.S. energy independence;
- Major reductions in the greenhouse gas emissions most scientists believe are contributing to global warming;
- Improved safety on U.S. highways;
- Continued competitiveness of U.S. truck manufacturers and the U.S. trucking industry (productivity gains should also translate into lower costs for consumers);
- Major reductions in emissions of NOx, particulates, and other local air pollutants; and
- Increased flexibility and speed for U.S. military operations worldwide.

Increased Federal Investment. The President's FY2001 budget proposes \$47 million in increased spending in areas supporting 21st Century Truck research, for a total of \$142 million--a 48% increase.

Industry and Government: Developing 21st Century Technologies. Industry and Government will cost-share research over the full range of areas normally associated with the trucking industry. These include:

- advanced propulsion technology, with a focus on advanced diesel engine, hybrid electric, fuel cell, and advanced drivetrain technologies;
- fuels, with a focus on clean burning fuels that are adaptable to the full range of propulsion sources;
- advanced materials, with a focus on the optimized use of materials like high strength steels, aluminum, magnesium, and composites;
- vehicle intelligence, with a focus on advanced communication and early warning technologies, vehicle diagnostics and prognostics;
- advancements in vehicle designs to reduce aerodynamic drag, with a focus also on reducing other forms of parasitic losses like rolling resistance; and,
- safety, with a focus on the driver-environment, driver-hardware and hardware-environment areas.

A Research Plan and Technology Roadmap to focus and prioritize investment opportunities will be developed over the next several months by Government and Industry partners, with assistance from the academic community. A successful Research Plan/Technology Roadmap is dependent on an awareness and inventory of current research and technology programs, an understanding of the limitations of current research and technology, the technical barriers to be overcome, and a vision of potential future technologies. The Research Plan/Technology Roadmap will be continuously refined throughout the lifetime of the program.

A World Class Team. The new partnership links many of the nation's largest manufacturers of trucks and truck components with research teams in four federal agencies: the Departments of Defense (represented by the U.S. Army), Energy, Transportation, and the Environmental Protection Agency. Industrial participants are: Mack Trucks, Oshkosh Trucks, Paccar, Volvo Trucks North America, Cummins Engine Company, Caterpillar, Detroit Diesel Corporation, Eaton Corporation and Lockheed Martin Control Systems. The partnership creates a unique critical mass of practical experience in truck production, scientific and engineering expertise, and research facilities with capabilities in the wide range of areas critical to the program's success.

As Sent

April 19, 2000

MEMORANDUM FOR THE VICE PRESIDENT

FROM: ROGER BALLENTINE
Deputy Assistant to the President
For Environmental Initiatives

RE: 21st CENTURY TRUCKS INITIATIVE

The 21st Century Trucks Initiative (the "Partnership") is a public-private partnership that could help save the military, businesses, truckers and taxpayers billions of dollars a year in reduced fuel costs, while cleaning the air and reducing greenhouse gas emissions. Modeled after PNGV, 21st Century Trucks aims to create a research and development partnership between the federal government and the medium and heavy truck industry. Its goal is, by 2010, to develop and demonstrate commercially viable technologies to improve fuel efficiency, reduce emissions, enhance safety, reduce total owning and operating costs, and maintain (or enhance) performance.

BACKGROUND

This Partnership is the product of an interagency effort, coordinated by the White House, and involving the Department of the Army, DOE, DOT and EPA. Our interagency team has worked closely with the industry to develop the initiative, including numerous both meetings in Washington and visits to the companies. The Army has been central in developing this Partnership, as they have much at stake. The Army owns about 250,000 trucks, and also buys trucks for the other services. In addition to saving significant expense (the Army fleet logs more than 800 million miles per year), increased fuel efficiency has significant tactical benefits. The Army's single largest force deployment support challenge and expense is moving and storing fuel for its motorized forces.

Thus, the Partnership promises multiple benefits: fiscal; military; economic (reduced operating costs for truckers and a more competitive industry); health (improved air quality and safety enhancements); and, of course, environmental.

PARTNERSHIP GOALS

The Partnership does not involve any binding commitments of any sort by the companies or the government. Instead, the Partnership reflects an understanding between the federal government and a group of creative companies to work together in good faith to develop production prototype vehicles that achieve all of the following objectives:

A. Improve Fuel Efficiency of Heavy-Duty Trucks and Buses:

- Double the fuel economy of 18 wheeler, line-haul trucks (Class 8 trucks) by 2010 on a ton-miles per gallon basis.
- Triple the fuel economy of heavy pickups and large delivery vans (Class 2b and Class 6 trucks) by 2010 on a ton-miles per gallon basis.
- Triple the fuel efficiency of full-sized transit/passenger buses (Class 8) by 2010 on a ton (passenger)-miles per gallon basis.¹

B. Reduce Emissions:

- Exceed standards for oxides of nitrogen, particulate matter, carbon monoxide and hydrocarbons for the year 2010.

C. Enhance Safety:

- Meet or exceed the motor carrier safety goal of reducing fatalities by half in ten years.
- Improve the crash friendliness of trucks for other road users
- Conduct operation road tests of truck safety improvement components
- Ensure linkages to the Intelligent Vehicle Initiative and the Intelligent Highway System and Infrastructure.

D. Enhance Affordability; Maintain or Enhance Performance.

FEDERAL INVESTMENT

The Clinton-Gore FY2001 Budget already provides the funding needed to make this Partnership a reality. The budget calls on Congress to appropriate funding for this initiatives as follows: \$67 million for DOE; \$26 million for DOD; \$11 million for DOT; and \$7 million for EPA (\$111 million total). Overall, this request represents a \$38 million dollar increase in the existing programs that will fund the interagency contribution to the Partnership.

¹ The target is higher for buses and delivery vehicles because their operation allows for efficiency benefits from regenerative technologies. Long-haul trucks present a greater challenge because of their infrequent braking.

THE COMPANIES

We have worked with eleven of the nation's largest manufacturers of trucks and truck components in setting up the Partnership:

- Freightliner Corporation (Portland, OR)
- Mack Trucks (Allentown, PA)
- Oshkosh Trucks (Oshkosh, WI)
- Paccar/Peterbilt (Bellevue, WA)
- Volvo Trucks North America (Greensboro, NC)
- Cummins Engine Company (Columbus, IN)
- Caterpillar (Peoria, IL)
- Detroit Diesel Corporation (Detroit, MI)
- Navistar International (Chicago, IL)
- Allison Transmission Division – General Motors (Indianapolis, IN)
- Lockheed Martin Control Systems (Johnson City, NY)

POLITICAL AND POLICY ISSUES

It took considerable effort to get these companies to agree to the specific goals outlined above. Several aspects of this process merit your attention. We originally proposed a specific and advanced target for truck emissions, largely at the request of EPA. As several companies named this issue as a deal-breaker, we moved simply to language that the vehicles will "exceed" relevant emissions requirements. We were ultimately comfortable with this formulation, since the central goal of the Partnership always was efficiency, and not emissions.

Second, we expect labor to be supportive of this Partnership and have confirmed the support of the Teamsters and will invite them to the announcement. Your staff is working to finalize the role of the UAW, and we expect them to be supportive.

Ford was originally one of the companies consulted in forming the Partnership. They have decided not to participate. Their public line on this decision is that very little of their product is heavy truck-related. However, in private conversations, Ford expressed concern that the smaller vehicles covered by the Partnership are very close in size to some of their larger SUVs, and they are very concerned that the Partnership will be interpreted as a "3X PNGV for SUVs". Their concern is misplaced because the vast majority of SUVs are not large enough to fit within the parameters of the Partnership. Also, the efficiency goals in the Partnership are measured in "ton-miles per gallon" and not simply miles per gallon. "Ton-miles per gallon" is a measure of the efficiency by which a vehicle moves freight (if a vehicle gets one ton-mile per gallon, it uses one gallon of fuel to carry one ton of payload one mile). Since a ton-miles per gallon metric is therefore significantly different than a simply miles per gallon measure, and because consumer-type SUVs are not evaluated by their freight-carrying efficiency (under CAFÉ or otherwise), the company's concern that we are applying CAFÉ-like measurements on SUVs is unjustified.

On a policy scale, this initiative is not as big as PNGV, since PNGV dealt with vehicles that an average American family could own. On the other hand, it may be seen more favorably by the environmental community than PNGV, because some saw PNGV as "cover" for a lack of action on CAFÉ. Because there is no alternative regulatory provisions for heavy trucks, we will not receive that criticism. A clear positive aspect of the timing of this announcement is the recent concern about fuel prices in general and diesel prices in particular. A truck that gets twice fuel efficiency is the equivalent of cutting fuel costs in half.

cc: Charles Burson
Monica Dixon
George Frampton
Morley Winograd

Withdrawal/Redaction Marker

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Bios

**C. M. (Christine) Vujovich**

**Vice President - Environmental
Policy and Product Strategy
(October 1999 to present)**

**Business Box 3005
Address: Columbus, Indiana 47202-3005
(812) 377-3101**

**Home 3531 Shoshone Drive
Address: Columbus, Indiana 47203
(812) 376-7602**

Born: (b)(6)

Previous Positions:	Vice President - Worldwide Marketing Bus, Light Commercial Automotive, and Environmental Management	1996-1999
	Vice President - Product Planning and Environmental Management	1989-1996
	Vice President - Customer Engineering	1985-1989
	Chief Application Engineer - Customer Accounts	1985
	Environment & Government Relations Director	1983-1985
	Manager - Environment	1981-1983
	Environmental Specialist	1980-1981
	Facilities Engineer	1978-1980
	<u>Joined Cummins</u>	1978
	Illinois State Water Service Assistant to Hydrologist	1977
	Illinois School District #91 Secondary Science Teacher	1974-1976
	University Auditing Division Assistant to Auditor	1969-1973

Other Associations:	Director - Kimball International, Inc.
	Director - Irwin Union Bank
	Director - Engine Manufacturers Association
	Member - Society of Automotive Engineers

**Caterpillar Inc.**100 NE Adams Street
Peoria, Illinois 61629

SHERIL K. WEST

Sheril K. West is vice president, Technical Services Division, a post she assumed in 1998. She has responsibility for most of the company's research and development, and oversees operations at the Technical Center and the two company proving grounds (in Peoria, Illinois, and Tucson, Arizona). Her division employs 1,500 people.

She joined Caterpillar in 1974 as a test and evaluation technician at the Peoria Proving Ground, spending the next 15 years in a variety of technical and engineering positions, including field engineer and product service engineer for the company's service engineering division.

In 1987, she became Warranty & Data Division Manager for Service Engineering. Two years later, she was named general manager of Caterpillar Service Technology, one of the company's internal ventures.

She was named manager of Marketing Support Services two years later, a post she held until 1995 when she was elected vice president with responsibility for four company profit centers, all part of Logistics and Product Services.

She has a bachelor's degree in mathematics from Illinois State University and an M.B.A. from the University of Illinois.

She is a member of the boards of the Peoria Woman Community Advisory and Washington 2000. She is also Capital Campaign co-chair for the Kickapoo Council of Girl Scouts and consultant for Junior Achievement of Central Illinois.

**Caterpillar Inc.**100 NE Adams Street
Peoria, Illinois 61629**BIOGRAPHY****RITA L. CASTLE
ISSUES ANALYSIS MANAGER
CATERPILLAR INC.**

Rita Castle is Issues Analysis Manager in the Corporate Public Affairs Department of Caterpillar Inc. Caterpillar, headquartered in Peoria, Illinois, is a major international manufacturer of earth moving equipment and diesel and natural gas engines used in a variety of commercial applications.

Ms. Castle is responsible for the identification, analysis and communication of Caterpillar positions on federal public policy issues. Among the issues are: environmental standards, tort reform, tax reform, infrastructure financing, health care reform, and technology R&D funding.

Prior to joining Caterpillar, Ms. Castle was Executive Director of a Washington DC trade association representing producers of plastic products. She began her professional career on Capitol Hill as Legislative Assistant to Senator Hugh Scott and Congressman James Broyhill.

Ms. Castle is the Caterpillar representative to the American Road and Transportation Builders Association. She is a member of the Engine Manufacturers Association and chairs its Public Policy Group responsible for state and federal policy development and external communications. She is also a member of the Society of Automotive Engineers and ex officio member of the US Chamber of Commerce Environment Committee.

Ms. Castle is a graduate of the University of Delaware with a Bachelor of Arts degree in Political Science and History. She lives in Washington, Illinois.

April 2000

CUMMINS ENGINE COMPANY



FAX COVER SHEET

TO:

ATTN: Angie

FROM:

K. Case

Phone

812-377-4464

Cummins Engine Company, Inc.
Box 3005
Columbus, IN 47202-3005

Fax Number (812) 377-1528

Number of pages to follow:

2

Comments:

Tina Vukich RU



Volvo Trucks North America, Inc.

MARC F. GUSTAFSON

Marc F. Gustafson, President and Chief Executive Officer of Volvo Trucks North America, Inc., assumed his position in September 1996. Under his leadership, the company has increased unit sales by 93 percent from 1996 through 1999. In 1999, Volvo Trucks North America achieved record unit sales and operating income levels.

In 1998, Mr. Gustafson took on the added responsibility to direct the worldwide marketing, business-development and customer-interface strategies for the Volvo Truck Group. As chairman of The Global Marketing and Business Development Board, he leads Volvo Trucks' efforts to expand its global revenue base and to extend the Group's current business scope through strategic acquisitions.

Mr. Gustafson has been recognized locally and nationally for his leadership and marketing abilities. In 1997, he was named "Boss of the Year" by the Greensboro, N.C. Junior Chamber of Commerce. In 1995, he was named one of the "Top 10 Business Marketers of the Year" by *Business Marketing Magazine*.

Mr. Gustafson began his career in the commercial-truck industry in 1974. He has held various positions in both retail dealer and manufacturer organizations, including sales and marketing posts. From 1975 to 1990, he owned and operated two Florida-based truck dealerships.

Prior to joining Volvo Trucks North America, Mr. Gustafson served as Executive Vice President, Sales and Marketing for Mack Trucks, Inc., as well as President and CEO of the manufacturer's Canadian operations. In these positions, Mr. Gustafson reorganized North American sales operations, increased retail sales and consistently improved market share.

Mr. Gustafson is a director for Volvo Commercial Finance Inc., The Americas and Volvo do Brazil. He is also is a member of several industry associations, including the American Trucking Associations Foundation and the American Trucking Associations Executive Committee. In addition, Mr. Gustafson is a member of the President's Advisory Council at the U.S. Chamber of Commerce.

Mr. Gustafson earned a bachelor of science degree from Berry College in Rome, Ga. He and his family reside in Greensboro, N.C.

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Mar-00

M. Denyse Le Fever
Director Power and Drive Systems
Lockheed Martin Control Systems
600 Main Street
Johnson City, NY 13790
Telephone: (607) 770-2901
Fax: (607) 770-2405
E-mail: denyse.lefever@lmco.com

Ms. Le Fever has more than 15 years' experience in marketing and business development in the aerospace, telecommunications and transportation industries. For 12 of those years she has been with Lockheed Martin - predecessor companies, promoting a variety of technologies in worldwide markets. Prior to her appointment as Director of the Power and Drive Systems Business in March 2000, she led business development efforts to develop and market a new technology that will lead to cleaner and more fuel efficient medium- and heavy-duty transit and truck products. The resultant HybriDrive™ Propulsion System is a hybrid electric product that maximizes heavy-duty drive system performance, minimizes emissions and increases fuel economy. New York City Transit has been demonstrating this technology since September 1998 in revenue service transit buses.

Secretary of Energy Bill Richardson Invites You to Attend the Announcement of a Bold New Truck Initiative

What: A new Research and Development Partnership between Industry and Government to promote the development of cleaner more fuel efficient and safer trucks and buses.

When: Friday, April 21, 2000, 9:30-11:45 am

Where: Alvan Motor Freight, 9911 Harrison Road, Romulus, Michigan

Who: Vice President Al Gore, Secretary of Energy Bill Richardson, Secretary of Transportation Rodney Slater, Environmental Protection Agency Administrator Carol Browner and General John G. Coburn, Commanding General, United States Army Materiel Command will attend. The House and Senate delegation as well as other state and local dignitaries are invited. Private sector invitees include representatives from medium and heavy-duty truck manufacturers, engine manufacturers, and major heavy vehicle component and systems suppliers.



The Secretary of Energy
Washington, DC 20585
April 20, 2000

Dear Friend:

I am very pleased to invite you to help us celebrate a bold new initiative to promote the development of cleaner, more fuel efficient, and safer trucks and buses. This event will be held on Friday, April 21, 2000, at Alvan Motor Freight from 9:30 am to 11:45 am. Alvan Motor Freight is located at 9911 Harrison Street, Romulus, Michigan. Vice President Gore will be on hand to lend his support to our efforts.

This initiative is a research and development partnership between private industry and the Federal Government. The industrial partners include representatives from the heavy-duty truck manufacturers, engine manufacturers, and major heavy vehicle component and systems suppliers. The Federal Government is represented in this program by the Departments of Energy, Defense, and Transportation, as well as the Environmental Protection Agency, the Office of Science and Technology Policy, the Council on Environmental Quality, the National Partnership for Reinventing Government, and the Office of Management and Budget. Together, we will work to: 1) reduce our dependence on foreign oil, 2) improve our Nation's air quality, 3) enhance the competitiveness of the U.S. truck and bus industry, and 4) ensure safe and affordable freight and bus transportation.

Please accept my invitation to participate in the announcement of this exciting initiative. In addition, please consider including any interested members of your management team. I look forward to seeing you there. Since security requirements will be necessary, I suggest you arrive as early as possible.

Yours sincerely,

A handwritten signature in black ink, reading "Bill Richardson", is positioned below the "Yours sincerely," text.

Bill Richardson



No movement
once preprogram
starts

Room ~~1800~~
Jeremy Alexander

mdixon331@aol

Hoffa, JAW,
CEG, CEO

Richardson, Slater
Browner, 4~~th~~

Enviro
Levin there-obvious

If no Levin -
not so obvious

This is what
he's speaking

21st Century Truck Initiative Research Partnership Event

When: Friday April 21, 2000, 10:15am

Where: Detroit, MI

Alvan Motor Freight

9911 Harrison Road

Romulus, MI 48174

Who: VP, Secretary Richardson, Secretary Slater, Administrator Browner, General Colburn

CONFIRMED

- ✓ Mr. Marc Gustafson (Gus tough son) Pres and CEO, Volvo (336) 393-2200 (Judy)
+Keith Brandis, Vice President Business Offer Development
- ✓ Ms. Tina Vojavich [voy (like boy) uh vitch] VP, Cummins (812) 377-9504 (Joyce Larrison)
+none
- ✓ Denyse LeFever (Denise) Director, Power and Drive Systems, Lockheed Martin
+Barbara Smart
- ✓ Ms. Sherril West, VP Caterpillar Inc. (Rita Castle) (309) 675-4487
+ Rita Castle Issues Analysis Manager, Corporate Public Affairs
- No PJO Guy Rini (Ree nee), Director of Group Electronics, Mack Trucks (610) 709-3241 (Dianna)
(for Mr. Steve Homcha Exec VP, Mack Trucks)
- Bill Gouse (rhymes with house), Title TBD, Freightliner (503) 735-8577 (Juliana)
(for Mr. Michael von Mayenburg Senior VP, Freightliner)
- ✓ Ken Stinger Chief of Washington Office, Paccar (202) 296-9158
- ✓ Mr. Robert Bohn Chairman, President and CEO, Oshkosh Truck
+Paul Hollowell, President Oshkosh Trucks (920) 235-9151 x2303 (Connie)
(for Mr.)

PENDING

Mr. David Hovind [ho (long o) vind (short i)], President, Paccar (425) 468-7388 (Nancy)

NOT ATTEND, SUB PENDING

Mr. Roger Penske Chairman of the Board, Detroit Diesel (313) 592-5890 (Marilyn)
Sub Nabil Hakim

Use as Founding Partner

YES

Volvo

Cummins

Oshkosh

Detroit Diesel

Caterpillar

Lockheed Martin

Eaton Corporation

PENDING

Paccar

Mack Truck

SEITE G. NOLOJ

 *** ACTIVITY REPORT ***

ST. TIME	CONNECTION TEL	CONNECTION ID	NO.	MODE	PGS.	RESULT
04/12 22:29			5601	AUTO FAX RX ECM	8	OK 06'02
04/12 23:20			5602	AUTO FAX RX ECM	2	OK 00'55
04/12 23:56			5603	AUTO FAX RX ECM	1	OK 00'33
04/13 00:19	202 797 5486	NWF	5604	AUTO FAX RX ECM	2	OK 01'13
04/13 01:31	66791	WH CONFERENCE CE	0827	TRANSMIT ECM	1	OK 00'27
04/13 10:04	515 262 3007 0 4		5605	AUTO FAX RX G3	2	OK 01'30
04/13 22:22			5606	AUTO FAX RX ECM	4	OK 03'22
04/14 00:09	540 743 1916	The Shenandoah L	5607	AUTO FAX RX ECM	5	OK 02'29
04/14 03:43	97037394266		0828	TRANSMIT ECM	3	OK 00'57
04/14 04:20	94146716		0829	TRANSMIT ECM	8	OK 02'51
04/14 05:33	703 739 4266		5608	AUTO FAX RX ECM	5	OK 02'22
04/14 22:06			5609	AUTO FAX RX ECM	4	OK 03'14
04/14 22:55			5610	AUTO FAX RX ECM	5	OK 03'04
04/14 23:05	2025446770	TONGOUR GROUP	5611	AUTO FAX RX ECM	2	OK 00'49
04/15 00:14	913096755815		0830	TRANSMIT ECM	3	OK 00'53
04/15 00:26			5612	AUTO FAX RX ECM	2	OK 00'38
04/15 01:43	2025436853	CONG. SPORTSMEN'	5613	AUTO FAX RX ECM	8	OK 03'25
04/15 04:21			5614	AUTO FAX RX ECM	5	OK 01'39
04/15 04:45	703 739 4266		5615	AUTO FAX RX ECM	11	OK 03'50
04/15 05:32	52342		0831	TRANSMIT ECM	5	OK 02'06
04/15 05:43	66791	WH CONFERENCE CE	0832	TRANSMIT ECM	1	OK 00'27
04/15 05:51	55349	USSS WAVES CENTE	0833	TRANSMIT ECM	2	OK 00'45
04/15 06:46	52342		0834	TRANSMIT ECM	2	OK 00'41
04/15 07:06	202 647 0217		5616	AUTO FAX RX ECM	2	OK 01'24
04/15 07:08			5617	AUTO FAX RX ECM	2	OK 01'09
04/17 22:05	95869260		0835	TRANSMIT ECM	6	OK 02'06
04/18 00:15	66791	WH CONFERENCE CE	0836	TRANSMIT ECM	1	OK 00'28
04/19 01:05			5618	AUTO FAX RX G3	2	OK 01'07
04/19 01:35	62710	CEQ	0837	TRANSMIT ECM	5	OK 01'36
04/19 03:44			5619	AUTO FAX RX ECM	2	OK 01'26
04/19 05:29	202 4088896		5620	AUTO FAX RX ECM	1	OK 00'37
04/19 06:38	202 647 0217		5621	AUTO FAX RX ECM	6	OK 01'58
04/19 10:31	62710	CEQ	0838	TRANSMIT ECM	5	OK 01'52
04/19 10:44	54562	OA SUPPLY	0839	TRANSMIT ECM	1	OK 00'33
04/19 21:45			5622	AUTO FAX RX ECM	8	OK 07'03
04/20 00:56	2023832505		5623	AUTO FAX RX ECM	2	OK 01'18
04/20 02:08			5624	AUTO FAX RX ECM	3	OK 01'35
04/20 02:10			5625	AUTO FAX RX ECM	4	OK 01'42
04/21 02:47	336 393 2050	VTNA CEO OFFICE	5626	MEMORY RX ECM	3	OK 00'51
04/21 02:55			5627	MEMORY RX ECM	3	OK 01'57
04/21 03:39	920 233 9624		5628	MEMORY RX ECM	3	OK 01'01

name	email	Agency	Phone	Fax
Jeff Gulko	jeffrey.gulko@hg.doe.gov	DOE	586-1603	586-7573
Jessie Sherrer (Browner's office)	sherrer.jessie@epa.gov Browner@site	EPA	564-7189 OR 564-7177	501-1490
JEREMY S. ALEXANDER	JEREMY.ALEXANDER@HQ.DOE.GOV	DOE	586-5534 586-7573	
JOHN TOWNSEND	TOWN.TOWNSEND@HQ.DOE.GOV			202-586-5806
Richard L. Moorer	moorer@ee.doe.gov	DOE	586-5350	586-7409

David Zenter

DOE 586-1404

Charles Gray
SITE

EPA Ann Arbor (734) 214-4464

Eli Eddy

- Museum as possibility
- Truck lot

Preprogram

- need home Congress to at least begin?
- invite Senators
- Ed McNamara - R in Wayne County
- Mayor Archer

May have 4★ General

Paper

- none signed
- get Phyllis Paul, to Tol
- press release
- fact sheet
- copy of deck of int
- colorized Henry
- background

flyer inv

PreProgram

↓
DOE

↓
THE Program

Company Introduce VP?

PPE local: emcee preprograms

11 am Mtg

PROGRAM

Richardson

↓

1-2 CEOs?

↓

VP

Trucks 4/20

Dingell, Conyers, Fitzpatrick
Levin

~~Site~~ ^{Motor} ~~ALVIN~~ - site is 5 min from airport

Area for VIP greet 30 people

Preprogram

Cabinet members talk broadly/
Can we just ditch?

Guidelines for

Carl Levin must be there, greet folks, welcome to MI, blah blah blah
~ say climate change/global warming

Gen'l John Coburn - 4★ General

~~Meet & Greet~~ after?

Preprogram, Off, Program

We'll work meet & greet after

Executing

Stage

Levin → Army → EPA → DoT → Richardson → CEO → VIP

6:55 PM 04/19/00

OLD-
LISTS

21st Century Truck Initiative Research Partnership Event

When: Friday April 21, 2000, 10:15am

Where: Detroit, MI specific site TBD

Who: VP, Secretary Richardson, Secretary Slater, Administrator Browner, Army TBD

CONFIRMED

- ✓ Mr. Marc Gustafson (Gus tough son) Pres and CEO, Volvo (336) 393-2200 (Judy)
+Keith Brandis
- ✓ Ms. Tina Vojavich [voy (like boy) uh vitch] VP, Cummins (812) 377-9504 (Joyce Larrison)
- ✓ ~~Mr. James Scanlon~~ ^{none} [scan lun (short u)] President, Lockheed Martin 508- 3400 (Jan Powell)
+??
- Ms. Sherril West, VP Caterpillar Inc. (Rita Castle) (309) 675-4487
+ Rita Castle

CONFIRMED TO REPRESENT COMPANY

- Guy Rini (Ree nee), Director of Group Electronics, Mack Trucks (610) 709-3241 (Dianna)
(for Mr. Steve Homcha Exec VP, Mack Trucks)
- Bill Gouse (rhymes with house), Title TBD, Freightliner (503) 735-8577 (Juliana)
(for Mr. Michael von Mayenburg Senior VP, Freightliner)

PENDING

- Mr. David Hovind [ho (long o) vind (short i)], President, Paccar (425) 468-7388 (Nancy)

Also should invite Ken Stinger

(425) 296-9158

nproctor@paccar.com

276-2368 (cell)

(425) 468-7388 - Norm

(425) 468-8016

(425) 468-8016

(425) 468-8016

NOT ATTEND, SUB PENDING

- Mr. Roger Penske Chairman of the Board, Detroit Diesel
Sub Nabil Hakim

(313) 592-5890 (Marilyn)

NOT ATTEND, NO SUB

- Mr. Robert Bohn ^(Bonn) ~~Pres~~ and CEO, Oshkosh Truck

(920) 235-9151 x2303 (Connie)

↳ would come if can say stuff
Head of Pierce Firetrucks

Paul C. Hollowell - President of

Exe VP & Pres, Defense Business

8pm NW

Use as Founding Partner

YES

Volvo

Cummins

Oshkosh

Detroit Diesel

Caterpillar

Freightliner

Mark, Lockheed

PENDING

Lockheed Martin

Mack Trucks

Paccar

Barbara Smart

CONTACT INFO FOR TRUCK INVITES

VOLVO (confirmed)

Marc Gustafson (Gus tough son), President and CEO
(336) 343-2200 (Judy)
(336) 393-2050 fax
Keith Brandis (Bran diss)
Vice President, Business Offer Development
Same contact info

CUMMINS (confirmed)

Tina Vujovich [voy (like boy) oh vitch], Vice President
(812) 377-3101 (Joyce)
(812) 377-3886 fax
Jim Patten
Executive Director Materials Engineering, Exhaust After-treatment and Contract R&D
(812) 377-7233
(812) 377-7808 fax

LOCKHEED MARTIN (confirmed)

James Scanlon (scan lun (short u), President
(607) 770-2184 (Jackie)
(607) 770-2405 fax to Scanlon cc Cortis and LeFever mark URGENT!!
Steve Cortis (?)
Denyse LeFever, Director, Power and Drive Systems

CATERPILLAR INC (confirmed)

Sherril West, Vice President Technical Service
(309) 578-6173 (Penny)
(309) 578-2873 fax
Rita Castle, Issues Analysis Manager, Corporate Public Affairs
(309) 675-4487 (direct)
(309) 675-5815 fax
Tom Vachon

MACK TRUCKS (confirmed)

Steve Homcha, Executive Vice President
(610) 790-3241 (Dianna)
(610) 790-3241 (fax)
Guy Rini, Chief Engineer for Electronic Products
(301) 790-5832
(301) 790-5743 fax

FREIGHTLINER (confirmed)

Michael von Mayenburg, Senior Vice President

(503) 735-8030
(503) 735-8192 (fax)
S. William Gouse III
Executive Engineer, Technical Planning
(503) 735-7413
(503) 745-6800, (503) 735-6800 fax

PAACAR, INC (all but Stinger confirmed)
David Hovind, President
(425) 468-7388 (Nancy)
(425) 468-8230 fax
Jeff Corey, Advanced Concepts Engineering Manager
Peterbilt Motors Co.
(940) 566-7659
(940) 566-7145 fax
(note: Mr. Corey had twins Tuesday)
Ken Stinger

OSHKOSH TRUCK
Robert Bohn, President and CEO
(920) 233-9665 x2303 Connie
(920) 233-9568 fax
John Stoddard, Vice President, Defense
(920) 233-9665
(920) 233-9586 fax

DETROIT DIESEL
Roger Penske
(313) 592-5000
don't know fax
Nabil Hakim
Director, R&D and Materials Engineering
(313) 592-5000

Gust ovs

Gus of son

fun

Gustafson

VOLVO

Marc Gustafson, President and CEO

(336) 343-2200 (Judy)

(336) 393-2050 fax

Keith Brandis, Vice President, Business Offer Development

(336) 393-2123

393-2050

CUMMINS

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Jim Patten (812) 377-3886 (fax)

Executive Director Materials Engineering, Exhaust After-treatment and Contract R&D

(812) 377-7233 phone

(812) 377-7808 (fax)

LOCKHEED MARTIN

James Scanlon, President

(607) 770-2184 phone (Jackie)

(607) 770-3528 fax 2405 fax

Steve Cortis → Cortez, No title

Denyse LeFevre

LeFevre, Director, Power & Drive Systems

ALLISON

David Piper, Director of Engineering

(317) 242-3843 phone (317) 242-4046 (fax)

Fred Cartwright, Program Manager Electric Drive Systems

(317) 915-2790

MACK TRUCKS

Steve Homcha, Executive Vice President

(610) 709-3241 (Dianna)

(610) 709-3241 (fax)

Guy Rini, Chief Engineer for Electronic Products (confirmed)

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(301) 790-5743 fax

FREIGHTLINER

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(503) 735-8030 - Sullivan

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Executive Engineer Technology Planning

(503) 735-7413

(503) 745-6800

(503) 735-6800

PAACAR, INC

David Hovind, President

(425) 468-7388 (Nancy)

Hovind
(vind)

Gus tough son

Bran dis

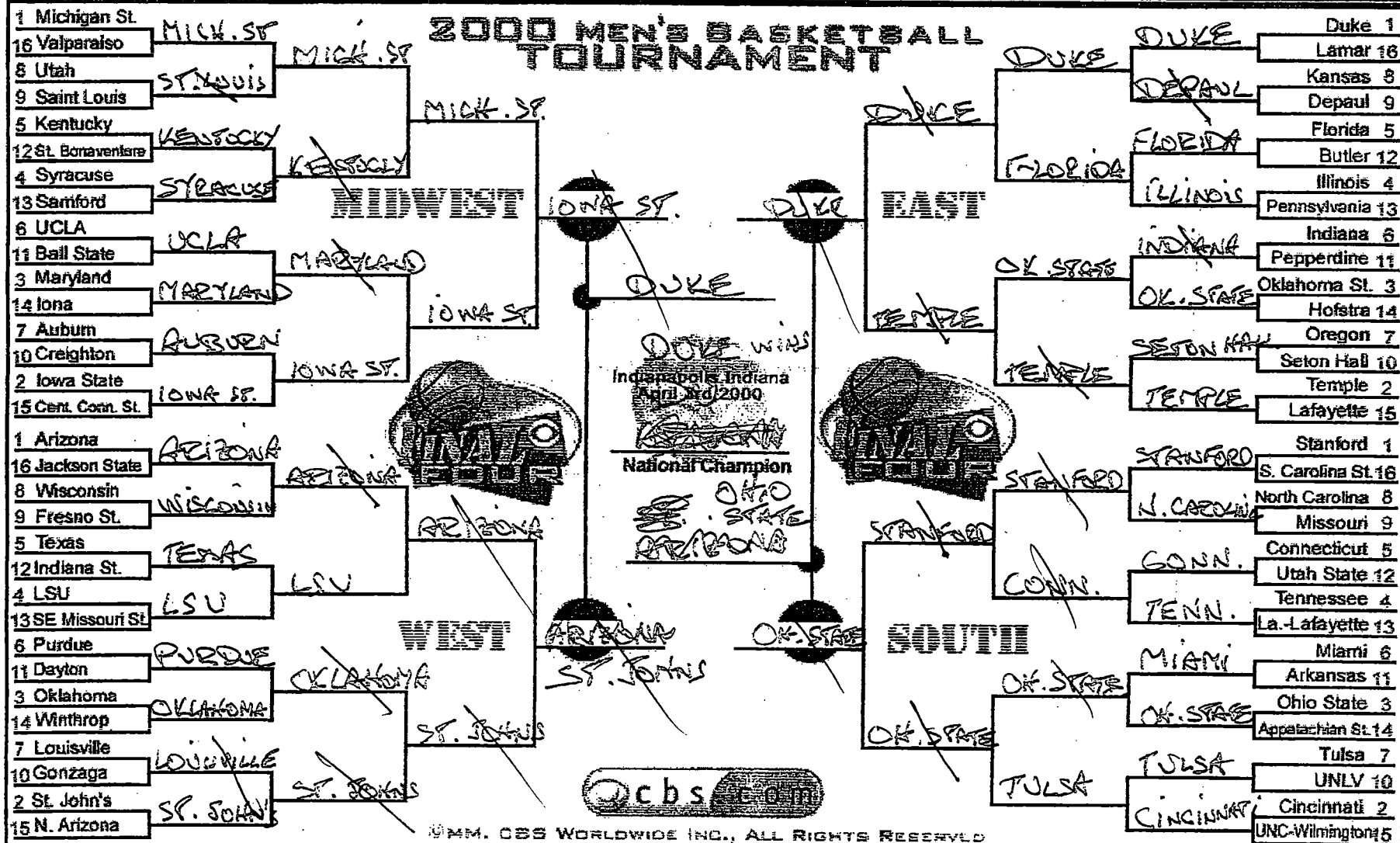
Engineering & Technology



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GARDNER

just had twins
(425) 468-8216 fax

Jeff Corey, Engineering Manager [Advanced Concepts]

Peterbilt Motors Co.

(940) 566-7659 591-4074 (Lisa Allen)

Ken Stinger, Paacay

(425) 296-9158

Norm Frankfort) NM

(425) 468-8230 fax (rhymes w/Lori)

(Bobbie)

(940) 566-7145

woolworth

OSHKOSH TRUCK

Robert Bohn, President and CEO

(920) 233-9665 x2303 Connie

(920) 233-9568 fax

John Stoddard, Vice President, Defense

(920) 233-9665

(920) 233-9586 fax

CATERPILLAR INC

Sherril West, Vice President Technical Service

(309) 578-6173 (Rita Castle)

(309) 578-2873 fax

Tom Vachon

Issues Analysis Manager, Corporate
Public Affairs
(309) 675-5815 (fax)

DETROIT DIESEL

Roger Penske

(313) 592-5000

Nabil Hakim

Director, R&D and Materials Engineering

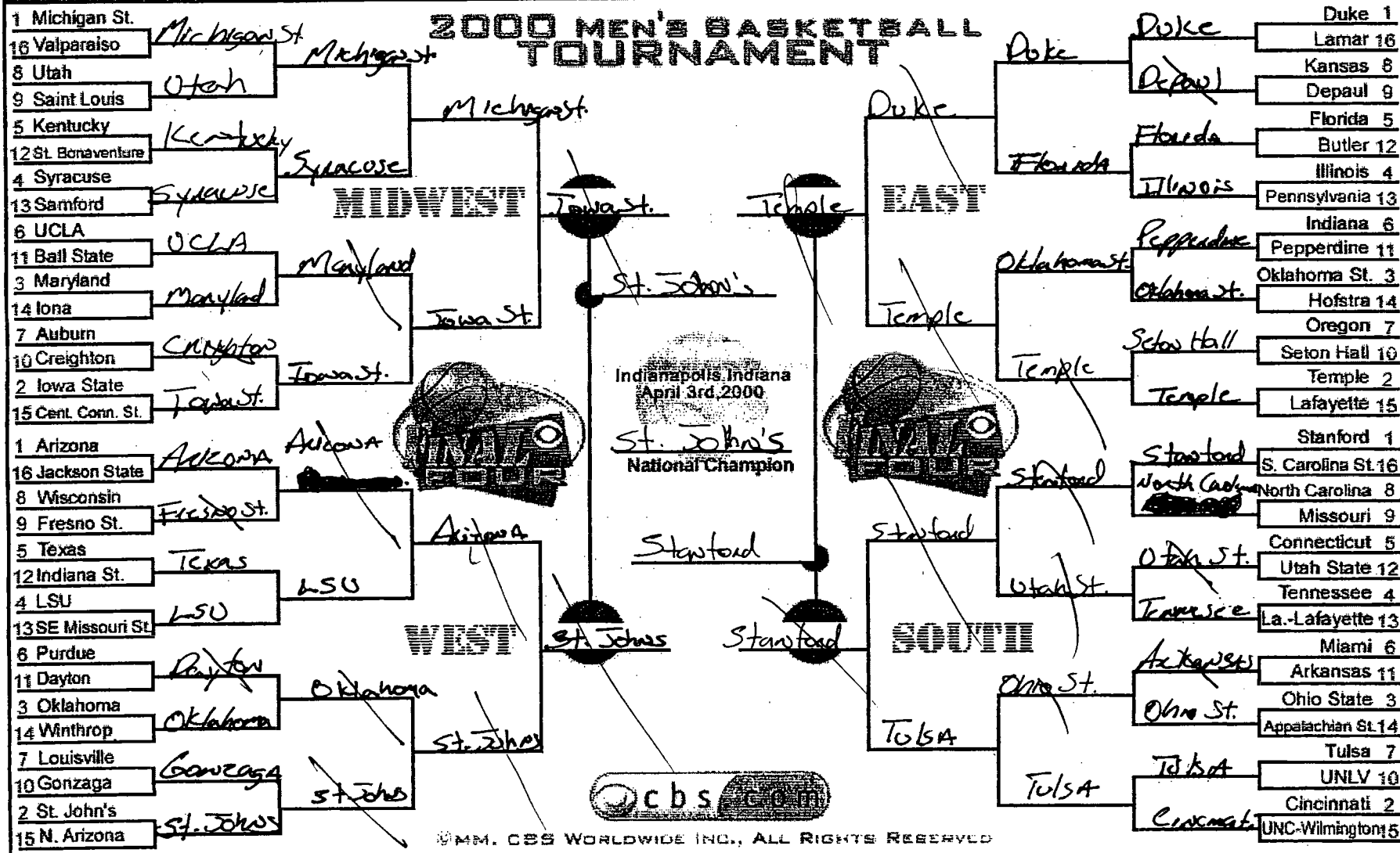
(313) 592-5000



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13 8 6 0 0 3 8 13
Rick Aralos

21st Century Truck Initiative Research Partnership Event**When:** Friday April 21, 2000, 10:15am**Where:** Detroit, MI specific site TBD**Who:** VP, Secretary Richardson, Secretary Slater, Administrator Browner**CONFIRMED**Mr. Marc Gustafson Pres and CEO, Volvo
+Keith Brandis

(336) 393-2200 (Rhonda)

Ms. Tina Vojavich VP, Cummins
+none

(812) 377-9504 (Joyce Larrison)

Mr. James Scanlon President, Lockheed Martin (607) 770-2184 (Jackie)
+?? Jan Powell 508- 3400JMMr. David Piper Director of Engineering Allison Transmission (317) 242-3843 (Angie)
+?? GM agree to participate (Karen Adams) Command**CONFIRMED TO REPRESENT COMPANY**Guy Rini Director of Group Electronics, Mack Trucks (610) 709-3241 (Dianna)
(for Mr. Steve Homcha Exec VP, Mack Trucks) +2010**PENDING**

Mr. David Hovind President, Paccar (425) 468-7388 (Nancy)

(425) 296-9158 Ken Stinger

Ms. Sherril West VP Caterpillar Inc.

(309) 578-6173 (Penny Bi)

(309) 675-4487 (Rita Castle)

NOT ATTEND, SUB PENDING

Mr. Roger Penske Chairman of the Board, Detroit Diesel (313) 592-5000

Sub Nabil Hakim

Mr. Michael von Mayenburg Senior VP, Freightliner (503) 735-8530 (Juliana)

Sub Bill Gouse S. William Gouse (Gouse) Montgomery

NOT ATTEND, NO SUB

Mr. Robert Bohn Pres and CEO, Oshkosh Truck (920) 235-9151 x2303 (Connie)

NOT ATTEND, NOT INVOLVED

Mr. John Rintimaki Ford, Group VP (313) 323-2260 fax invite

Mr. John Horner Chairman, Navistar (312) 836-2500 wcb



WAVES_CONF@PMD.F.EOP.GOV
04/17/2000 12:40:51 PM

Record Type: Record

To: Angela C. Mizeur/WHO/EOP

cc:

Subject: WAVES Appt. U87735 Confirmation for MIZEUR

ADDRESSEES: ANGELA_C._MIZEUR

SUBJECT: WAVES Appt. U87735 Confirmation for MIZEUR

FROM: WAVES OPERATIONS CENTER - ACO: Bartee

Date: 04-17-2000

Time: 11:38:28

This message serves as confirmation of an appointment for the visitors listed below.

Please note: Appointment confirmation for visitor names you requested and not listed below may be forthcoming.

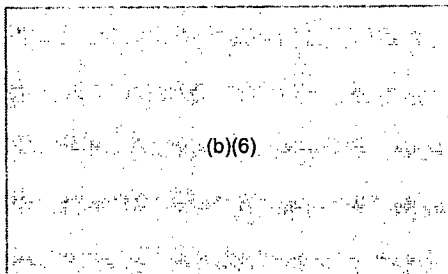
Appointment With: MIZEUR
Appointment Date: 4/17/2000
Appointment Time: 2:00:00 PM
Appointment Room: 474
Appointment Building: OEOB
Appointment Requested by: MIZEUR ANGELA
Phone Number of Requestor: 61782

WAVES APPOINTMENT NUMBER: U87735

If you have any questions regarding this appointment, please call the WAVES Center at 456-6742 and have the appointment number listed above available to the Access Control Officer answering your call.

TOTAL NUMBER OF NAMES SUBMITTED FOR ENTRY : 14
TOTAL NUMBER OF NAMES OF CLEARED FOR ENTRY: 13

ANDERSON, NEILL
ANDERSON, REBECCA
BERNARD, ROY
ELLIS, MONICA
GECSEDI, RONALD
GUTOWSKI, ROBERT
HIRSHBERG, NANCY
IRWIN, PAUL



Use as Founding Partner

YES

Volvo

Cummins

Oshkosh

Detroit Diesel

PENDING

Lockheed Martin

~~Allison~~

Mack Trucks

Paccar

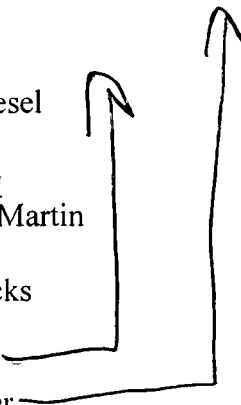
Caterpillar

Freightliner

NO

Ford

Navistar



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MSU prepares for World Bank president's talk

April 18, 2000

 BY JAMES G. HILL
 FREE PRESS STAFF WRITER

When Michigan State announced a few weeks ago that World Bank President James Wolfensohn would give the undergraduate commencement address on May 5, some students and faculty pondered the relevance.

But there is little question now, after a weekend clash between police and demonstrators attempting to shut down meetings of World Bank and International Monetary Fund officials in Washington, D.C.

Terry Denbow, director of university relations, said Monday that MSU is pleased to have a prominent speaker but is consulting with public safety experts.

The World Bank largely is responsible for lending money to underdeveloped nations to help alleviate poverty. The International Monetary Fund manages international financial crises. Both groups have come under fire recently from groups who accuse the organizations of burdening poor countries with overwhelming debts and supporting policies that damage the environment and lead to bad working conditions.

Contact **JAMES G. HILL** at 313-222-6513 or jhill@freepress.com.

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formality & formal

21st Century Truck Initiative Research Partnership Event

When: Friday April 21, 2000, 10:15am

Where: Detroit, MI specific site ~~TBD~~

Who: VP, Secretary Richardson, ~~other executives~~

PENDING, WOULD LIKE TO ATTEND

Mr. Marc Gustafson Pres and CEO, Volvo (336) 393-2200 (Judy) + Keith Branden
Ms. Tina Vojavich VP, Cummins - yes use name (812) 377-9504 (Joyce Larrison) + Q
Mr. James Scanlon President, Lockheed Martin (607) 770-2184 (Jackie)
Jan Powell 508- 3400 +
Mr. David Piper Allison Transmission (317) 242-3843 (Angie) + ?

PENDING, STATUS UNKNOWN

Mr. Steve Homcha Exec VP, Mack Trucks (610) 709-3241 (Dianna) - Rina - Director of Group Elections
Mr. Robert Bohn Pres and CEO, Oshkosh Truck (920) 235-9151 x2303 (Connie) not attend
Mr. David Hovind President, Paccar (web) (425) 468-7388 (Nancy) (425) 468-8230
(425) 296-9158 Ken Stinger

PENDING, UNLIKELY

Ms. Sherril West VP Caterpillar Inc. (309) 578-6173 (Penny)
(309) 675-4487 (Rita Castle) web

NOT ATTEND, WOULD LIKE SUB

Mr. Roger Penske Chairman of the Board, Detroit Diesel (313) 592-5000 web Marilyn
Mr. Michael von Mayenburg Senior VP, Freightliner (503) 735-8030 (Juliana) web
Robt. Gause (503) 735-7413 (VM) Montgomery 888 605 6153

NOT ATTEND, NOT INVOLVED

Mr. John Rintimaki Ford, Group VP (313) 323-2260 fax invite
Mr. John Horner Chairman, Navistar (312) 836-2500 web

- ① 10 AM. event Detroit ~~area~~ (site TBD)
② VP, Richardson, Slater, Browner
③ will you send someone
④ can we list you as founding partner
⑤ DOE will extend formal invite.

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Redefining Progress, One Kearny Street, 4th Floor, San Francisco, CA 94108
 Phone: 415.781.1191 Fax: 415.781.1198 info@rprogress.org

Last Revised January 2000 © Redefining Progress

21st Century Truck Initiative Research Partnership Event

When: Friday April 21, 2000, 1pm

Where: Detroit, MI specific site TBD

Who: VP, Secretary Richardson, ~~other secretaries~~

Mr. Steve Homcha Exec VP, Mack Trucks

(610) 709-3241 (Dianna) fax

(610) 709-

Mr. Marc Gustafson Pres and CEO, Volvo

(336) 393-2200 (Rhonda) - Judy

OK LNC

Mr. David Hovind President, Paccar

(425) 468-7388 (Nancy)

(425) 296-9158 Ken Stinger

~~Mr. John Horner Chairman, Navistar~~

~~(312) 836-2500~~

not attend, resub

Di Hakim

Marilyn Webster 592-5890

~~Mr. Roger Penske Chairman of the Board, Detroit Diesel~~

~~(313) 592-5000 web~~

not attend

Mr. Michael von Mayenburg Senior VP, Freightliner

(503) 735-8030 (Juliana

Montgomery)

Bill Gouze (503) 735-7413

Ms. Tina Vojavich VP, Cummins

(812) 377-3404 (Joyce Larrison)

9504
Tind(D)

~~Mr. John Rintimaki Ford, Group VP~~

~~(313) 323-2260 fax invite~~

NOT involved

Mr. David Piper

Allison Transmission

(317) 242-3843 (Angie) OK

Ms. Sherril West VP Caterpillar Inc.

(309) 578-6173 (Penny)

(309) 675-4487 (Rita Castle)

details tomorrow

press release - details of
announcement

Mr. Robert Bohn

Pres and CEO, Oshkosh Truck

(920) 235-9151 x2303 (Connie)

Mr. James Scanlon President, Lockheed Martin

(607) 770-2184 (Jackie)

Jan Powell 508-3400

OK 4/18 4:30pm
press person here to contact

THE WHITE HOUSE
WASHINGTON
Room 115
Old Executive Office Building

OFFICE OF ENVIRONMENTAL INITIATIVES
FACSIMILE COVER SHEET

TO: Linda Lane

FROM: **ROGER BALLENTINE**

**DEPUTY ASSISTANT TO THE PRESIDENT FOR
ENVIRONMENTAL INITIATIVES**

DATE: 4/18/2000

NUMBER: 62710

NUMBER OF PAGES (Including Cover Sheet): 5

SENDER: **ANGIE MIZEUR**

Special Assistant

SENDER'S PHONE: 202-456-1782
SENDER'S FAX: 202-456-1736

REMARKS:

→ want to spend time with before coming
Hi, I'm The Ang calling from the White House. Mr/Ms _____ received a letter from Roger Ballentine and George Frampton, regarding the 21st Century Truck Initiative research partnership. We are planning an event to announce the Partnership here at the White House next week, and would like Mr/Ms _____ - to join us. The event will be with several members of the President's Cabinet. We are tentatively scheduled for next Wed at 2 PM. We will give you a final answer on Monday.

Mr. Steve Homcha Exec VP, Mack Trucks

(610) 709-3241 (Dianna) OK - Dianna

Mr. Marc Gustafson Pres and CEO, Volvo

(336) 393-2200 wcb

Mr. David Hovind

President, Paccar

(425) 468-7388

Mr. John Horner

Chairman, Navistar

(312) 836-2500 wcb

~~Mr. Roger Penske~~

~~Chairman of the Board, Detroit Diesel~~

~~(313) 592-5000 wcb~~

Mr. Michael von Mayenburg Senior VP, Freightliner

(503) 735-8030 wcb

Ms. Tina Vojavich

VP, Cummins

(317) 377-3101

Mr. John Rintimaki

Ford, Group VP

(313) 323-2260 - fax inv. to

Mr. David Piper

Allison Transmission

(317) 242-3843

Ms. Sherril West

VP Caterpillar Inc.

(309) 578-6173

~~Mr. Robert Bohn~~

~~Pres and CEO, Oshkosh Truck~~

~~(920) 235-9151~~

Mr. James Scanlon

President, Lockheed Martin

(607) 770-2184

11/12/39 048-30-4000-602

(607) 770-3528 (fax) - OK

Mr. Paige Hooper

(703) 695-6153

Simon

Shuck

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Note, Susan, Linda

Paper = press release, notebook

Sites: need truck visual

hybrid truck Army - Tacom TA ^{ote} Army

↳ 30 men from airport

Interviews afterwards via satellite

1:30 PM

(b)(6)

Fred Cartwright

Guy Kim
Gupreet Singh
(216) 460 5555

Title	FirstName	LastName	JobTitle	Company	Address1	Address2	City	State	PostalCode	ThankName
Mr.	Steve F.	Homcha	Executive Vice President	Product Development and Class 8 Programs	Mack Trucks, Inc.	2100 Mack Boulevard	Allen town	PA	18105	Guy Rini
Mr.	Marc	Gustafson	President and Chief Executive Officer	Volvo Trucks North America, Inc.	7900 National Service Road		Greensboro	NC	27402	Keith Brandis
Mr.	David J.	Hovind	President	Paccar, Inc.	P. O. Box 1518		Belle vue	WA	98009	Jeff Corey
Mr.	John R.	Horner	Chairman, President & Chief Executive Officer	Navistar International	455 North City Front Drive		Chicago	IL	60611	Ron Glotzbach
Mr.	Roger	Penske	Chairman of the Board	Detroit Diesel Corporation	13400 Outer Drive, West		Detroit	MI	48239	Nabil Hakim
Mr.	Michael	von Mayenburg	Senior Vice President	Engineering and Technology	Freightliner Corporation	4747 N. Channel Avenue	Portland	Oregon	97217	Bill Gouse
Ms.	Tina	Vujovich	Vice President	Cummins Engine Company, Inc.	Mail Code 60616 COB	500 Jackson Street	Columbus	IN	47201	Jim Patten

Harvie Hazeur

Mr.	John	Rintimaki	Group Vice President	Ford Motor Company	The American Road General Motors Corporation		Dear born	MI	48126	Paul Geck
Mr.	David M.	Piper	Director of Engineering Vice President, Technical Services Department	Allison Transmission Division Caterpillar Inc.		P.O. Box 894, Speed Code: K02	Indianapolis	IN	46206-0894	Fred Cartwright
Ms.	Sherril	West			Tech Center Building A	P.O. Box 1875	Peoria	IL	61656-1875	Tom Vachon
Mr.	Robert G.	Bohn	President and Chief Executive Officer	Oshkosh Truck Corporation	2307 Oregon Street	P.O. Box 2566	Oshkosh	WI	54903	John Stoddart
Mr.	James D.	Scanlon	President	Lockheed Martin Control Systems	600 Main Street	Mail Stop 123	Johns on City	NY	13790-1888	Steve Cortese and Denyse LeFever

Wall

21st CENTURY TRUCK ADDRESSES

MACK TRUCK

- Mr. Michael Tigou PH: 610-709-3507
Chairman and Chief Executive Officer FX: 610-709-2100
Mack Trucks, Inc.
2100 Mack Boulevard
Allentown, PA 18105
- X Mr. Steve F. Homcha *asst Dianna* PH: 610-709-3241
Executive Vice President, FX: 610-709-2391
Product Development and Class 8 Programs
2100 Mack Boulevard
Allentown, PA 18105

VOLVO

- X Mr. Marc Gustafson *wcb* PH: 336-393-2200
President and Chief Executive Officer FX: 336-393-2050
Volvo Trucks North America, Inc.
7900 National Service Road
Greensboro, NC 27402
- Mr. Keith Brandis PH: 336-393-2123
Vice President, Business Offer Development
Volvo Trucks North America, Inc.
7900 National Service Road
Greensboro, NC 27402

PETERBILT MOTORS CO.

- Mr. Mark C. Pigott PH: 425-468-7400
Chairman and Chief Executive Officer
Peterbilt Motors Co.
777 106th Avenue
Bellevue, WA 98004
- Mr. David J. Hovind PH: 425-468-7388
President FX: 425-468-8216
PACCAR, Inc.
P. O. Box 1518
Bellevue, WA 98009
- Mr. Virgil Pound PH: 425-468-7387
Senior Technical Director FX: 425-468-8228
PACCAR
P. O. Box 1518
Bellevue, WA 98009

NAVISTAR

- X Mr. John R. Horner *VM Patti* PH: 312-836-2500
Chairman, President & Chief Executive Officer
Navistar International
455 North City Front Drive
Chicago, IL 60611

X David Hovind (Nancy - I think)

Mr. Mark Stasell
Vice President
Product Development and Engineering
Navistar
2911 Meyer Road, P. O. Box 1109
Fort Wayne, IN 46801

PH: 219-461-1555
FX: 219-428-3775

DETROIT DIESEL

Not attend

X Mr. Roger Penske
~~Chairman and Chief Executive Officer~~
Detroit Diesel Corporation
13400 Outer Drive, West
Detroit, MI 48239

of 12
Board

PH: 313-592-5000

(NO SENIOR TECHNICAL OFFICIAL)

FREIGHTLINER CORP.

- X Mr. Michael von Mayenburg
Senior Vice President
Engineering and Technology
Freightliner Corporation
4747 N. Channel Avenue
Portland, Oregon 97217

OSHKOSH TRUCK CORP.

- Mr. Robert G. Bohn
President and Chief Executive Officer
Oshkosh Truck Corporation
2307 Oregon Street
P. O. Box 2566
Oshkosh, WI 54903

PH: 920-233-9665
FX: 920-233-9586

Mr. John Stoddart
Vice President, Defense
Oshkosh Truck Corporation
2307 Oregon Street
P. O. Box 2566
Oshkosh, WI 54903

NO
COMMA

CATERPILLAR INC.

- See Tom Vachon's e-mail of 3/17

CUMMINS ENGINE CO.

- X No response

Shellill used
Ms. Cheryl used
JP Technical Services
Caterpillar Inc
Tech Center Bldg A
PO Box 1875
Peoria, IL 61656-
1875

Mar-22-00 09:48

From-

T-248 P.04/05 F-303

Official Titles and contact information

S. William Gouse III
Executive Engineer
Technology Planning
Freightliner Corporation
4747 North Channel Avenue
Portland, OR 97217-7699
Phone: 503-765-7413 changing
Voice mail: 800-345-5966 #7413

U C E U
(Chief Executive
Officer)
(2) Senior Technology
official
(for example
VP of Engineering)

Guy T. Rini
Chief Engineer
Electronic Controls & Management Products
Mack Trucks, Inc.
13302 Pennsylvania Avenue
Hagerstown, MD 21742
Phone: 301-790-5832

Keith Brandis
Vice President Business Offer Development
Volvo Trucks North America
7900 National Service Road
Greensboro, NC 27402
Phone: 336-393-2123

Jim Patten
Executive Director Materials Engineering, Exhaust After-treatment and Contract R&D
Cummins Engine Company, Inc.
Box 3005
Columbus, IN 47202-3005
Phone: 812-377-7233

Tom Vachon
Manager of External R&D Program Development
Caterpillar Inc.
100 N.E. Adams Street
Peoria, IL 61629-1430
Phone: 309-578-2853 x6988

~~Todd Grulke~~ Nabil Hakim
~~Vice President Government Sales~~ Director, R&D & Materials Engineering
Detroit Diesel Corporate Offices
13400 Outer Drive, West (A08)
Detroit, MI 48239-4001
Phone: 313-592-5000

Mar-22-00 08:48

From-

T-248 P.05/05 F-303

Jeff Corey
Engineering Manager Advanced Concepts
Peterbilt Motors Co.
3200 Airport Road
Denton, TX 76207
Phone: 940-566-7659

Ron Glotzbach
Director of Test Analysis and Materials
Navistar
PO Box 1109
Ft. Wayne, IN 46801
Phone: 219-461-1006

PAUL GECK

^{STAFF}
SENIOR TECHNICAL SPECIALIST
ADVANCED VEHICLE SYSTEMS ENGINEERING
BEECH DALY TECHNICAL CENTER
2001 BEECH DALY ROAD
DEARBORN HEIGHTS, MI 48125
Phone: (313)323-0014

STEVE CORTESE

MANAGER, HEV BUSINESS DEVELOPMENT
600 Main St

Johnson City, NY 13790-1888

Mail stop Room 902

Phone: (607)770-³⁹⁶⁰~~2407~~

TO: Henry Kelly

FM: PAUL SKALNY

MR. DAVID M. PIPER
DIRECTOR of Engineering
ALLISON TRANSMISSION DIVISION
General Motors Corporation

Speedcode: K02

P.O. BOX 894

Indianapolis, Ind. 46206-0894

(317) 242-3843

Poc is Fred Cartwright
Program Manager, Electric Drive Systems
Allison Transmission Division
General Motors Corporation

Speedcode: DC

P.O. BOX 894

Indianapolis, Ind. 46206-0894

(317) 915-2704

TO: Henry Kelly

FM: PAUL SKALNY

MR. DAVID M. PIPER

DIRECTOR of Engineering

ALLISON TRANSMISSION DIVISION

General Motors Corporation

Speedcode: K02

P.O. BOX 894

Indianapolis, Ind. 46206-0894

(317) 242-3843

Poc is Fred Cartwright

Program Manager, Electric Drive Systems

Allison Transmission Division

General Motors Corporation

Speedcode: DC

P.O. BOX 894

Indianapolis, Ind. 46206-0894

(317) 915-2709



Paul F Skalny <skreate@juno.com>

04/04/2000 06:44:18 AM

Record Type: Record

To: Henry C. Kelly/OSTP/EOP

cc:

Subject: Fw: Fw: Names & Addresses Requested

Henry,

I typed in the wrong email address. Sorry!

Paul

----- Forwarded message -----

From: Paul F Skalny <skreate@juno.com>

To: hkelly@ostp.eov.gov

Date: Mon, 3 Apr 2000 16:38:23 -0400

Subject: Fw: Names & Addresses Requested

Message-ID: <20000403.163824.-231865.4.skreate@juno.com>

Henry,

I was not able to connect remotely at work so I asked Oshkosh to send me the information to my juno email account. I have not spoken to John Stoddart; however, he should connect with me tomorrow when he returns from travel.

Regards,

Paul

----- Forwarded message -----

From: "Kathi Sawall" <KSawall@oshtruck.com>

To: skreate@juno.com, skalnyp@tacom.army.mil

Cc: JStoddart@oshtruck.com

Date: Mon, 03 Apr 2000 15:29:28 -0500

Subject: Names & Addresses Requested

Message-ID: <s8e8b8f4.028@oshtruck.com>

The following information is what you requested.

send letter to:

Robert G. Bohn
President and Chief Executive Officer
Oshkosh Truck Corporation
2307 Oregon Street
PO Box 2566
Oshkosh, WI 54903

920 233-9303

the thankee is:

John Stoddart
Vice President, Defense
(Same Address)
920 233-9665
Fax: 920 233-9586
jstoddart@oshtruck.com

If you need anything else please contact me.

Kathi Sawall, Administrative Assistant
Oshkosh Truck Corporation
2307 Oregon Street
PO Box 2566
Oshkosh, WI 54903
920 233-9299
Fax # 920 233-9586
ksawall@oshtruck.com



Isabel A. White@OVP
04/18/2000 08:45:08 PM

Record Type: Record

To: See the distribution list at the bottom of this message
cc: Isabel A. White/OVP@OVP, Lisa A. Berg/OVP@OVP
Subject: OUTREACH / SITE SELECTION FOR FRIDAY 4/21 DETROIT EVENT

For the purposes of having anything fall through the cracks and ensuring that we end up with a 200 person crowd at site TBD on Friday in Detroit I want to recap what is my understanding of who is doing what for this event.

OUTREACH:

This is a DOE event so official invitations et. al will come from DOE. In the meantime:

Bill Samuel will be reaching out to labor folks to see if they (teamsters, UAW) would like not only to send reps but also people for the crowd

Angie / Roger will be handling outreach to truck companies in coordination with Morley / Jennifer Muller.

Nathan Hurst will be handling outreach to enviros.

Paul Thornell will be handling outreach to the MI congressional delegation.

DOD will handle outreach to any military guests / program participants.

Billy Gluntz in cabinet affairs will help with the coordination of all cabinet secretaries and other agency reps in attendance / event participation and any guests that these agencies want to send.

Question - who should deal with outreach to Mayor Archer? (IGA?)

ALL lists will be compiled and DOE will keep a master list.

DOE is working on a flyer that can be sent out to folks alerting them / inviting them to the event.

Again, the goal is 200 guests minimum, and we expect this crowd to be made up of guests from truck companies, enviros, labor, military, congressionals / cabinet.

SITE:

Angie and Morley will be working together to discuss possible truck manufacturing site with trucking companies on board.

David Leitner will be coming up with options through DOE channels.

The goal is to have sites that the VPs advance team, already on the ground, can look at tomorrow hopefully in concert with a DOE logistics team / person on the ground or in DC.

PLEASE LET ME KNOW IF ANYTHING IS THE ABOVE IS NOT CORRECT OR NEEDS TO BE AMENDED. I AM NOT IN THE OFFICE TOMORROW BUT WORKING FROM HOME AND AVAILABLE ALL DAY BY PAGER (THROUGH SIGNAL).

Message Sent To:

Jodi R. Sakol/OVP@OVP
William H. Samuel/OVP@OVP
Nathan E. Hurst/CEQ/EOP@EOP
Paul Thornell/OVP@OVP
Morley A. Winograd/OVP@OVP
Roger S. Ballentine/WHO/EOP@EOP
Angela C. Mizeur/WHO/EOP@EOP
Jennifer R. Muller/OVP@OVP
William T. Glunz/WHO/EOP@EOP
David Leiter@hq.doe.gov @ inet
Matthew L. Bennett/WHO/EOP@EOP
Michael B. Feldman/OVP@OVP
Henry C. Kelly/OSTP/EOP@EOP

Secretary of Energy Bill Richardson Invites You to Attend the Announcement of a Bold New Truck Initiative

What: A new Research and Development Partnership between Industry and Government to promote the development of cleaner more fuel efficient and safer trucks and buses.

When: Friday, April 21, 2000, 9:30-11:45 am

Where: Alvan Motor Freight, 9911 Harrison Road, Romulus, Michigan

Who: Vice President Al Gore, Secretary of Energy Bill Richardson, Secretary of Transportation Rodney Slater, Environmental Protection Agency Administrator Carol Browner and General John G. Coburn, Commanding General, United States Army Materiel Command will attend. The House and Senate delegation as well as other state and local dignitaries are invited. Private sector invitees include representatives from medium and heavy-duty truck manufacturers, engine manufacturers, and major heavy vehicle component and systems suppliers.



The Secretary of Energy

Washington, DC 20585

April 20, 2000

Dear Friend:

I am very pleased to invite you to help us celebrate a bold new initiative to promote the development of cleaner, more fuel efficient, and safer trucks and buses. This event will be held on Friday, April 21, 2000, at Alvan Motor Freight from 9:30 am to 11:45 am. Alvan Motor Freight is located at 9911 Harrison Street, Romulus, Michigan. Vice President Gore will be on hand to lend his support to our efforts.

This initiative is a research and development partnership between private industry and the Federal Government. The industrial partners include representatives from the heavy-duty truck manufacturers, engine manufacturers, and major heavy vehicle component and systems suppliers. The Federal Government is represented in this program by the Departments of Energy, Defense, and Transportation, as well as the Environmental Protection Agency, the Office of Science and Technology Policy, the Council on Environmental Quality, the National Partnership for Reinventing Government, and the Office of Management and Budget. Together, we will work to: 1) reduce our dependence on foreign oil, 2) improve our Nation's air quality, 3) enhance the competitiveness of the U.S. truck and bus industry, and 4) ensure safe and affordable freight and bus transportation.

Please accept my invitation to participate in the announcement of this exciting initiative. In addition, please consider including any interested members of your management team. I look forward to seeing you there. Since security requirements will be necessary, I suggest you arrive as early as possible.

Yours sincerely,

A handwritten signature in black ink, reading "Bill Richardson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Bill Richardson





The Secretary of Energy
Washington, DC 20585
April 20, 2000

Dear Friend:

I am very pleased to invite you to help us celebrate a bold new initiative to promote the development of cleaner, more fuel efficient, and safer trucks and buses. This event will be held on Friday, April 21, 2000, at Alvan Motor Freight from 9:30 am to 11:45 am. Alvan Motor Freight is located at 9911 Harrison Street, Romulus, Michigan. Vice President Gore will be on hand to lend his support to our efforts.

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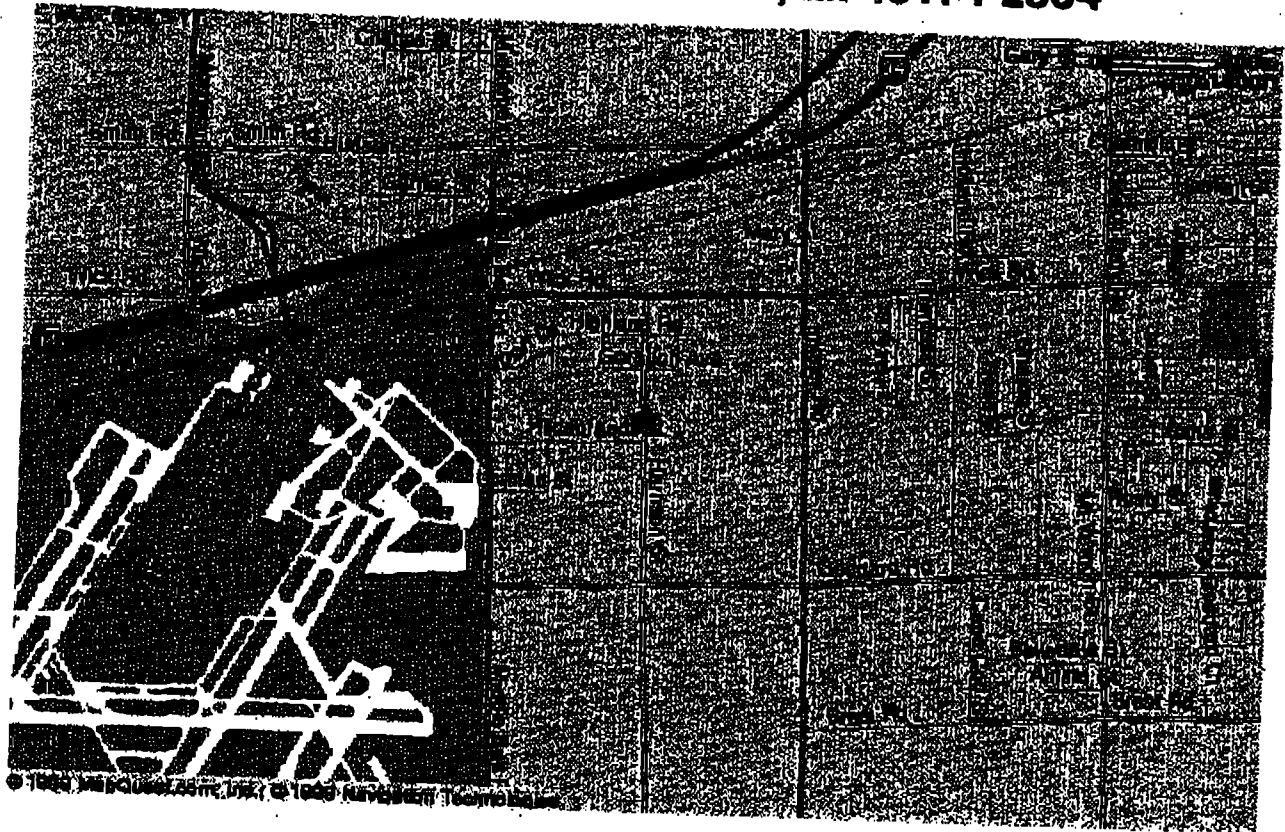
Yours sincerely,

A handwritten signature in black ink, which appears to read "Bill Richardson", is positioned above the printed name.

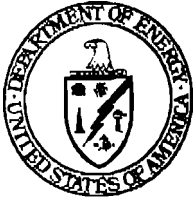
Bill Richardson



9911 Harrison St, Romulus, MI 48174-2504



Alvan Motor Freight Inc.
9911 Harrison St, Romulus, MI 48174
(734) 946-0606



Department of Energy
Washington, DC 20585

Secretary of Energy Bill Richardson Invites You to Attend the Announcement of a Bold New Truck Initiative

- What:** A new Research and Development Partnership between Industry and Government to promote the development of cleaner more fuel efficient and safer trucks and buses.
- When:** Friday, April 21, 2000, 9:30-11:45 am
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- Who:** Vice President Al Gore, Secretary of Energy Bill Richardson, Secretary of Transportation Rodney Slater, Environmental Protection Agency Administrator Carol Browner and General John G. Coburn, Commanding General, United States Army Materiel Command will attend. The House and Senate delegation as well as other state and local dignitaries are invited. Private sector invitees include representatives from medium and heavy-duty truck manufacturers, engine manufacturers, and major heavy vehicle component and systems suppliers.



03/28/00 WED 00:58 FAX

0001

(425) 468-7388 (P)

(425) 468-8216 (F)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. David J. Hovind
President
Paccar, Inc.
P. O. Box 1518
Bellevue, WA 98009

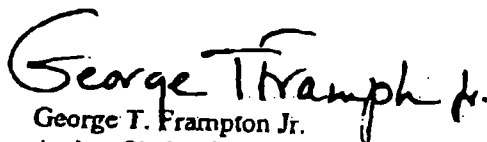
Dear Mr. Hovind:

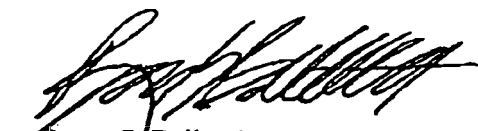
We want to thank you for your Company's important role in defining the charter for the 21st Century Truck Initiative research partnership. This partnership will play a key role in ensuring that freight and passenger services continue to be affordable, safe, and consistent with local and global environmental goals in the years ahead. The technical advances made under this partnership will also help reduce our demand for petroleum and help ensure stable fuel prices in the years ahead.

The enclosed document represents what we believe to be a consensus final draft of the *Statement of Intent* that will be the basis for our work together. While not a formal contract, this paper reflects an understanding between the federal government and a group of eleven creative companies to work together in good faith on a set of ambitious goals.

We particularly want to thank Jeff Corey for his contributions. We look forward to meeting with you or your representative in the near future to formally begin work on this critical partnership. If you have any final comments or questions, please contact Henry Kelly at 202-456-6033, hkelly@ostp.eop.gov, or Roger Ballentine at 202-456-1782. Again, thank you for your commitment to this exciting partnership.

Sincerely,


George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/28/00 WED 00:58 FAX

0000

(336) 343-2200 (P)

(336) 343-2050 (F)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. Marc Gustafson
President and Chief Executive Officer
Volvo Trucks North America, Inc.
7900 National Service Road
Greensboro, NC 27402

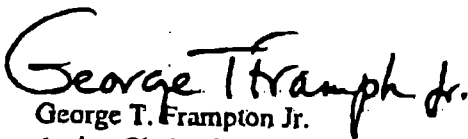
Dear Mr. Gustafson:

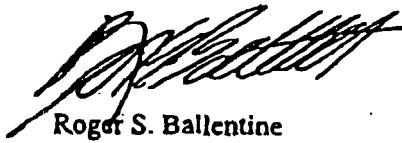
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Sincerely,


George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/28/00 WED 01:00 FAX

(313) 323-2260(P)
(313) 248-7036(F)THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. John Rintimaki
Group Vice President
Ford Motor Company
The American Road
Dearborn, MI 48126

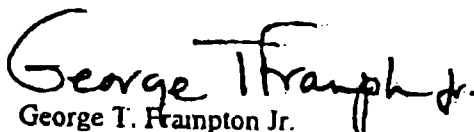
Dear Mr. Rintimaki:

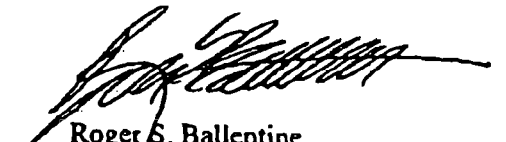
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Sincerely,


George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

Mr. Robert G. Bohne
Chairman & CEO, Oshkosh
2307 Oregon St.
PO. 2566
Oshkosh, WI 54903-2566

(920) 235-9151(P) ext 2303
(920) 233-9624(F)

03/29/00 WED 01:01 FAX

0014

(304) 578-6173 (P)
(304) 578-2113 (F)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Ms. Sherril West
Vice President, Technical Services Department
Caterpillar Inc.
Tech Center Building A
P.O. Box 1875
Peoria, IL 61656-1875

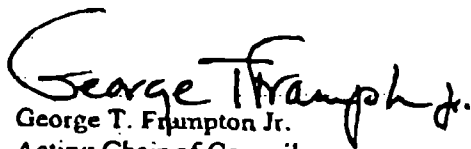
Dear Ms. West:

We want to thank you for your Company's important role in defining the charter for the 21st Century Truck Initiative research partnership. This partnership will play a key role in ensuring that freight and passenger services continue to be affordable, safe, and consistent with local and global environmental goals in the years ahead. The technical advances made under this partnership will also help reduce our demand for petroleum and help ensure stable fuel prices in the years ahead.

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Sincerely,


George T. Frumpton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/29/00 WED 00:58 FAX

(610) 709-3241 (Phone)
(610) 709-2391 (FAX)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. Steve F. Homcha
Executive Vice President
Product Development and Class 8 Programs
Mack Trucks, Inc.
2100 Mack Boulevard
Allentown, PA 18105

Dear Mr. Homcha:

We want to thank you for your Company's important role in defining the charter for the 21st Century Truck Initiative research partnership. This partnership will play a key role in ensuring that freight and passenger services continue to be affordable, safe, and consistent with local and global environmental goals in the years ahead. The technical advances made under this partnership will also help reduce our demand for petroleum and help ensure stable fuel prices in the years ahead.

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We particularly want to thank Guy Rini for his contributions. We look forward to meeting with you or your representative in the near future to formally begin work on this critical partnership. If you have any final comments or questions, please contact Henry Kelly at 202-456-6033, hkelly@ostp.eop.gov, or Roger Ballentine at 202-456-1782. Again, thank you for your commitment to this exciting partnership.

Sincerely,



George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality



Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/28/00 WED 00:58 FAX

0000

(312) 836-2500 (P)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. John R. Horner
Chairman, President & Chief Executive Officer
Navistar International
455 North City Front Drive
Chicago, IL 60611

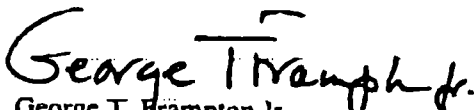
Dear Mr. Horner:

We want to thank you for your Company's important role in defining the charter for the 21st Century Truck Initiative research partnership. This partnership will play a key role in ensuring that freight and passenger services continue to be affordable, safe, and consistent with local and global environmental goals in the years ahead. The technical advances made under this partnership will also help reduce our demand for petroleum and help ensure stable fuel prices in the years ahead.

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Sincerely,


George T. Hrampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/28/00 WED 00:58 FAX

(313) 542-5000 (P)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. Roger Penske
Chairman and Chief Executive Officer
Detroit Diesel Corporation
13400 Outer Drive, West
Detroit, MI 48239

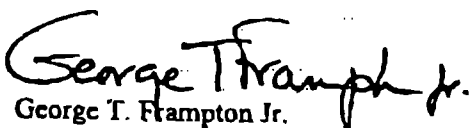
Dear Mr. Penske:

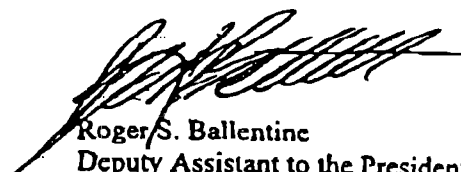
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We particularly want to thank Nabil Hakim for his contributions. We look forward to meeting with you or your representative in the near future to formally begin work on this critical partnership. If you have any final comments or questions, please contact Henry Kelly at 202-456-6033, hkelly@ostp.eop.gov, or Roger Ballentine at 202-456-1782. Again, thank you for your commitment to this exciting partnership.

Sincerely,


George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/29/00 WED 01:00 FAX

0010

(503) 735-8030(P)
(503) 735-8192(F)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. Michael von Mayenburg
Senior Vice President
Engineering and Technology
Freightliner Corporation
4747 N. Channel Avenue
Portland, Oregon 97217

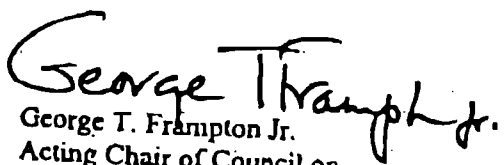
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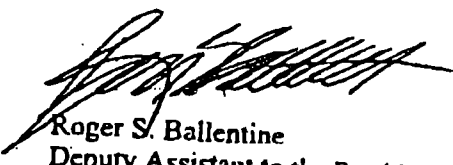
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George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality

Enclosure


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

03/29/00 WED 01:00 FAX

0011

(812) 377-3101(P)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Ms. Tina Vujovich
Vice President
Cummins Engine Company, Inc.
Mail Code 60616COB
500 Jackson Street
Columbus, IN 47201

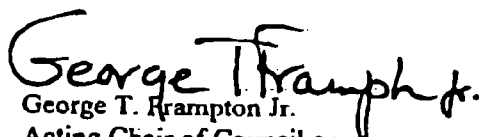
Dear Ms. Vujovich:

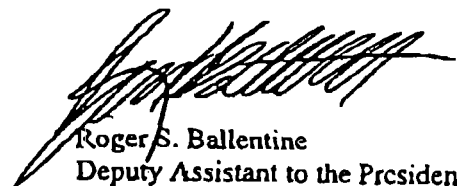
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George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/28/00 WED 01:01 FAX

013

(317) 242-3843(P)

THE WHITE HOUSE
WASHINGTON

March 24, 2000

Mr. David M. Piper
Director of Engineering
Allison Transmission Division
General Motors Corporation
PO Box 894, Speed Code: K02
Indianapolis, IN 46206-0894

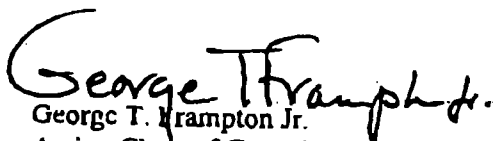
Dear Mr. Piper:

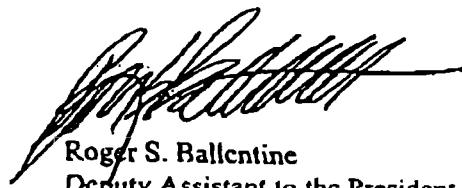
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We particularly want to thank Fred Cartwright for his contributions. We look forward to meeting with you or your representative in the near future to formally begin work on this critical partnership. If you have any final comments or questions, please contact Henry Kelly at 202-456-6033, hkelly@ostp.eop.gov, or Roger Ballentine at 202-456-1782. Again, thank you for your commitment to this exciting partnership.

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George T. Frampton Jr.
Acting Chair of Council on
Environmental Quality


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

Enclosure

03/29/00 WED 01:01 FAX

0015

(607) 770-2184 (P)

(607) 770-3528 (F)

THE WHITE HOUSE

WASHINGTON

March 24, 2000

Mr. James D. Scanlon
President
Lockheed Martin Control Systems
600 Main Street
Mail Stop 123
Johnson City, NY 12790-1888

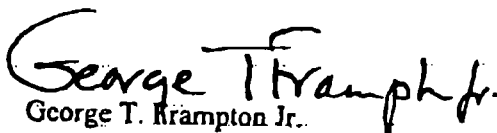
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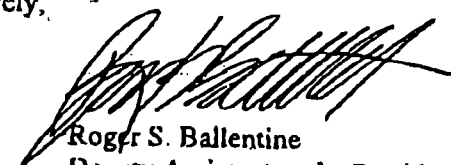
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We particularly want to thank Steve Cortis and Denyse LeFever for their contributions. We look forward to meeting with you or your representative in the near future to formally begin work on this critical partnership. If you have any final comments or questions, please contact Henry Kelly at 202-456-6033, hkelly@ostp.eop.gov, or Roger Ballentine at 202-456-1782. Again, thank you for your commitment to this exciting partnership.

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Environmental Quality


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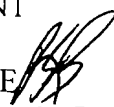
Enclosure

THE WHITE HOUSE
WASHINGTON

April 18, 2000

MEMORANDUM FOR THE VICE PRESIDENT

FROM:

ROGER BALLENTINE 
Deputy Assistant to the President
For Environmental Initiatives

RE:

21ST CENTURY TRUCKS INITIATIVE

The 21st Century Trucks Initiative (the "Partnership") is a public-private partnership that could help save the military, businesses, truckers and taxpayers billions of dollars a year in reduced fuel costs, while cleaning the air and reducing greenhouse gas emissions. Modeled after PNGV, 21st Century Trucks aims to create a research and development partnership between the federal government and the medium and heavy truck industry. Its goal is, by 2010, to develop and demonstrate commercially viable technologies to improve fuel efficiency, reduce emissions, enhance safety, reduce total owning and operating costs, and maintain (or enhance) performance.

BACKGROUND

This Partnership is the product of an interagency effort, coordinated by the White House, and involving the Department of the Army, DOE, DOT and EPA. Our interagency team has worked closely with the industry to develop the initiative, including numerous both meetings in Washington and visits to the companies. The Army has been central in developing this Partnership, as they have much at stake. The Army owns about 250,000 trucks, and also buys trucks for the other services. In addition to saving significant expense (the Army fleet logs more than 800 million miles per year), increased fuel efficiency has significant tactical benefits. The Army's single largest force deployment support challenge and expense is moving and storing fuel for its motorized forces.

Thus, the Partnership promises multiple benefits: fiscal; military; economic (reduced operating costs for truckers and a more competitive industry); health (improved air quality and safety enhancements); and, of course, environmental.

PARTNERSHIP GOALS

The Partnership does not involve any binding commitments of any sort by the companies or the government. Instead, the Partnership reflects an understanding between the federal government and a group of creative companies to work together in good faith to develop production prototype vehicles that achieve all of the following objectives:

A. Improve Fuel Efficiency of Heavy-Duty Trucks and Buses:

- Double the fuel economy of 18 wheeler, line-haul trucks (Class 8 trucks) by 2010 on a ton-miles per gallon basis.
- Triple the fuel economy of heavy pickups and large delivery vans (Class 2b and Class 6 trucks) by 2010 on a ton-miles per gallon basis.
- Triple the fuel efficiency of full-sized transit/passenger buses (Class 8) by 2010 on a ton (passenger)-miles per gallon basis.¹

B. Reduce Emissions:

- Exceed standards for oxides of nitrogen, particulate matter, carbon monoxide and hydrocarbons for the year 2010.

C. Enhance Safety:

- Meet or exceed the motor carrier safety goal of reducing fatalities by half in ten years.
- Improve the crash friendliness of trucks for other road users
- Conduct operation road tests of truck safety improvement components
- Ensure linkages to the Intelligent Vehicle Initiative and the Intelligent Highway System and Infrastructure.

D. Enhance Affordability; Maintain or Enhance Performance.

FEDERAL INVESTMENT

The Clinton-Gore FY2001 Budget already provides the funding needed to make this Partnership a reality. The budget calls on Congress to appropriate funding for this initiatives as follows: \$67 million for DOE; \$26 million for DOD; \$11 million for DOT; and \$7 million for EPA (\$111 million total). Overall, this request represents a \$38 million dollar increase in the existing programs that will fund the interagency contribution to the Partnership.

¹ The target is higher for buses and delivery vehicles because their operation allows for efficiency benefits from regenerative technologies. Long-haul trucks present a greater challenge because of their infrequent braking.

THE COMPANIES

We have worked with eleven of the nation's largest manufacturers of trucks and truck components in setting up the Partnership:

- Freightliner Corporation (Portland, OR)
- Mack Trucks (Allentown, PA)
- Oshkosh Trucks (Oshkosh, WI)
- Paccar/Peterbilt (Bellevue, WA)
- Volvo Trucks North America (Greensboro, NC)
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- Detroit Diesel Corporation (Detroit, MI)
- Navistar International (Chicago, IL)
- Allison Transmission Division – General Motors (Indianapolis, IN)
- Lockheed Martin Control Systems (Johnson City, NY)

POLITICAL AND POLICY ISSUES

It took considerable effort to get these companies to agree to the specific goals outlined above. Several aspects of this process merit your attention. We originally proposed a specific and advanced target for truck emissions, largely at the request of EPA. As several companies named this issue as a deal-breaker, we moved simply to language that the vehicles will “exceed” relevant emissions requirements. We were ultimately comfortable with this formulation, since the central goal of the Partnership always was efficiency, and not emissions.

Second, we expect labor to be supportive of this Partnership and have confirmed the support of the Teamsters and will invite them to the announcement. Your staff is working to finalize the role of the UAW, and we expect them to be supportive.

Ford was originally one of the companies consulted in forming the Partnership. They have decided not to participate. Their public line on this decision is that very little of their product is heavy truck-related. However, in private conversations, Ford expressed concern that the smaller vehicles covered by the Partnership are very close in size to some of their larger SUVs, and they are very concerned that the Partnership will be interpreted as a “3X PNGV for SUVs”. Their concern is misplaced because the vast majority of SUVs are not large enough to fit within the parameters of the Partnership. Also, the efficiency goals in the Partnership are measured in “ton-miles per gallon” and not simply miles per gallon. “Ton-miles per gallon” is a measure of the efficiency by which a vehicle moves freight (if a vehicle gets one ton-mile per gallon, it uses one gallon of fuel to carry one ton of payload one mile). Since a ton-miles per gallon metric is therefore significantly different than a simply miles per gallon measure, and because consumer-type SUVs are not evaluated by their freight-carrying efficiency (under CAFÉ or otherwise), the company’s concern that we are applying CAFÉ-like measurements on SUVs is unjustified.

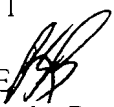
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cc: Charles Burson
Monica Dixon
George Frampton
Morley Winograd

THE WHITE HOUSE
WASHINGTON

April 18, 2000

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FROM: ROGER BALLENTINE 
Deputy Assistant to the President
For Environmental Initiatives

RE: 21st CENTURY TRUCKS INITIATIVE

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cc: Charles Burson
Monica Dixon
George Frampton
Morley Winograd



FACSIMILE

To: Roger Ballantine FAX: 4156 1136
FROM: _____ DATE: _____
RE: _____ PAGES: 1
CC: _____
☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES:

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Paul Skalny

Dave Leiter

Doyle Richard Moore

Reicher

Doniger

Zing 564-1682

Fenton Carey 366-4434

~~Tiff Alison (734) 214-4296~~

~~Bob Lunn~~

Charles Gray (cell 734-476-1276)

(9)(a)

21st Gen
Trucks

**A Declaration of Intent
Twenty-First Century Trucks
Final Version – 22 March 2000**

SUMMARY

The United States trucking and supporting industries, are pleased to join with the President on behalf of the Federal government and the Departments of Defense, Energy, and Transportation, and the Environmental Protection Agency in this Declaration of Intent to form a research and development partnership. This partnership will seek to develop and demonstrate commercially viable truck and propulsion systems technology that will dramatically cut the fuel use and emissions of medium and heavy trucks and buses, while enhancing their safety and affordability and maintaining or enhancing performance. These innovations will ensure safe and affordable freight and bus transportation for the nation's economy, ensure the competitiveness of U.S. truck and bus manufacturing facilities, improve our nation's air quality, and reduce U.S. dependence on petroleum fuel.

SHARED VISION

A productive, innovative U.S. trucking and supporting industry is essential for the economic prosperity of every American business. Innovation is also needed to ensure trucking manufacturers and suppliers located in the U.S. remain competitive in world markets and continue to provide rewarding employment opportunities for large numbers of Americans. U.S. manufacturing facilities face stiff worldwide competition. New truck and bus technologies will help truck owners and operators and their customers cut fuel and other operating costs, and increase safety. The Department of Defense, a major owner and operator of trucks, would share these gains and also benefit from reduced logistics costs associated with transporting fuel during operations. The trucking and supporting industries face a range of new challenges: increasingly stringent emissions standards, new concerns about the threat of global warming, concerns about U.S. fuel supplies, increased expectations about safety, and more. The trucking industry's future depends on its ability to produce affordable, high-quality, safe, environmentally sensitive products.

The new challenges can be best met if government, industry, and universities work together to develop an improved generation of commercial trucks for our nation's commercial and military truck fleet. Given adequate support, major advances can be expected in advanced engine designs, stronger, lighter-weight materials, regenerative braking, more efficient power transmission, and alternative fuels.

By this document, the trucking industry and the Federal government declare their separate, but coordinated plans toward the achievement of specific goals to meet the nation's need and desire for tomorrow's cleaner, safer, and more efficient trucks.

PROGRAM GOALS

The program strategy creates a balanced portfolio of research and development to pursue a number of goals simultaneously, while avoiding duplication. The program will develop and demonstrate commercially viable technologies to:

- Improve fuel efficiency,
- Reduce emissions,
- Enhance safety,
- Reduce total owning and operating costs, and
- Maintain or enhance performance.

Making progress in each of these goals simultaneously is a major challenge. The Federal government and the trucking and supporting industries will work actively together to develop a balanced portfolio of research aimed at achieving all of these goals, coordinate their research activities as appropriate, and make effective use of the nation's research universities and national laboratories. Proprietary research agreements between individual companies and federal agencies, which cannot be shared with industrial competitors, will continue to be appropriately funded.

The Federal agencies will build on existing research and assign a high priority to major new research in this area and seek increased funding commensurate with the research required to meet the aggressive goals of the Initiative. Industry will move research achievements into production vehicles rapidly when their commercial viability has been demonstrated. The partnership will work closely with fuel producers to accelerate the development and production of any new fuels required by new engine designs to meet the program goals.

RESEARCH OBJECTIVES

This research partnership will support research aimed at developing production prototype vehicles that achieve all of the following objectives:

(a) Improve Fuel Efficiency of Heavy-Duty Trucks and Buses, specifically:

- Double the Class 8 line haul truck fuel efficiency by 2010 on a ton/miles per gallon basis.
- Triple the Class 2b and 6 truck (delivery van) fuel efficiency by 2010 on a ton/miles per gallon basis.
- Triple the Class 8 transit bus fuel efficiency by 2010 on a ton (passenger)/miles per gallon basis.

(b) Reduce Emissions:

- Exceed standards for oxides of nitrogen, particulate matter, carbon monoxide and hydrocarbons for the year 2010.

(c) Enhance Safety:

- Meet or exceed the motor carrier safety goal of reducing fatalities by half in ten years.
- Improve the crash friendliness of trucks for other road users
- Conduct operation road tests of truck safety improvement components
- Ensure linkages to the Intelligent Vehicle Initiative and the Intelligent Highway System and Infrastructure.

(d) Enhance affordability; Maintain or Enhance performance.

A central goal of this initiative is to develop cost-effective, heavy-duty vehicles for truck operators that are fully competitive in prevailing markets. The program will document vehicle life-cycle-costs through extensive on-road testing and surveys of user responses. Costs considered will include initial vehicle cost, as well as all operating and maintenance expenses – including fuel costs and the value of high reliability.

These program goals and research objectives are aggressive and there is no certainty that they can be achieved. Achieving the goal may also depend on successful introduction of a new fuel and fuel delivery infrastructure compatible with improved truck and bus designs. Fully aware of the magnitude of the challenge and the importance of meeting the partnership's objectives, the parties commit their best efforts to the achievement of the goals of this Declaration of Intent. Industry also commits to the rapid introduction of commercially viable technology developed under the program.

Government and industry will coordinate research and development efforts and share the costs. Federal agencies are likely to cover a larger fraction of research expenses when the work involves longer-term, high-risk research, while the share of industry funding will be greater for research likely to be converted relatively quickly to commercial products.

The Federal government will promote the introduction of innovative truck technologies developed in the initiative through its own purchases of these trucks and buses, and encourage state government and other purchasers to take similar actions.

NEXT STEPS

Within 30 days, a Partnership Coordinating Committee will be formed which will be responsible for coordinating the Partnership's work. It will include senior representatives of the participating industries, and the Departments of Defense, Energy, Transportation, the Environmental Protection Agency, the Office of Science and Technology Policy, the Council on Environmental Quality, the National Partnership for Reinventing Government, and the Office of Management and Budget. Within 120 days, this Committee will:

1. Develop a strategic research and development plan detailing specific program goals and timetables for the ten-year duration of the Initiative.
2. Coordinate and support research and development teams organized around specific research objectives needed to achieve the programs' goals (such as technologies for improving

power-trains, reducing aerodynamic and rolling resistance losses, and reducing vehicle weight). Each team will include both government and industry partners. University participation is encouraged. Competing teams championing different technical approaches to the same program objective will be encouraged when they are appropriate. As technologies move to commercial readiness, some of these partnerships will become research partnerships between individual participating industries and agencies that are not able to share research results with all participants. Provisions will be made to add or remove research projects as needed.

3. Create an overall Cooperative Research and Development Agreement (CRADA) for the partnership and guidelines that will facilitate development and use of CRADAs and other procurement mechanisms such as other transaction agreements involving individual federal agencies and their laboratories.
4. Create an External Advisory Board, acceptable to both industry and the government, consisting of individuals with appropriate expertise in industry, universities, state and local governments, and public interest groups.
5. Establish a peer review process, acceptable to both industry and the government, that assesses technical and program progress.

**A Declaration of Intent
Twenty-First Century Trucks
Final Version – 22 March 2000**

SUMMARY

The United States trucking and supporting industries, are pleased to join with the President on behalf of the Federal government and the Departments of Defense, Energy, and Transportation, and the Environmental Protection Agency in this Declaration of Intent to form a research and development partnership. This partnership will seek to develop and demonstrate commercially viable truck and propulsion systems technology that will dramatically cut the fuel use and emissions of medium and heavy trucks and buses, while enhancing their safety and affordability and maintaining or enhancing performance. These innovations will ensure safe and affordable freight and bus transportation for the nation's economy, ensure the competitiveness of U.S. truck and bus manufacturing facilities, improve our nation's air quality, and reduce U.S. dependence on petroleum fuel.

SHARED VISION

A productive, innovative U.S. trucking and supporting industry is essential for the economic prosperity of every American business. Innovation is also needed to ensure trucking manufacturers and suppliers located in the U.S. remain competitive in world markets and continue to provide rewarding employment opportunities for large numbers of Americans. U.S. manufacturing facilities face stiff worldwide competition. New truck and bus technologies will help truck owners and operators and their customers cut fuel and other operating costs, and increase safety. The Department of Defense, a major owner and operator of trucks, would share these gains and also benefit from reduced logistics costs associated with transporting fuel during operations. The trucking and supporting industries face a range of new challenges: increasingly stringent emissions standards, new concerns about the threat of global warming, concerns about U.S. fuel supplies, increased expectations about safety, and more. The trucking industry's future depends on its ability to produce affordable, high-quality, safe, environmentally sensitive products.

The new challenges can be best met if government, industry, and universities work together to develop an improved generation of commercial trucks for our nation's commercial and military truck fleet. Given adequate support, major advances can be expected in advanced engine designs, stronger, lighter-weight materials, regenerative braking, more efficient power transmission, and alternative fuels.

By this document, the trucking industry and the Federal government declare their separate, but coordinated plans toward the achievement of specific goals to meet the nation's need and desire for tomorrow's cleaner, safer, and more efficient trucks.

PROGRAM GOALS

The program strategy creates a balanced portfolio of research and development to pursue a number of goals simultaneously, while avoiding duplication. The program will develop and demonstrate commercially viable technologies to:

- Improve fuel efficiency,
- Reduce emissions,
- Enhance safety,
- Reduce total owning and operating costs, and
- Maintain or enhance performance.

Making progress in each of these goals simultaneously is a major challenge. The Federal government and the trucking and supporting industries will work actively together to develop a balanced portfolio of research aimed at achieving all of these goals, coordinate their research activities as appropriate, and make effective use of the nation's research universities and national laboratories. Proprietary research agreements between individual companies and federal agencies, which cannot be shared with industrial competitors, will continue to be appropriately funded.

The Federal agencies will build on existing research and assign a high priority to major new research in this area and seek increased funding commensurate with the research required to meet the aggressive goals of the Initiative. Industry will move research achievements into production vehicles rapidly when their commercial viability has been demonstrated. The partnership will work closely with fuel producers to accelerate the development and production of any new fuels required by new engine designs to meet the program goals.

RESEARCH OBJECTIVES

This research partnership will support research aimed at developing production prototype vehicles that achieve all of the following objectives:

(a) Improve Fuel Efficiency of Heavy-Duty Trucks and Buses, specifically:

- Double the Class 8 line haul truck fuel efficiency by 2010 on a ton/miles per gallon basis.
- Triple the Class 2b and 6 truck (delivery van) fuel efficiency by 2010 on a ton/miles per gallon basis.
- Triple the Class 8 transit bus fuel efficiency by 2010 on a ton (passenger)/miles per gallon basis.

(b) Reduce Emissions:

- Exceed standards for oxides of nitrogen, particulate matter, carbon monoxide and hydrocarbons for the year 2010.

(c) Enhance Safety:

- Meet or exceed the motor carrier safety goal of reducing fatalities by half in ten years.
- Improve the crash friendliness of trucks for other road users
- Conduct operation road tests of truck safety improvement components
- Ensure linkages to the Intelligent Vehicle Initiative and the Intelligent Highway System and Infrastructure.

(d) Enhance affordability; Maintain or Enhance performance.

A central goal of this initiative is to develop cost-effective, heavy-duty vehicles for truck operators that are fully competitive in prevailing markets. The program will document vehicle life-cycle-costs through extensive on-road testing and surveys of user responses. Costs considered will include initial vehicle cost, as well as all operating and maintenance expenses – including fuel costs and the value of high reliability.

These program goals and research objectives are aggressive and there is no certainty that they can be achieved. Achieving the goal may also depend on successful introduction of a new fuel and fuel delivery infrastructure compatible with improved truck and bus designs. Fully aware of the magnitude of the challenge and the importance of meeting the partnership's objectives, the parties commit their best efforts to the achievement of the goals of this Declaration of Intent. Industry also commits to the rapid introduction of commercially viable technology developed under the program.

Government and industry will coordinate research and development efforts and share the costs. Federal agencies are likely to cover a larger fraction of research expenses when the work involves longer-term, high-risk research, while the share of industry funding will be greater for research likely to be converted relatively quickly to commercial products.

The Federal government will promote the introduction of innovative truck technologies developed in the initiative through its own purchases of these trucks and buses, and encourage state government and other purchasers to take similar actions.

NEXT STEPS

Within 30 days, a Partnership Coordinating Committee will be formed which will be responsible for coordinating the Partnership's work. It will include senior representatives of the participating industries, and the Departments of Defense, Energy, Transportation, the Environmental Protection Agency, the Office of Science and Technology Policy, the Council on Environmental Quality, the National Partnership for Reinventing Government, and the Office of Management and Budget. Within 120 days, this Committee will:

1. Develop a strategic research and-development plan detailing specific program goals and timetables for the ten-year duration of the Initiative.
2. Coordinate and support research and development teams organized around specific research objectives needed to achieve the programs' goals (such as technologies for improving

power-trains, reducing aerodynamic and rolling resistance losses, and reducing vehicle weight). Each team will include both government and industry partners. University participation is encouraged. Competing teams championing different technical approaches to the same program objective will be encouraged when they are appropriate. As technologies move to commercial readiness, some of these partnerships will become research partnerships between individual participating industries and agencies that are not able to share research results with all participants. Provisions will be made to add or remove research projects as needed.

3. Create an overall Cooperative Research and Development Agreement (CRADA) for the partnership and guidelines that will facilitate development and use of CRADAs and other procurement mechanisms such as other transaction agreements involving individual federal agencies and their laboratories.
4. Create an External Advisory Board, acceptable to both industry and the government, consisting of individuals with appropriate expertise in industry, universities, state and local governments, and public interest groups.
5. Establish a peer review process, acceptable to both industry and the government, that assesses technical and program progress.