

FOIA MARKER

This is not a textual record. This is used as an administrative marker by the William J. Clinton Presidential Library Staff.

Collection/Record Group: Clinton Presidential Records
Subgroup/Office of Origin: Office of Environmental Initiatives
Series/Staff Member: Roger Ballentine
Subseries:

OA/ID Number: 19512
FolderID:

Folder Title:
Climate Change Other 21st Century Trucks [2]

Stack:	Row:	Section:	Shelf:	Position:
S	62	1	1	3

Withdrawal/Redaction Sheet

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. schedule	re: Schedule for Vice President Al Gore [partial] (2 pages)	04/21/2000	b(7)(E)
002. list	[Personally Identifiable Information] [partial] (1 page)	10/28/2000	b(6)

COLLECTION:

Clinton Presidential Records
Office of Environmental Initiatives
Roger Ballentine
OA/Box Number: 19512

FOLDER TITLE:

Climate Change Other 21st Century Trucks [2]

2017-1093-F

rs3168

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)]

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- b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
- b(3) Release would violate a Federal statute [(b)(3) of the FOIA]
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- b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]



Michael von Mayenburg
Senior Vice President
Engineering and Technology

April 20, 2000

Freightliner Corporation
4747 N. Channel Avenue
Portland, Oregon 97217-7699
P.O. Box 3849
Portland, Oregon 97208-3849
503.735.8030 Phone
503.735.8192 Fax

The Honorable Morley Winograd
Senior Advisor to Vice President Gore and
Director of National Partnership for Reinventing Government
Office of the Vice President
Old Executive Office Building, Room 271
Washington, DC 20501

The Honorable Dan Reicher
Assistant Secretary for Energy Efficiency
and Renewable Energy
Department of Energy, Rm. 6C-016
1000 Independence Avenue S.W.
Washington, DC 20585

Mr. Roger S. Ballentine
Deputy Assistant to the President for Environmental Affairs
The White House
Washington, DC 20500

Mr. George Frampton, Jr.
Acting Chair,
Council on Environmental Quality
The White House
Washington, DC 20500

Dear Messrs. Winograd, Reicher, Ballentine and Frampton:

Initially let me begin by commending all of you on your diligent efforts to address the challenges posed to our industry in dealing with the dual concerns of fuel efficiency and environmental quality. Be assured that Freightliner Corporation is committed to examining mechanisms by which we can jointly embark upon unique research and development efforts to address these challenges in commercially-viable vehicles.

As such, we are pleased to send a representative to the April 21st event during which the Vice President and Secretary Richardson will announce their kick-off of plans to join major industry participants, various Federal agencies and laboratories, universities and suppliers to tackle this significant R&D challenge.

Messrs. Winograd, Reicher, Ballentine and Frampton
April 20, 2000
Page 2

It should be clear though that our attendance at this event does not represent our endorsement of the proposed "Declaration of Intent." On April 12, we sent a letter to Mr. Frampton and Mr. Ballentine (copy appended) identifying some of our reservations with the approach outlined in the proposed document. In addition to the items detailed in that correspondence, we do not endorse the inclusion of Class 2B trucks in the project; have reservations about goals that stretch beyond anticipated 2010 regulations that may change again in the next 10 years; and do not regard the "NEXT STEPS" section of the plan as viable, given both the availability of resources and the current state of the planning process.

Be assured though that Freightliner is supportive of the intent of this bold new truck initiative and looks forward to continued discussions on how we can build a truly viable partnership in the best interest of our industry and our company.

Thank you,



Michael von Mayenburg

Attachment



A DaimlerChrysler Company

Michael von Mayenburg
Senior Vice President
Engineering & Technology

April 12, 2000

Mr. George Frampton Jr.
Acting Chair, Council on
Environmental Quality
The White House
Washington, DC 20500

Freightliner Corporation
4747 N Channel Ave.
Portland, OR 97217
503.735.8030 Phone
503.735.8192 Fax
MichaelvonMayenburg@Freightliner.com

Mr. Roger S. Ballentine
Deputy Assistant to the President
For Environmental Affairs
The White House
Washington, DC 20500

Dear Messrs. Frampton and Ballentine:

This responds to your letter of March 24th, regarding the 21st Century Truck Initiative. National Automotive Center personnel visited Freightliner on two occasions during the initial planning stages of the program and our staff provided comments on the "declaration of intent."

Freightliner Corporation has undertaken numerous efforts to develop technological solutions to solve truckers (our customer's) problems as well as address society's concerns. Thus, we agree with the program's goals for a coordinated effort by Government, Industry and Academia to improve fuel efficiency, reduce emissions, enhance safety, and reduce total ownership and operating costs while maintaining or enhancing performance. Coordination of government sponsored R & D, across agency boundaries, where goals often conflict and coordination is lacking, offers great promise. Also, we appreciate the opportunity to participate at the planning level through the proposed "Partnership Coordinating Committee."

But, on the other hand, Freightliner also has some concerns about the initiative. For example, we are concerned that the specific research objectives, e.g. doubling and tripling fuel efficiency, are arbitrary, perhaps unreachable, or at least unrealistic under real world conditions. We also question the commitment of individual agencies to coordinate their actions without a legislative mandate. All too often, program managers use their individual missions as an excuse to disregard the important side effects their regulatory actions may have. An example of this is EPA's current effort to impose "voluntary" restraints on truck engines for 2004 without regard to the effects on truck design and fuel consumption.

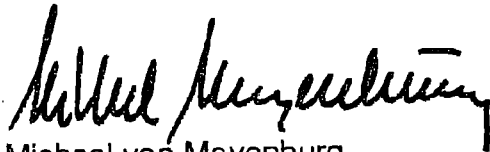
The funding mechanism for the planned 21st Century research is also of concern. "Sharing" of costs cannot result in a diversion of limited resources from our near-term / mid-term strategic development projects where changing economic conditions always limit available funds and manpower.

Our commercial interests also dictate that certain developments not be shared with our competitors and remain our intellectual property. This is especially true on research that leads to near term product opportunities. Therefore, there must be a mechanism that can provide such assurances.

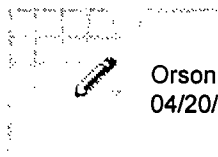
From an overall policy perspective, we are also concerned that Government and Industry are spending hundreds of millions of dollars each year on R & D, yet much of the technology is not finding its way in large numbers into the commercial, and government fleets, including military vehicles. Here we see a need to remove disincentives such as outdated excise taxes and instead provide incentives for wide spread adoption of proven technology.

In closing, Freightliner will participate in your planned meeting to discuss taking the next steps toward realizing a mutually acceptable and beneficial Initiative. But, we cannot make any commitment at this time for considerably more R & D effort than is already underway in the context of the 21st Century Truck Initiative.

Sincerely,



Michael von Mayenburg



Orson C. Porter
04/20/2000 04:07:39 PM

Record Type: Record

To: Morley A. Winograd/OVP@OVP, Roger S. Ballentine/WHO/EOP@EOP

cc:

Subject: oshkosh

for your info. from todays paper

Oshkosh Truck doubles
quarterly earnings

Oshkosh Truck Corp. more than doubled fiscal second-quarter earnings, led by continued sales growth in its commercial segment of concrete mixers and refuse packers. The Oshkosh maker of specialty commercial, fire, and military trucks said net income rose to \$13.9 million, or 82 cents a share, from \$6.55 million, or 50 cents, a year ago. Recent results include a gain of \$2 million, or 12 cents a share, on the sale of discontinued business, while year-ago results reflect a charge of \$2.3 million to settle litigation. Sales increased 11 percent to \$330.5 million from \$298.5 million.



Angela C. Mizeur

04/20/2000 04:41:59 PM

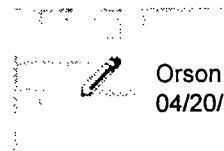
Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP, Paul Bledsoe/WHCCTF/EOP@EOP, Jodi R. Sakol/OVP@OVP

cc:

Subject:

----- Forwarded by Angela C. Mizeur/WHO/EOP on 04/20/2000 04:41 PM -----



Orson C. Porter
04/20/2000 04:19:03 PM

Record Type: Record

To: Angela C. Mizeur/WHO/EOP@EOP

cc:

Subject:

Share this with roger

Michigan told how it can
reduce global warming

Auto industry urged to make cleaner
cars

April 20, 2000

BY AMY FRANKLIN
ASSOCIATED PRESS

LANSING -- Michigan could be a leader in
reducing the effects of global warming if its auto
industry put out more fuel-efficient cars, according
to a World Wildlife Fund report released
Wednesday.

One-third of the nation's cars are built in Michigan,
and the state could set the pace in the global market
by building clean cars, said Jennifer Morgan, WWF
Climate Change Campaign director.

Tailpipe emissions are a problem in Michigan
because the state hasn't promoted mass transit or

offered incentives for producing more fuel-efficient cars because of the auto industry's economic impact, the report said.

Automakers such as Ford Motor Co. and General Motors Corp. are developing super fuel-efficient cars to be released in the coming years. But Lana Pollack, Michigan Environmental Council president, said the companies have the capacity to manufacture those kinds of vehicles now.

"We want to buy it, not just read about it," Pollack said about a version of Ford's Escape powered by gas and electricity that is to be available in 2003.

The Escape electric hybrid is the first such vehicle for which a U.S. automaker has announced production plans, and the largest hybrid vehicle. It will have a fuel economy close to 40 miles per gallon in city driving.

"We want to get this out there as soon as we can," said Jon Harmon, a Ford spokesman. "It's easy for someone outside the company to say: 'Do something sooner.' But we are taking this seriously."

Super fuel-efficient vehicles are "not a profitable business equation yet," Harmon said.

Ford officials have said the hybrid would cost roughly \$3,000 more than the \$18,000-\$21,000 sticker price of the Escape that goes on sale later this year.

It could be more costly if Michigan fails to reduce the burning of fossil fuel and greenhouse gas emissions -- particularly carbon dioxide, according to the wildlife fund's report.

A climate change could have a severe impact on Michigan because of its proximity to four of the Great Lakes, the report said.

The report was unveiled days before the 30th anniversary of Earth Day.

Displayed with the report was an ad scheduled to appear in Michigan daily newspapers asking the state's congressional delegation to take a more active role in environmental issues.

Michigan's congressional delegation is "putting politics before common sense" when it comes to efforts that would improve the environment, Pollack

said.

"We want our leaders to craft policies that move us toward a clean-energy agenda," said Kim Winchell of the Earthkeeping Ministries and Michigan Environmental Council.

The WWF report emphasizes alternative energy resources, including wind and biomass, power generated by burning trees and other organic sources. Fifteen percent of the state's energy could come from renewable energy resources, Morgan said.

"Michigan stands out because of the potential with the transportation sector and the increased renewable energy potential."

Michigan's fuel and electricity use is expected to increase nearly 16 percent from 1996 to 2010, increasing carbon and pollutant emissions by 17 percent, the report said.

Wind resources are virtually untapped in Michigan, and the state could generate more than twice its electric demand from wind resources, the report said.

For more information see the World Wildlife Fund's Web site at www.panda.org/climate/.

Schedule for Vice President Al Gore
FRIDAY, APRIL 21, 2000
DRAFT #8

SCHEDULER: ISABEL WHITE	WHCA PAGER#:	PIN 4201
WORK PHONE: 202-456-1623	HOME PHONE:	202-363-5448

ATTIRE:	Detroit, MI:	Business
WEATHER:	Detroit, MI:	Mostly Cloudy. High 55, low 45.

DETROIT, MI ADVANCE

LEAD	Greg Hale	Cell 202-757-8677 615-403-8041	Pgr pin 2168019
PRESS LEAD	Josh Stinn	Cell 202-757-8632	Pgr pin 7279444
SITE	Anthony Smith		Pgr pin 3755006
SITE 2	Betsy Ball	Cell	Pgr pin 2168173
PRESS 2	Kim Hippler	Cell	Pgr
MOTORCADE	Kristen Stoner		
STAFF HOTEL	Ponchatrain	(313) 965-0200	Fax 313-965-9464
STAFF OFFICE		313 961-9253/9327	Fax 313-961-9378

8:00 AM **MOTORCADE DEPARTS THE RESIDENCE AT NAVOBS**
 En Route: NAVOBS LZ
 Drive Time: 5 Minutes

8:10 AM **MARINE II DEPARTS NAVOBS LZ**
 En Route: Andrews Air Force Base
 Flight Time: 10 Minutes

8:20 AM **MARINE II ARRIVES ANDREWS AIR FORCE BASE**

8:35 AM **AIR FORCE II DEPARTS ANDREWS AIR FORCE BASE**
 En Route: Detroit, MI
 Flight Time: 1 Hour 15 Minutes
 Time Change: NONE

9:50 AM **AIR FORCE II ARRIVES DETROIT, MI**
 FBO: Signature Aviation Phone: 734-941-7880

10:10 AM **MOTORCADE DEPARTS AIRPORT**
 En Route: Alvan Motor Freight
 Drive Time: 5 Minutes

10:15 AM **MOTORCADE ARRIVES ALVAN MOTOR FREIGHT**

Address: 9911 Harrison Rd. Romulus, MI 48174

GREETERS:

10:20 AM

HOLD FOR PHONE CALL

10:25 AM

Hold

Contact: Michael Feldman

10:30 AM

21st CENTURY TRUCKS EVENT

11:30 AM

Location: Freight Room

Participation: Approx 200 – Trucking Cos, labor, enviros

Podium: WHCA Toast

Electeds: Sen. Levin, Reps Conyers, Kilpatrick, Dingell, Mayor
Archer, Cty Exec McNamara. Rep Rivers TBD

Remarks: Eli Attie

Attire: Buseinss

Call Time: 9:30am

Event Contact: Morley Winograd, Roger Ballentine

DOE Contact: Dave Leiter: (202) 586-1404

Staff Contact: Mike Feldman

OPEN PRESS

Format:

10:00 – 10:30am Pre-program: Sen Carl Levin welcomes guests,

- intros General John Coburn

Gen. Coburn makes remarks, then intros Admin. Carol

Browner. Admin Browner makes remarks, intros

Secretary Slater. Secreraty Slater makes remarks, then

intros Sec. Richardson. Sec. Richardson makes remarks.

At the conclusion of Sec. Richardson's remarks all pre-
program participants will take their seats in the front
row

10:30am Secretary Richardson announces **The Vice**

President into the room, accompanied by Volvo
President and CEO Marc Gustafson

- Gustafson gives remarks and intros **The Vice President**

- **The Vice President** delivers remarks

- **The Vice President** works a ropeline and departs

**NOTE: WHILE THE VICE PRESIDENT IS WORKING A ROPELINE,
THE GREET PARTICIPANTS WILL BE MOVED BACKSTAGE**

11:35 PM

GREET

11:55 PM

Location: backstage

Participation: 25 people: cab secs, congressionals, trucking
companies, labor execs

Remarks: NONE

Event Contact: Morley Winograd, Roger Ballentine

Staff Contact: Mike Feldman

CLOSED PRESS

12:00 PM **BRIEFING**
Hold
Contact: Laura Quinn

12:10 PM **HOLD FOR PRESS INTERVIEWS**
12:50 PM On Site Location TBD
Contact: Laura Quinn

12:10 – 12:20PM **INTV W/ CNN** (on camera, outside)
Interviewer: Natalie Pawleski

12:25 – 12:35PM **INTV W/ NPR** (by telephone)
Interviewer: John Nielson

12:40 – 12:50PM **INTV W/ NYTIMES** (by telephone)
Interviewer: Howell Raines

1:00 PM **HOLD FOR LUNCH / MEETING**
1:25 PM Hold
Contact: Bill Samuel

1:30 PM **SATELLITES**
2:30 PM Backstage behind trucks
Contact: Laura Quinn
On Site Logistics Contact: Brendan Thomas

2:40 PM **HOLD FOR VIDEOS – 8 SCRIPTS**
3:40 PM On Site Video Room
Contact: Monica Dixon, Nathan Naylor
On Site Logistics Contact: Brendan Thomas

3:50 PM **HOLD FOR BRIEFING**
4:00 PM Hold
Contact: Chris Lehane

4:05 PM **MOTORCADE DEPARTS SITE TBD**
En Route: Airport
Drive Time: 1 hour 10 Minutes estimated

5:15 PM **MOTORCADE ARRIVES AIRPORT**

5:35 PM **AIR FORCE II DEPARTS DETROIT, MI**
En Route: Andrews Air Force Base
Flight Time: 1 Hour 5 Minutes
Time Change: NONE

Withdrawal/Redaction Marker

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6:40 PM **AIR FORCE II ARRIVES ANDREWS AIR FORCE BASE**

6:55 PM **MOTORCADE DEPARTS ANDREWS AIR FORCE BASE**
En Route: The Residence at NAVOBS
Drive Time: 40 Minutes

7:35 PM **MOTORCADE ARRIVES THE RESIDENCE AT NAVOBS**

AGJ RON THE RESIDENCE, NAVOBS

MEG:

POTUS:

ALL MANIFESTS FOR TRAVEL FRIDAY, APRIL 21, 2000

MARINE II MANIFEST FROM NAVOBS LZ TO AAFB

The Vice President

David Morehouse
Mike Feldman
Wendy New
Maj. Richard Klumpp
Capt. Carol Forrest

(b)(7)e

AIR FORCE II MANIFEST FROM AAFB TO DETROIT, MI

The Vice President

Mike Feldman
David Morehouse
Wendy New
Chris Lehane
Molly Bingham
Maj. Richard Klumpp
Capt. Carol Forrest
David Rodriguez
Press TBD

3 WHCA

ALL MOTORCADE MANIFESTS FOR DETROIT, MI

Lead: Greg Hale
Limo: **The Vice President**
Spare: Morehouse, Forrest
Control: New, Feldman, Klumpp

Support: Bingham, Rodriguez, Quinn

Press: Lehane, Press corps

AIR FORCE II MANIFEST FROM DETROIT, MI TO AAFB

The Vice President

Mike Feldman

David Morehouse

Wendy New

Chris Lehane

Molly Bingham

Maj. Richard Klumpp

Capt. Carol Forrest

David Rodriguez

Press TBD

(b)(7)e

3 WHCA

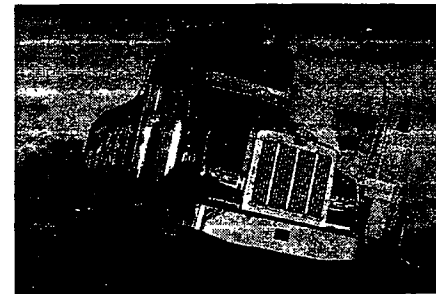
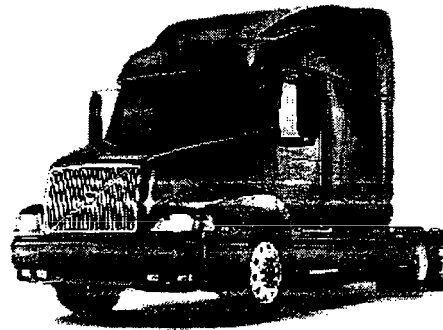
21st Century Trucks

A Government-Industry Research Partnership

Detroit

April 21, 2000

Trucks are Vital to the Nation



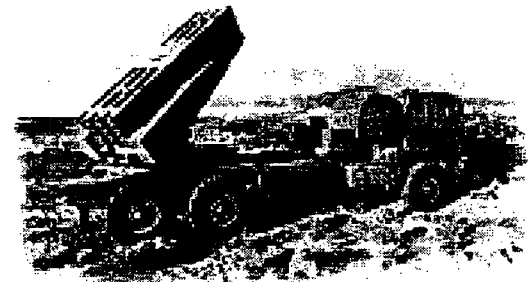
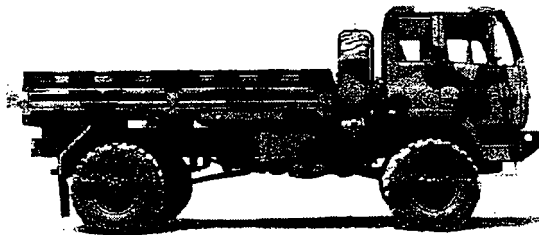
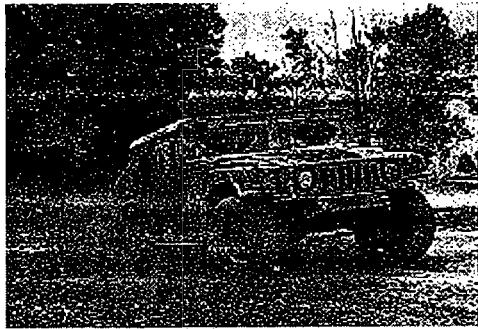
There are over 458,000 motor carriers in the United States, of which 70% are fleets of 6 trucks or less.

There were over 19.8 million commercial trucks registered in 1997.

In 1997, the nation's trucks drove over 428 billion miles for commercial business and consumed over 42.5 billion gallons of fuel.

Trucks are Vital to the Army

Trucks Provide the Logistical Backbone to the Army



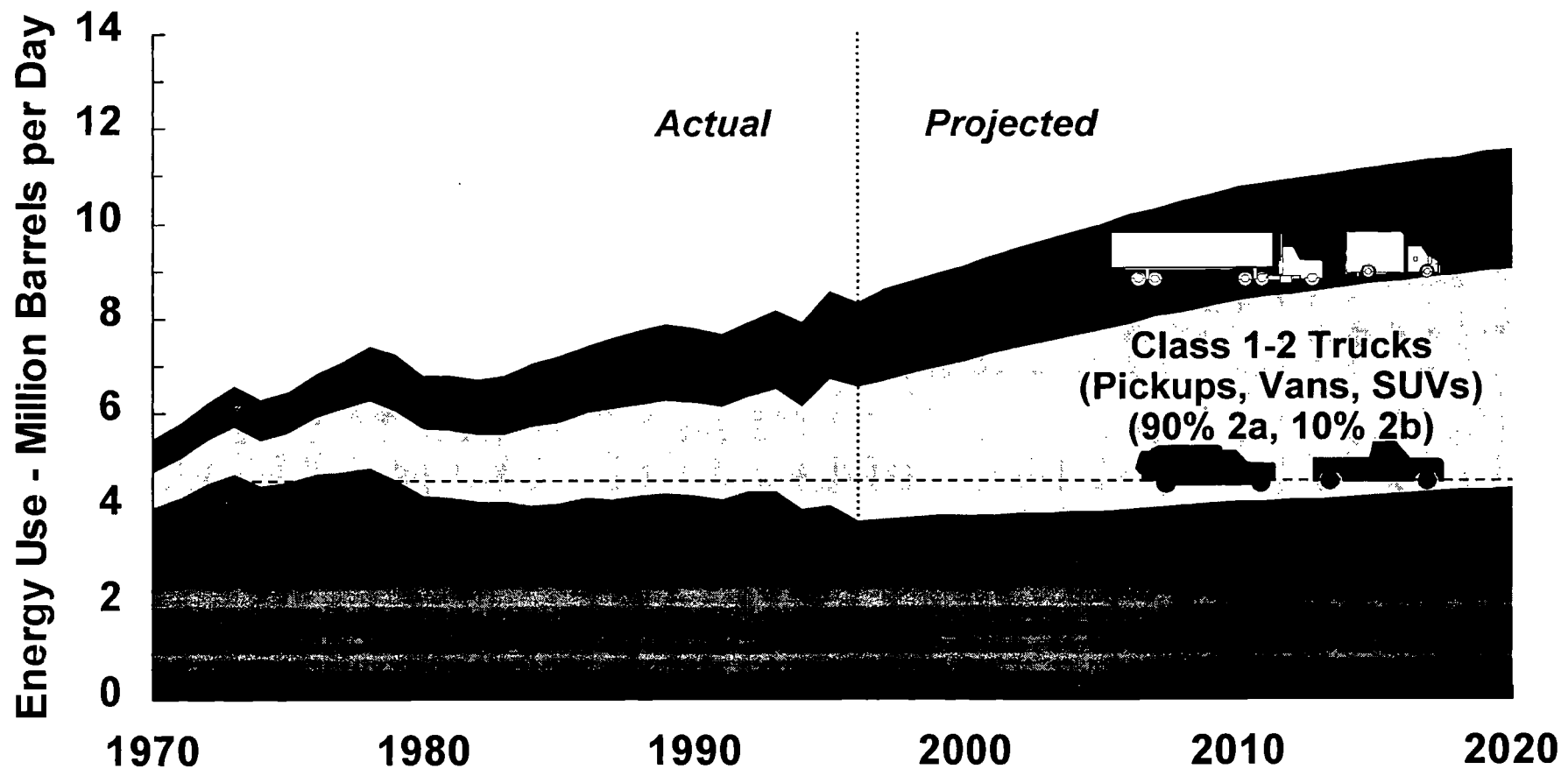
Fuel constitutes 70% of bulk tonnage needed to sustain a military force on the battlefield. This equates to about 600,000 gallons per day.

The US Army has a fleet of over 246,000 tactical wheeled vehicles and drives 823 million miles annually.

Army Goal:

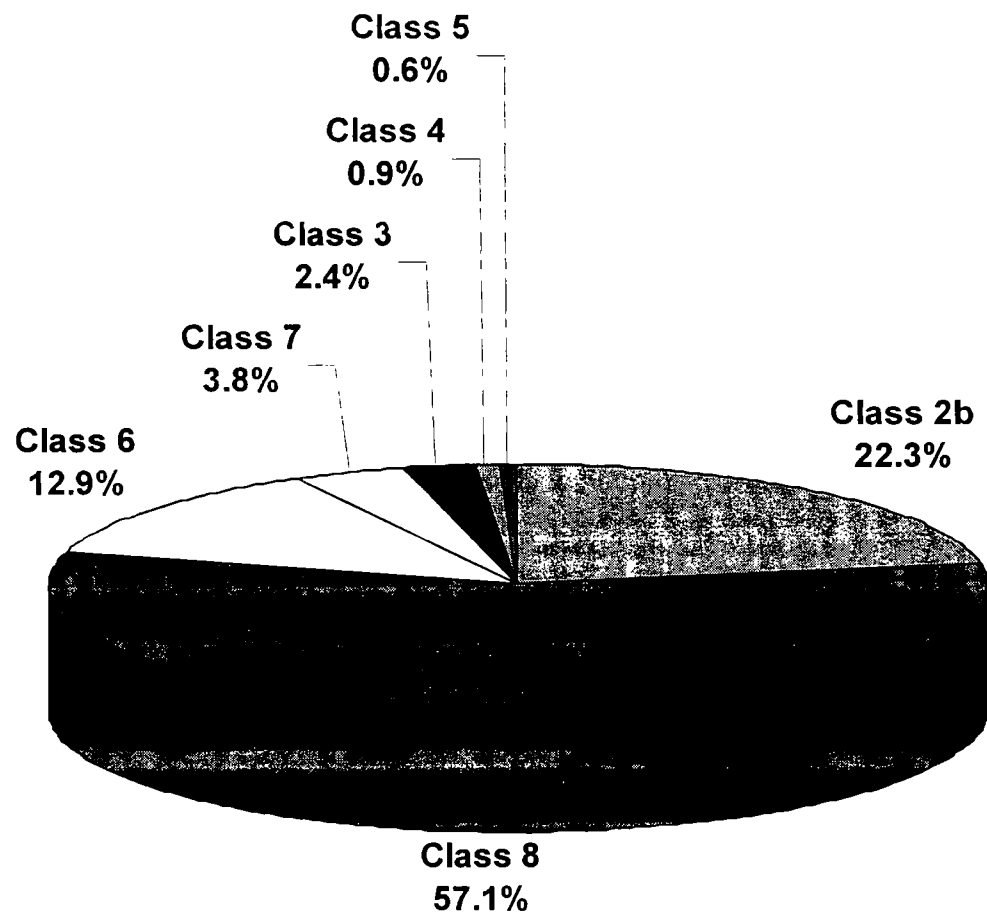
“...75% Reduction in Fuel Requirements for a Deployed Force...”

Since the 1973 Oil Embargo Essentially All of the Increase in U.S. Highway Fuel Consumption has been due to Trucks



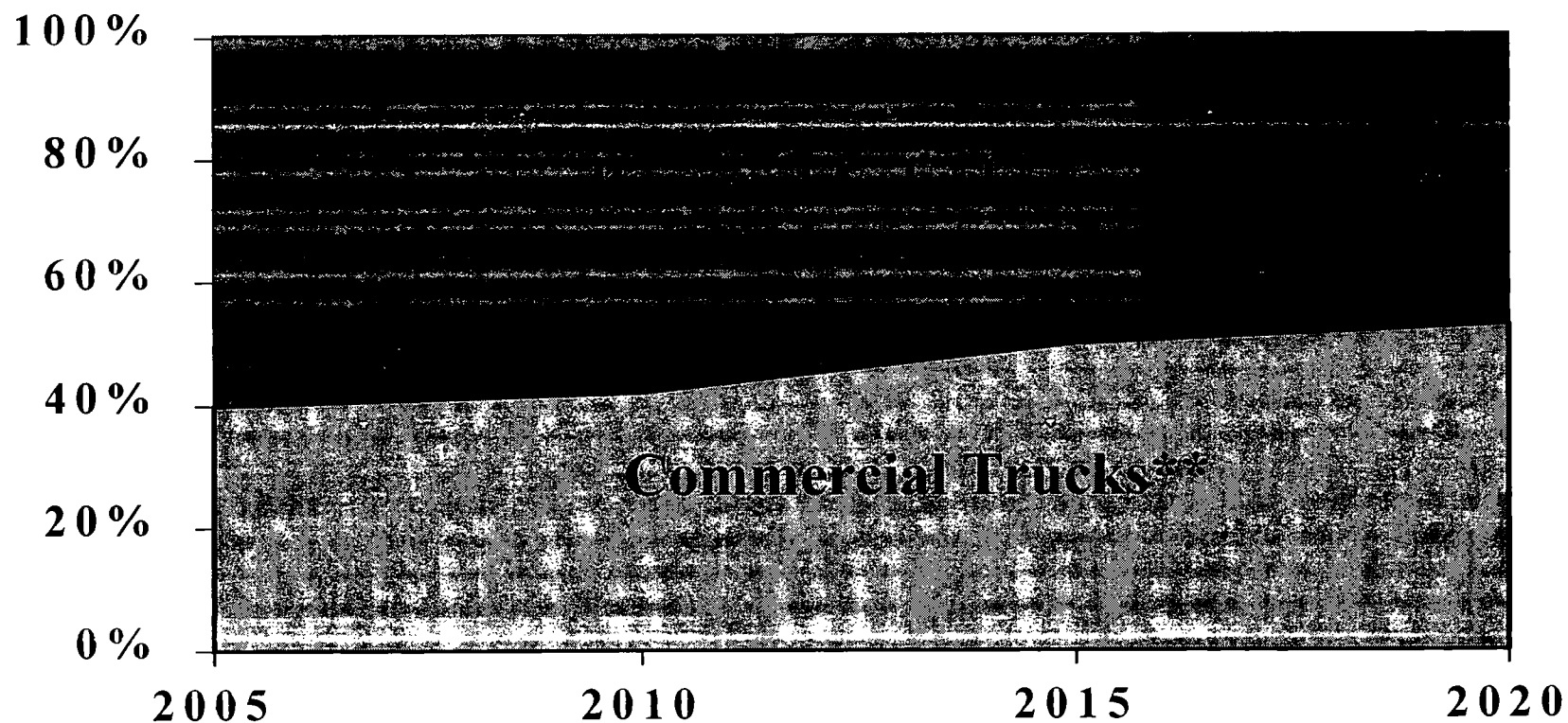
source: EIA Annual Energy Outlook, 1998
Federal Highway Administration, Highway Statistics

Class 2b - 8 Truck Fuel Use



Source: ORNL Transportation Energy Data Book: Edition 18 Data from 1992

Highway Vehicle NO_x Emissions



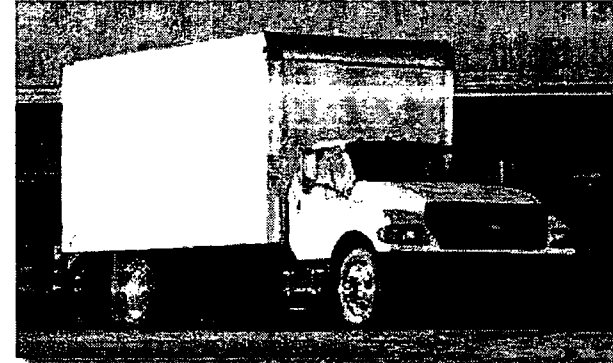
* Cars, Class 1 and Class 2a Trucks (such as SUVs)

** Class 2b through Class 8 trucks and transit buses

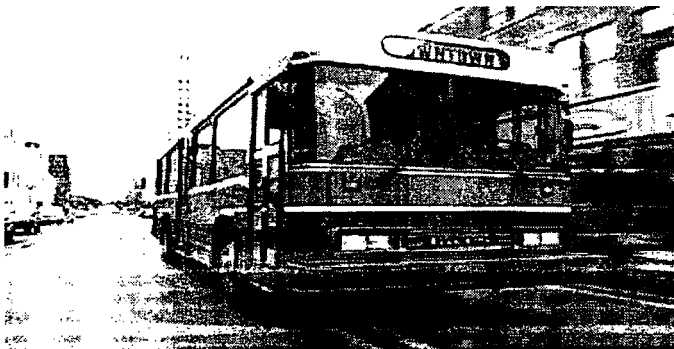
Representative Commercial Trucks



**Class 8 Line Haul Rig
(Kenworth T-2000)
430hp Diesel, 80,000 lbs GVW**



**Class 6 Enclosed Delivery Truck
(Ford F-650)
190hp Diesel, 26,000 lbs GVW**



**Class 8 Transit Bus
(Nova RTS)
275hp Diesel, 40,000 lbs GVW**



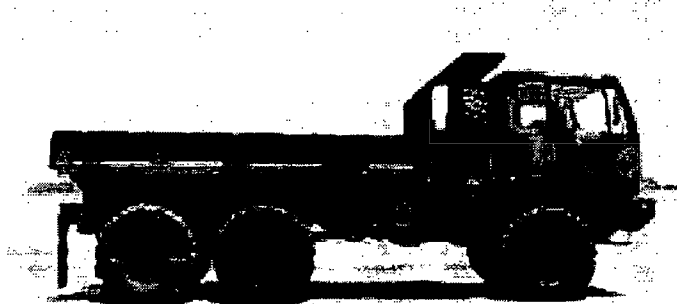
**Class 2B Utility Truck
(Ford F-350)
235hp Diesel, 10,000 lbs GVW**

GVW = Gross Vehicle Weight = weight with full load

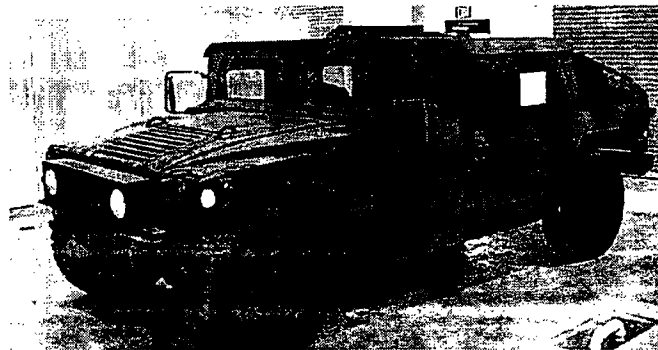
Representative Military Trucks



Class 8 - M915 Line Haul Rig
430hp Diesel, 105,000 lbs GVW



Class 6 - FMTV Tactical Truck
225hp Diesel, 26,000 lbs GVW



Class 2B - HMMWV M998 Utility Vehicle
190hp Diesel, 10,000 lbs GVW

GVW = Gross Vehicle Weight = weight with full load

Fuel Efficiency Goals (ton-miles per gallon)*

- **3X - Class 2B & 6**
- **3X - Class 8 Bus**
- **2X - Class 8 Line Haul**

*** A truck that uses one gallon of fuel to move one ton of freight one mile gets one ton-mile per gallon**

Technologies for Improved Fuel Efficiency

- Improved Engine and Drivetrain Efficiencies
- Fuel Cells
- Hybrid Propulsion Systems which Recover Energy Now Lost to Braking (requires energy storage such as electric battery)
- Reduction in Aerodynamic Drag and Rolling Resistance (e.g. Streamlining Vehicles and Reducing Wheel Bearing Friction)
- Reduction in Empty Vehicle Weight (e.g. Composite Materials)

Emission Standards for Large Truck and Bus Engines (grams per horsepower-hour)

	Current	2004
NO _x	4.0	2.0
Particulate matter	0.1	0.1
Carbon monoxide	15.5	15.5
Hydrocarbons	1.3	0.5

Note: EPA will shortly propose more stringent emissions standards that would take effect in the 2007 timeframe

NO_x and hydrocarbon emission regulations for 2004 are additive requirements for non-methane hydrocarbons plus NO_x, total not to exceed 2.5 grams per horsepower-hour

Technologies with the Potential to Reduce Emissions

- **Exhaust Gas Recirculation**
- **Selective Catalytic Reduction**
- **Particulate Matter Catalytic Soot Filters**
- **Oxidation Catalyst**
- **NOx Adsorber/catalyst**
- **Homogeneous Charge Compression Ignition Combustion**
- **Fuel Cell/Hybrid power train**

Several options require ultra-low sulfur fuel

Technologies with the Potential to Improve Safety

- **Vision Enhancement**
- **Lane Change/Merge Assistance**
- **Vehicle Diagnostics**
- **Roadway Departure Warning**
- **Driving Monitoring**
- **Rear-end Impact Warning**
- **Advanced Brake Materials**

Federal Budget

(in \$millions)

	FY2000	FY2001 Proposed	Change
DOMESTIC	59.5	67.4	13
DOE	18.5	41.2	123
DEFENSE	0.0	7.0	-
DISCRETIONARY	18.3	26.2	43
TOTAL	96.3	141.8	47

Eaton Corporation
P O Box 4013
Kalamazoo, MI 49003-4013
616 / 342-3022
FAX: 616 / 342-3535



April 20, 2000

Mr. Paul F. Skalny
Associate Director
U.S. Army TACOM
National Automotive Center
AMSTA-TR-N
Warren, MI 48397-5000

Subject: EATON's Participation in 21st Century Truck

Dear Paul,

We are in receipt of your Declaration of Intent and have reviewed it thoroughly. Eaton's Truck Components Operations senior management (Tom O'Boyle and Tim Morscheck) are wholeheartedly in support of your program's objectives and have been charged by Eaton's president, Sandy Cutler, to participate in just this type of program.

The purpose of this letter is to communicate our desire to participate as a coordinating partner in the 21st Century Truck program. You have our approval to include EATON Corporation as an official participant in your upcoming press announcement(s).

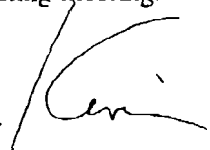
Official invitations from the White House to participate in the program should be directed to:

Tom O'Boyle, Sr. Vice President, Truck Components Operations
Tim Morscheck, Vice President and GM, Trucking Electronic Systems Division

Please be sure that I am copied on all invitations, since I will serve as Eaton's primary point of contact on this program.

Thank you for working to include us on such short notice. I look forward to joining the team in the next planning meeting.

Yours truly,

Kevin D. Beaty 
Business Unit Manager
Hybrid Electric Powertrains



Nathan E. Hurst



04/20/2000 10:11

Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP

cc: Angela C. Mizeur/WHO/EOP@EOP

Subject: More Invites - Industry

Do we want to invite the industry folks listed below?

----- Forwarded by Nathan E. Hurst/CEQ/EOP on 04/20/2000 10:11 AM -----



Jacqueline Krieger
04/20/2000 10:08:16 AM

Record Type: Record

To: Nathan E. Hurst/CEQ/EOP@EOP

cc:

Subject: More Invites - Industry

These are industry people whom the Alliance to Save Energy recommends we invite:

Armstrong International (Three Rivers, MI)

Tom Henry 616-279-3383

Doug Bloss 561-286-7175

Johnson Controls (Milwaukee)

Dave Bechtel 202-393-3224 (in D.C. - he should ask someone from Milwaukee office)

Owens Corning (Toledo)

Peter Garforth 419-248-7780

Whirlpool (Benton Harbor, MI)

Mike Thompson 616-923-4647

Mike Thieneman 616-923-3179

THE WHITE HOUSE
Office of the Vice President

New Changes.

For Immediate Release
April 21, 2000

Contact:
(202) 456-7035

**VICE PRESIDENT GORE ANNOUNCES AGREEMENT WITH MAJOR TRUCK
MANUFACTURERS TO DEVELOP SUPER FUEL-EFFICIENT HEAVY TRUCKS AND
BUSES**

Washington, D.C. -- Vice President Gore announced today a new research partnership with 9 of the nation's largest heavy truck and bus manufacturers to develop super fuel-efficient vehicles that will dramatically improve America's fuel economy while cutting greenhouse gases and other air pollution.

"This new technology will reduce our consumption of foreign oil, clean our air and ultimately make our roads safer," Vice President Gore said. "The heavy truck manufacturing industry deserves great credit for pledging to work with this Administration to create trucks and buses that are cleaner, safer and more economical. We have learned that a strong economy and a safe environment go hand in hand."

The 21st Century Truck Initiative will develop revolutionary technologies for increasing the fuel economy and safety of four specific classes of commercial trucks and buses ~~vehicles~~, which account for more than 90% of all fuel used by all such vehicles ~~commercial trucks~~ in the U.S. The program's cost-share investments in advanced technologies ~~will lead~~, within 10 years, to manufacturing-ready "production prototypes" that:

are designed to lead

- Triple the fuel economy of heavy pickups, large delivery vans, and full-sized passenger buses (relative to today's comparable vehicles);
- 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;
- Exceed expected emission requirements for 2010 (likely to be much more stringent than today's standards) by making ~~and make~~ major reductions in NOx, particulates, and other local air pollutants (the commercial trucks covered by this agreement produce more than one-third of the urban air pollutants generated by highway vehicles).

Overall, research conducted for the 21st Century Truck Initiative shows that by cutting fuel costs and increasing safety the U.S. trucking industry will become more financially sound, more energy independent, and will meet current environmental challenges.

The initiative will also strengthen our national security ~~benefit the Department of Defense and the U.S. Army~~ by dramatically cutting operational support costs and increasing combat effectiveness. As the U.S. Army transforms itself to be a lighter, more mobile force (70% of the

bulk tonnage needed to sustain the Army during a conflict is fuel), the rapid integration of advanced commercially viable technologies into trucks is vital.

The 21st Century Truck Initiative complements the Partnership for a New Generation of Vehicles program, which has resulted in the development of consumer vehicles by GM, Daimler Chrysler, and Ford (expected to be in production by 2003) that achieve ~~70 to 80 miles gallon.~~ *significant increases in fuel economy.*

The 21st Century Truck initiative will be closely coordinated with ongoing research by the Department of Transportation to reduce truck-related fatalities 50% by 2010 and improve safety information and vehicle-based driver assistance products that warn drivers of dangerous situations, recommend corrective actions, or assume control of the vehicle to avoid collisions.

Among the technological advances the partnership aims to achieve are:

- advanced propulsion technology, with a focus on advanced diesel engine, hybrid electric, fuel cell, and advanced drivetrain technologies;
- next-generation 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 reducing other forms of parasitic losses like rolling resistance; and,
- safety, with a focus on the driver-environment, driver-hardware and hardware-environment areas.

To help prioritize investment opportunities, over the next ~~150-150~~¹²⁰ [?????—paper says 120] days, Government and Industry, with the assistance of the academic community, will develop a Research Plan or Technology Roadmap geared towards meeting the Initiative's research objectives.

The Administration's FY2001 budget proposes to increase spending in areas supporting 21st Century truck research by \$33.6 Million to a total of \$111.4 Million--a 43% increase. Research priorities, which will be developed in cooperation with industry partners, will include advanced engines, fuel cells, lightweight materials, and advanced emission control and vehicle safety systems.

" Now is the time to lead the world in the emerging market for more fuel-efficient vehicles of all kinds, " the Vice President said.

The new partnership links many ~~twelve~~ of the nation's largest manufacturers of heavy 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. Industry participants are: Freightliner Corporation, Mack Trucks, Oshkosh

Trucks, Paccar, Volvo Trucks North America, Cummins Engine Company, Caterpillar, Detroit Diesel Corporation, and Lockheed Martin Control Systems.

###

Paul Bledsoe
04/19/2000 12:31:58 PM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP, David Gardiner/CEQ/EOP@EOP

CC:

Subject: Latest version of Release

Revised budget numbers and companies.

THE WHITE HOUSE

Office of the Vice President

For Immediate Release
April 21, 2000

Contact:
(202) 456-7035

Vice President Gore Announces Agreement with Major Truck Manufacturers to Develop Super Fuel-Efficient Trucks and Buses

Washington, D.C. -- Vice President Gore announced today a new research partnership with 12 of the nation's largest truck and bus manufacturers to develop super fuel-efficient vehicles that will dramatically improve America's fuel economy while cutting greenhouse gases and other air pollution.

"We have learned that a strong economy and a safe environment go hand in hand. The truck manufacturing industry deserves great credit for pledging to work with ~~this~~ ^{US} ~~Administration~~ to create trucks and buses that are cleaner, safer and more economical," Vice President Gore said. "This new technology will reduce our consumption of foreign oil and ultimately make our roads safer."

The 21st Century Truck Initiative ~~develops~~ ^{will} revolutionary technologies for increasing the fuel economy and safety of four specific classes of vehicles, which account for more than 90% of all fuel used by commercial trucks in the U.S. The program's cost-share investments in advanced technologies will lead, within 10 years, to manufacturing-ready "production prototypes" that:

- Triple the fuel economy of heavy pickups, large delivery vans, and full-sized passenger buses (relative to today's comparable vehicles);

how?

save taxpayers and
consumers money

- 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;
- Exceed expected emission requirements for 2010 (likely to be much more stringent than today's standards).
- Make major reductions in NOx, particulates, and other local air pollutants (the commercial trucks covered by this agreement produce nearly half of the urban air pollutants generated by highway vehicles).

Research conducted ^{for} ~~under~~ the 21st Century Truck Initiative shows that by cutting fuel costs and increasing safety the U.S. trucking industry will become more financially sound, more energy independent, and will meet current environmental challenges. The initiative will also benefit the Department of Defense and the U.S. Army by dramatically cutting operational support costs and increasing combat effectiveness. *help*

The 21st Century Truck Initiative complements the Partnership for a New Generation of Vehicles program. The initiative will be closely coordinated with ongoing research by the Department of Transportation to reduce truck-related fatalities 50% by 2010 and improve safety information and vehicle-based driver assistance products that warn drivers of dangerous situations, recommend corrective actions, or assume control of the vehicle to avoid collisions. *arent these the same pts.*

The Administration's FY2001 budget proposes to increase spending in areas supporting 21st Century truck research by \$33.6 Million to a total of 111.4 Million--a 45% increase. Research priorities, which will be developed in cooperation with industry partners, will include advanced engines, fuel cells, lightweight materials, and advanced emission control and vehicle safety systems. *includes global warming*

" Now is the time to lead the world in the emerging market for more fuel-efficient vehicles of all kinds, " the Vice President said.

The new partnership links twelve 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. Industry participants are: Freightliner Corporation, Mack Trucks, Oshkosk Trucks, Paccar, Volvo Trucks North America, Cummins Engine Company, Caterpillar, Detroit Diesel Corporation, Allison Transmission Division, and Lockheed Martin Control Systems.

###

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.

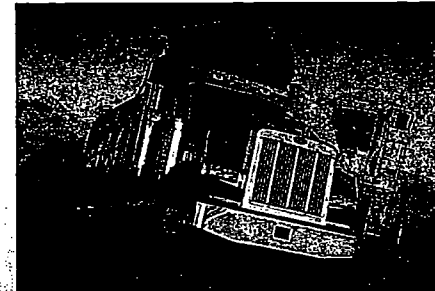
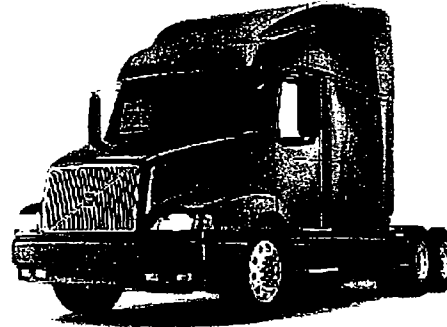
On a policy scale, this initiative is not as big as PNGV, since PNGV dealt with vehicles that an average American family could own. On the other hand, it may be seen more favorably by the environmental community than PNGV, because some saw PNGV as “cover” for a lack of action on CAFÉ. Because there is 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

21ST Century Truck Initiative

Trucks are Vital to the Nation

Trucks Account for Over 81% of the Nation's Freight Business



There are over 458,000 motor carriers in the United States, of which 70% are fleets of 6 trucks or less.

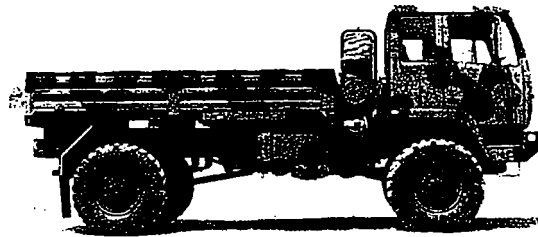
There were over 19.8 million commercial trucks registered in 1997.

In 1997, the nation's trucks drove over 428 billion miles for commercial business and consumed over 42.5 billion gallons of fuel.

21ST Century Truck Initiative

Trucks are Vital to the Army

Trucks Provide the Logistical Backbone to the Army



Fuel constitutes 70% of bulk tonnage needed to sustain a military force on the battlefield. This equates to about 600,000 gallons per day.

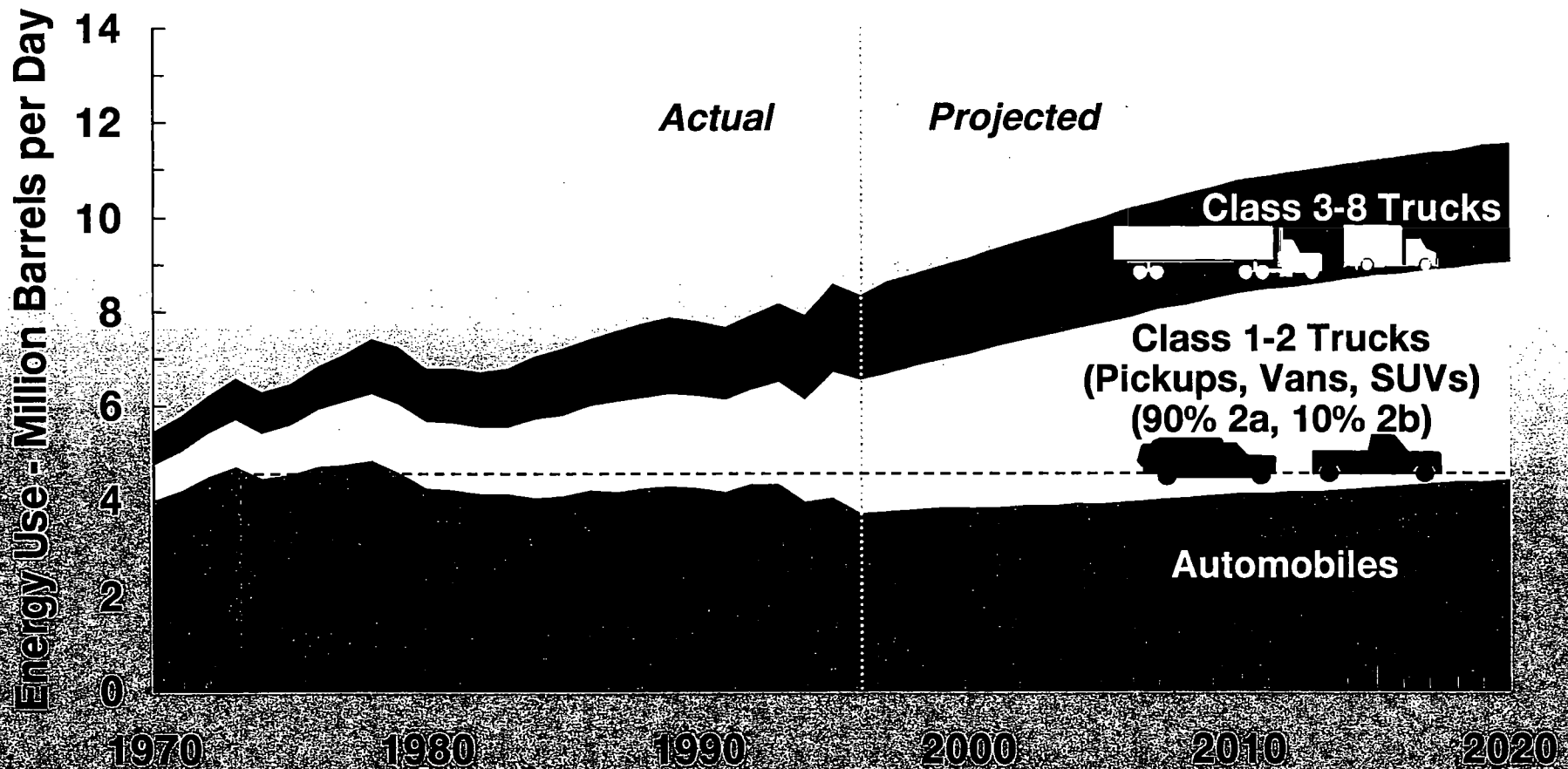
The US Army has a fleet of over 246,000 tactical wheeled vehicles and drives 823 million miles annually.

Army Goal:

“...75% Reduction in Fuel Requirements for a Deployed Force...”

21ST Century Truck Initiative

Since the 1973 Oil Embargo Essentially All of the Increase in U.S. Highway Fuel Consumption has been due to Trucks

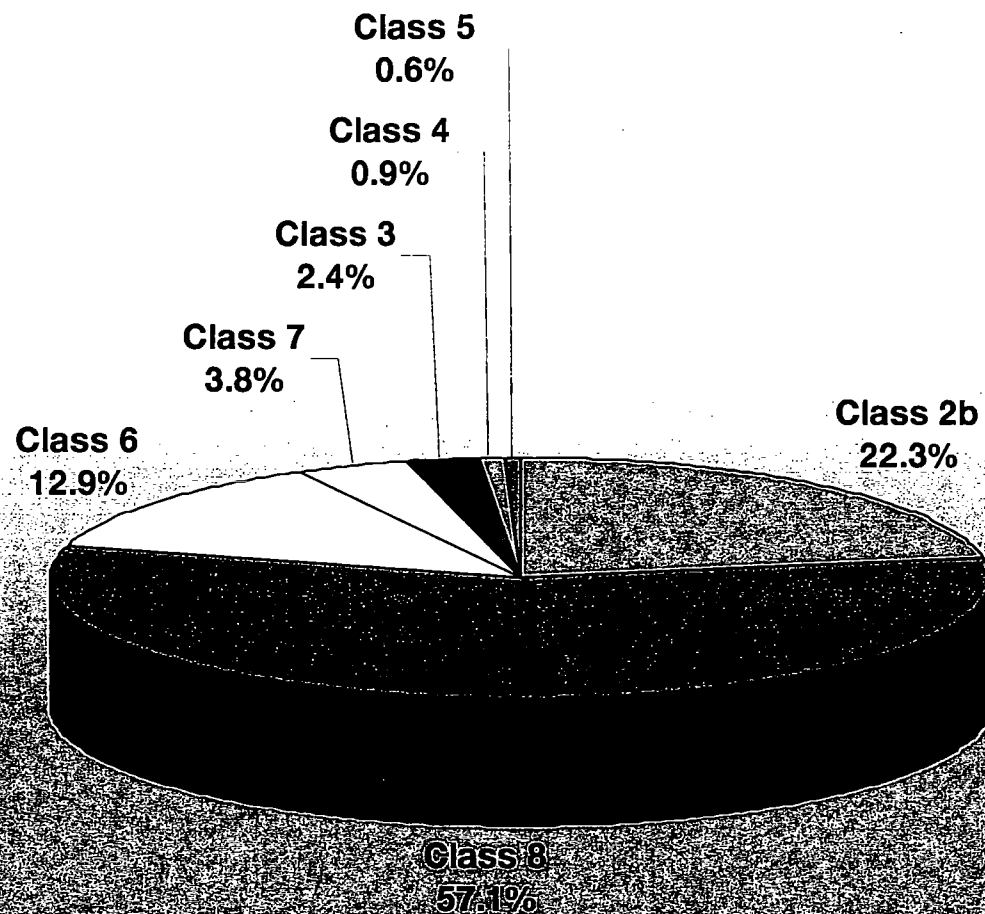


Source: EIA Annual Energy Outlook 1998

Federal Highway Administration, Highway Statistics

21ST Century Truck Initiative

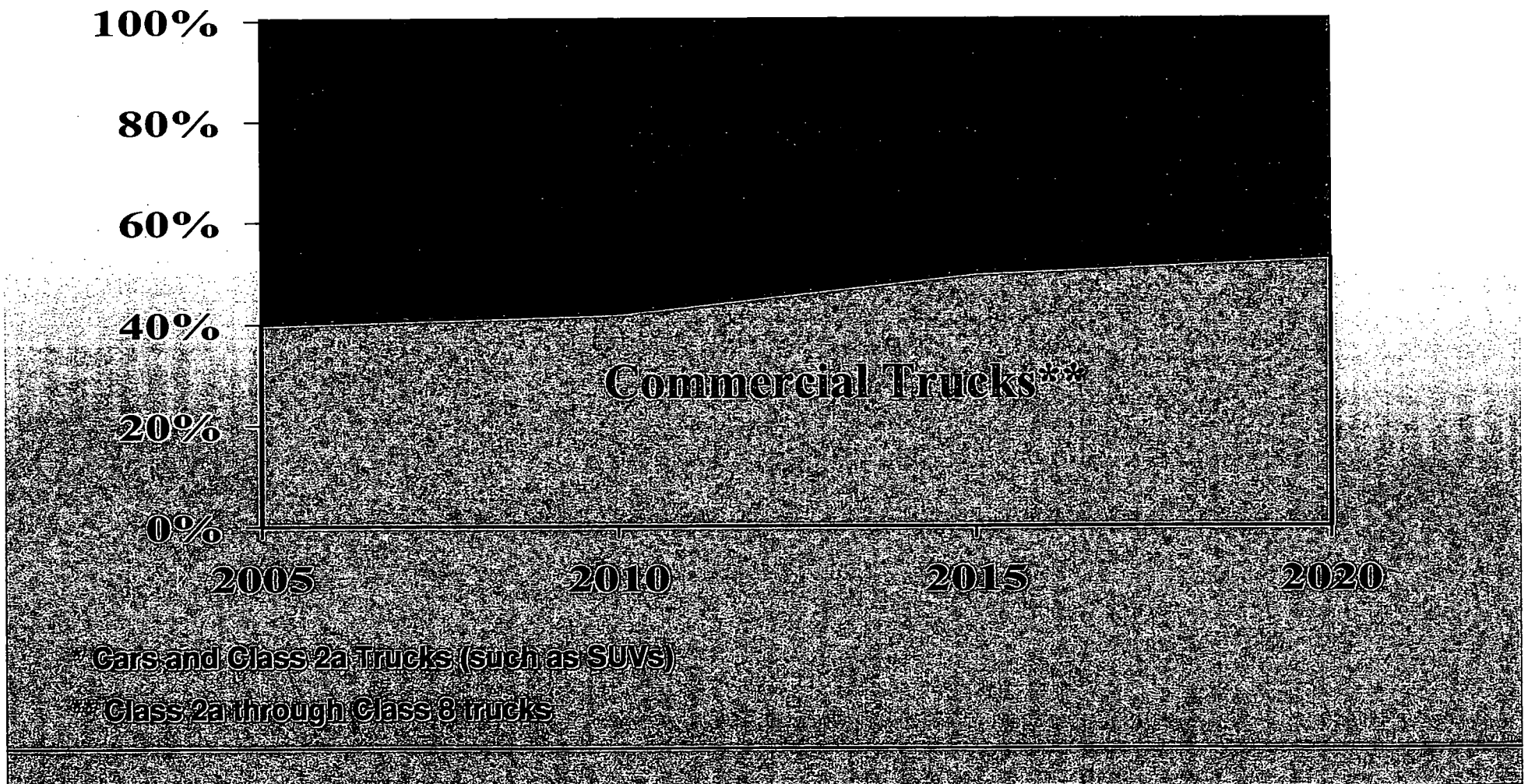
Class 2b - 8 Truck Fuel Use



Source: ORNL Transportation Energy Data Book, Edition 18, Data from 1992

21ST Century Truck Initiative

Highway Vehicle NO_x Emissions

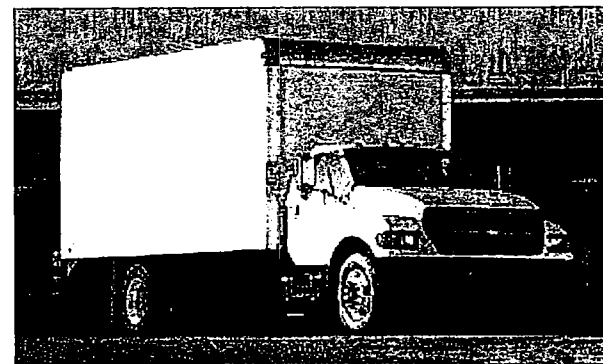


21ST Century Truck Initiative

Representative Commercial Trucks



**Class 8 Line Haul Rig
(Kenworth T-2000)
430hp Diesel, 80,000 lbs GVW**



**Class 6 Enclosed Delivery Truck
(Ford F-650)
190hp Diesel, 26,000 lbs GVW**



**Class 8 Transit Bus
(Nova RTS)
275hp Diesel, 40,000 lbs GVW**



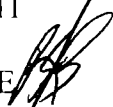
**Class 2B Utility Truck
(Ford F-350)
235hp Diesel, 10,000 lbs GVW**

GVW = Gross Vehicle Weight = weight with full load

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

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POLITICAL AND POLICY ISSUES

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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. The most likely criticism from the environmentalists might be more generally that this initiative, while perfectly fine, is inadequate as a “major” Administration Earth Day announcement. A clear positive aspect of the timing, however, 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



"Skalny, Paul" <SkalnyP@tacom.army.mil>
04/19/2000 12:04:32 PM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP
cc: Henry C. Kelly/OSTP/EOP, Angela C. Mizeur/WHO/EOP
Subject: FW: truck participants

Roger,

A little more detail on the industry partners is attached.

Regards,

Paul

-----Original Message-----

From: Skalny, Paul
Sent: Wednesday, April 19, 2000 10:18 AM
To: 'Roger_S_Ballentine@who.eop.gov'
Cc: 'hkelly@ostp.eop.gov'; 'angela_c_mizeur@who.eop.gov'
Subject: FW: truck participants

Roger,

Here's the details:

Truck Manufacturers:

Freightliner Corporation (Portland, Oregon): major mfr of trucks both for the commercial industry and the Defense Department (M915 Line Haul). Largest Class 8 producer. Parent company is Daimler Chrysler.

Mack Trucks, Inc. (Allentown, PA): major mft of trucks for the commercial industry; leading producer of vocational (e.g., refuse trucks) trucks. Manufacturer of heavy engines.

PACCAR (Bellevue, WA): manufacturers of Peterbilt and Kenworth (class 8) trucks. One of two (International-Navistar) major US owned producers of heavy trucks.

Oshkosh Truck Corporation (Oshkosh, WI): major manufacturer of commercial (e.g., fire trucks, cement mixers) trucks and military trucks (Heavy Expanded Mobility Tactical Truck (HEMTT), Pallentized Loading Systems (PLS), Heavy Equipment Transporter (HET) and Medium Tactical Vehicle Remanufacture

*Norm
475 468 8216*

*Ken Stinger
202-296-9158*

program for the Marine Corps.

Volvo Trucks North America, Inc. (Greensboro, NC): major manufacturer of class 8 trucks. Major manufacturing facility is in Dublin, VA.

Cummins Engine Company, Inc. (Columbus, IN): major manufacturer of medium and heavy duty engines (together with Detroit Diesel and Caterpillar are the three majors producers of medium and heavy duty engines).

Caterpillar Inc. (Peoria, IL): same as Cummins. Caterpillar is also a major manufacturer of Construction and Agricultural equipment.

Detroit Diesel Corporation (Detroit, MI): same as Caterpillar and Cummins.

Allison Transmission Division General Motors Corporation (Indianapolis, IN): leading manufacturer of automatic transmissions for trucks. Allison is a leader in the Electric Drives area.

Lockheed Martin Control Systems (Johnson City, NY): leader in Electric Drives.

Regards,

Paul

-----Original Message-----

From: hkelly@ostp.eop.gov [mailto:hkelly@ostp.eop.gov]

Sent: Wednesday, April 19, 2000 9:37 AM

To: Roger_S._Ballentine@who.eop.gov; Angela_C._Mizeur@who.eop.gov

Cc: skalnyp@tacom.army.mil

Subject: truck participants

I've got to head to NSF for an hour for a must do talk. I'll have to ask Paul Skalny to give Roger the info required. my pager is 888 437-8290.

Here's a quick answer. [Paul, please help here and give more detail on what each of these companies does]

DIESEL ENGINES:

Detroit Diesel Corporation, Detroit, MI (

Cummins Engine Company, Inc., Columbus,, IN

CaterpillarInc., Peoria, IL

COMPLETE TRUCKS

Mack Trucks, Inc., Allentown , PA:

Volvo Trucks North America, Inc., Greensboro , NC [ALSO MAKE ENGINES]

Paccar, Inc., Bellevue , WA

Freightliner Corporation, Portland, , Oregon

Oshkosh Motors, Oshkosh, WI [MAJOR MANUFACTURER OF MILITARY TRUCKS]

TRUCK COMPONENTS [CONTROLS, TRANSMISSIONS]

Allison Transmission Division General Motors Corporation, Indianapolis, IN
Lockheed Martin Control Systems, Johnson City, NY



- Revised Industry Blurbs.doc

Allison Transmission Division - General Motors

With a client base of over 14,000 worldwide, Allison Transmission leads the world in the design, manufacture, and sales of medium- and heavy-duty automatic transmissions for commercial-duty trucks, buses, off-highway equipment and military vehicles.

Caterpillar

Caterpillar is the world's #1 maker of earth-moving machinery and a leading supplier of agricultural equipment. The company also makes a variety of construction, mining, and logging machinery, as well as engines for trucks, locomotives, and electrical power-generation systems. The company operates manufacturing plants in 22 countries and through a network of 195 dealerships sells its equipment worldwide.

Cummins Engine Company

Cummins Engine, the world's leader in the manufacture of large diesel engines. The company's engines also power school buses, delivery trucks, and equipment for mining and construction. Cummins accounts for about one-third of the North American market for heavy-duty truck engines. Power generation products such as its Onan and Petbow generator sets and Newage alternators account for about 20% of sales. Cummins' Fleetguard and Nelson filtration subsidiaries produce fuel and air filters for heavy-duty engines. The company has manufacturing operations in more than 12 countries.

Detroit Diesel Corporation (DDC)

Detroit Diesel Corporation (DDC) manufactures and services a full line of diesel engines (22 to 10,000 horsepower) for trucks, autos, and the off-road market. The Series 60 engine is its best seller. DDC also remanufactures two- and four-cycle engines, with two-cycle models being phased out despite accounting for most sales. Italian subsidiary VM Motori supplies 4-cylinder, turbocharged engines to the international automotive market. Diesel engines are made in Redford, Michigan, and Cento, Italy, and other operations are carried out in the US and abroad. Most sales are made directly to truck makers (Freightliner) in the US.

Freightliner Corporation

Freightliner Corporation is a subsidiary of automotive manufacturer DaimlerChrysler, and is the #1 heavy truck maker in the US, as well as a top exporter to Central and South America, Asia, and the Middle East. Freightliner offers heavy-duty trucks under the Century Class, Sterling SilverStar, and Classic XL names for construction, distribution, logging, municipal service, and other applications. Other products include school buses (Thomas Built Buses) and fire engines (American LaFrance).

Lockheed Martin Control Systems

For more than 50 years, Lockheed Martin Control Systems has been designing and building control electronics for air, space, and ground vehicles. Military aircraft, commercial jetliners, space-launch vehicles, and environmentally friendly buses and trucks are among the diverse platforms that operate with Lockheed Martin controls.

Control Systems is a leader in developing environmentally friendly drive systems for buses and trucks. Lockheed Martin's HybriDrive propulsion system propels the vehicle with an electric motor that draws power from batteries that are charged by an engine-driven generator. Computerized controls govern the system, which dramatically cuts emissions and improves fuel economy while enhancing vehicle performance and reducing maintenance needs.

Power & Drive Systems also produces a wide array custom-designed power supplies, drives, inverters, power conditioning units, battery charging systems, and electronic fuel injection systems for rail and off-highway applications. This power electronics expertise draws from decades of aerospace applications in which lives depend on reliable electronic controls.

Mack Trucks

Mack Trucks, a subsidiary of France-based Renault, is a leading maker of heavy-duty trucks in the US. Mack also makes a line of medium-duty and natural gas-powered trucks, sleeper cabs and truck accessories. The company leases, sells, and services its trucks for use in more than 65 countries. Customers include the US Post Office and other organizations that need long-haul trucks.

Navistar International Corporation

Holding company Navistar International Corporation, operating as International Truck and Engine Corporation, is one of the US's top heavy-duty truck makers. Along with its International brand heavy-duty trucks, Navistar also manufactures midsized trucks, school buses, diesel engines, and replacement parts. It also sells its diesel engines to other truck makers, primarily Ford. Navistar operates production plants in Canada, Mexico, and the US, and a contract manufacturing operation in Brazil. The company exports its products to more than 70 countries.

Oshkosh Truck

Oshkosh Truck makes heavy-duty vehicles for the defense, fire and emergency, and commercial industries. Its specialized vehicles are designed to withstand environmental extremes from desert heat to Arctic cold. Oshkosh's commercial and emergency/rescue vehicles (50% and 30% of sales, respectively) include concrete carriers and refuse trucks

(McNeilus), snow blowers, and aircraft rescue and fire-fighting vehicles (Pierce). They're used in vocational, airport, and municipal markets. Defense contracts generate about 20% of Oshkosh's revenues. The company is focusing on its commercial and emergency/rescue businesses in response to defense cutbacks.

PACCAR

PACCAR is the world's #3 maker of trucks. Its light-, medium-, and heavy-duty trucks include the Kenworth, Peterbilt, DAF, Leyland DAF, and Foden lines. The company also produces aftermarket truck parts for its Kenworth and Peterbilt trucks. The company's Paccar.com division operates as a venture capital fund for related e-commerce startups, and its ePaccar division operates Truckxchange.com, an online marketplace for the trucking industry. PACCAR has sold its retail auto parts business.

Volvo

Volvo is a leading maker of trucks (#3 behind DaimlerChrysler and PACCAR) and buses; marine, aircraft, and industrial engines; and construction equipment. The company has a 12% market share of the US heavy truck market and has expanded operations in the emerging markets of Brazil and Ukraine.

Volvo Trucks North America, makes heavy-duty trucks for its parent, Sweden-based AB Volvo. The company primarily makes heavy-duty, 18-wheel commercial trucks. Models range from the home-in-a-cab Volvo 770 -- with kitchen, bedroom, and office facilities -- to rigs specially designed for the logging, construction, aircraft refueling, and refuse industries.



"Skalny, Paul" <SkalnyP@tacom.army.mil>
04/19/2000 10:17:55 AM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP
cc: Henry C. Kelly/OSTP/EOP, Angela C. Mizeur/WHO/EOP
Subject: FW: truck participants

Roger,

Here's the details:

Truck Manufacturers:

Freightliner Corporation (Portland, Oregon): major mfr of trucks both for the commercial industry and the Defense Department (M915 Line Haul). Largest Class 8 producer. Parent company is Daimler Chrysler.

Mack Trucks, Inc. (Allentown, PA): major mft of trucks for the commercial industry; leading producer of vocational (e.g., refuse trucks) trucks. Manufacturer of heavy engines.

PACCAR (Bellevue, WA): manufacturers of Peterbilt and Kenworth (class 8) trucks. One of two (International-Navistar) major US owned producers of heavy trucks.

Oshkosh Truck Corporation (Oshkosh, WI): major manufacturer of commercial (e.g., fire trucks, cement mixers) trucks and military trucks (Heavy Expanded Mobility Tactical Truck (HEMTT), Pallentized Loading Systems (PLS), Heavy Equipment Transporter (HET) and Medium Tactical Vehicle Remanufacture program for the Marine Corps.

Volvo Trucks North America, Inc. (Greensboro, NC): major manufacturer of class 8 trucks. Major manufacturing facility is in Dublin, VA.

Cummins Engine Company, Inc. (Columbus, IN): major manufacturer of medium and heavy duty engines (together with Detroit Diesel and Caterpillar are the three majors producers of medium and heavy duty engines).

Caterpillar Inc. (Peoria, IL): same as Cummins. Caterpillar is also a major manufacturer of Construction and Agricultural equipment.

Detroit Diesel Corporation (Detroit, MI): same as Caterpillar and Cummins.

Allison Transmission Division General Motors Corporation (Indianapolis, IN): leading manufacturer of automatic transmissions for trucks. Allison is a leader in the Electric Drives area.

Lockheed Martin Control Systems (Johnson City, NY): leader in Electric Drives.

Regards,

Paul

-----Original Message-----

From: hkelly@ostp.eop.gov [mailto:hkelly@ostp.eop.gov]

Sent: Wednesday, April 19, 2000 9:37 AM

To: Roger_S._Ballentine@who.eop.gov; Angela_C._Mizeur@who.eop.gov

Cc: skalnyp@tacom.army.mil

Subject: truck participants

I've got to head to NSF for an hour for a must do talk. I'll have to ask Paul Skalny to give Roger the info required. my pager is 888 437-8290.

Here's a quick answer. [Paul, please help here and give more detail on what each of these companies does]

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Lockheed Martin Control Systems, Johnson City, NY

Mack Trucks, Inc., Allentown , PA

Volvo Trucks North America, Inc., Greensboro , NC

Paccar, Inc., Bellevue , WA

Navistar International, Chicago, IL*

Detroit Diesel Corporation, Detroit, MI

Freightliner Corporation, Portland, , Oregon

Cummins Engine Company, Inc., Columbus,, IN

Ford Motor Company, Dearborn, MI

Allison Transmission Division General Motors Corporation, Indianapolis, IN

CaterpillarInc., Peoria, IL

Lockheed Martin Control Systems, Johnson City, NY

Ford Motor, Detroit MI*

Oshkosh Motors, Oshkosh, WI

Note, many of these companies are conglomerates with component companies with HQs not listed. Also have factories in many other states

Peterbilt, Denton Texas



"Skalny, Paul" <SkalnyP@tacom.army.mil>

04/19/2000 10:41:32 AM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP

cc:

Subject: RE: FW: truck participants

Roger,

The two-star would be my boss, Major General (MG) John Caldwell, the Commanding General of the Tank-automotive & Armaments Command. I agree that he is a key person. I would also suggest that General John Coburn, the Commander of the Army Materiel Command, and MG Caldwell's boss be invited.

Has cabinet affairs contacted the Chief of Staff of the Army, General Shinseki? His attendance would solidify the connection between 21st Century Truck and the Army's look at transforming itself into a lighter, more fuel efficient mobile force.

Regards,

Paul

-----Original Message-----

From: Roger_S._Ballentine@who.eop.gov

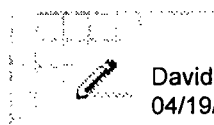
[mailto:Roger_S._Ballentine@who.eop.gov]

Sent: Wednesday, April 19, 2000 10:26 AM

To: Skalny, Paul

Subject: Re: FW: truck participants

Thanx Paul. Our cabinet affairs said Army suggests a two-star who is in detroit and who works on this stuff. does that sound right to your?



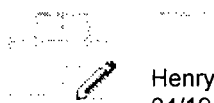
David Gardiner
04/19/2000 12:10:07 PM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP
cc: Henry C. Kelly/OSTP/EOP@EOP
Subject: Re: Q

If I understand Henry's answer, it means that the four classes of vehicles consume 90% of the fuel used by all heavy duty trucks. Heavy duty trucks use only 25% of all fuel. Did I get that right Henry?

----- Forwarded by David Gardiner/CEQ/EOP on 04/19/2000 12:06 PM -----



Henry C. Kelly
04/19/2000 11:59:30 AM

Record Type: Record

To: David Gardiner/CEQ/EOP@EOP
cc:
Subject: Re: Q

knew this would cause problems. Here's the deal: class 2b-class 8 trucks use 25% of all highway fuel use. The four specific vehicles we chose (2b, 6,8 buses) consume 90 the total fuel used by Class 2b-class 8

1. Your materials point out that the Administration is already spending upwards of \$100 on this type of research, so what's new here?
 - agreement w/industry
 - goals
2. Can you quantify the environmental benefits this initiative will lead to?
 - David G. has talked to you about working something up on this
3. You say the initiative will make highways safer -- for who? the truckers or the passenger cars because the trucks will be lighter?
4. Isn't this just another fig-leaf like PNGV to save the Admin. from having to do something on CAFE?
 - trucks aren't subject to CAFE
 - Cong. has tied our hands on CAFE
 - Third way -- some say regulate; some say let the market do its magic -- we believe there is an important role for govt. to play in supporting R&D of breakthrough technologies -- look at success of PNGV
 - Giving Army a better tooth to tai ratio a big driver of the initiative -- a big reason for it.
5. If this initiative will be so good for the trucking industry why aren't market forces enough to accomplish the initiative's goals?

Others???

Key Questions/Answers on the 21st Century Truck Initiative

Question #1: Your materials point out that the Administration is already spending upwards of \$100M on this type of research, so what's new here?

Answer #1: What's new here is the intent of Government, represented by the Departments of Army, Defense, Energy, Transportation and the Environmental Protection Agency, and the trucking industry, and its associated tier suppliers, to work together and cost-share investments in research that will result in a more rapid integration of commercially viable technologies into the nation's and military's medium and heavy trucks, and into the nation's transit buses. The bottom line, trucks and buses, at or above the performance levels of today, that are two to three times more fuel efficient, safer, emissions friendly, and more affordable.

Question #2: In what research areas will we see cost-shared investment by both

Government and Industry? How does the Initiative plan to prioritize these cost-shared investments?

Answer #2: Cost-shared investments from Industry and Government should cover the full range of research areas normally associated with the trucking industry. These areas 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.

To help prioritize investment opportunities, over the next 150 days, Government and Industry, with the assistance of the academic community, will develop a Research Plan or Technology Roadmap geared towards meeting the Initiative's research objectives. A successful Research Plan/Technology Roadmap is keenly 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 that need to be overcome, and on an a vision of potential future technologies. The Research Plan/Technology Roadmap will be continuously refined throughout the program.

Question #3: If this Initiative will be good for the trucking industry why are market forces not enough to accomplish the Initiative's goals? What percentage of the cost share is industry expected to provide?

Answer #3: The Initiative's research objectives are aggressive, much more so than the industry could meet on their own given their current and future anticipated levels of investments in the key research focus areas, and given industry's desires to realize the largest return-on-investment from their limited research dollars. On the other hand, the Initiative's aggressive research objectives can be best met by having Government agencies coordinate research investments with other Government agencies, and by Government cost sharing with the trucking industry and associated suppliers in technologies that eliminate the technical barriers.

It is anticipated that the Federal agencies will cover a larger percentage of the research costs for high-risk, long-term research, while industry will appropriately bear the larger percentage of lower risk, short-term applied research that most likely will be converted to commercial products. Over the life of the Initiative, Industry and Government are expected to cost share 50% each.

Question #4: The fuel efficiency increases of two and three times current vehicles appear extremely aggressive. What approaches does the Initiative tend to employ to meet these

research objectives?

Answer #4: In order to meet the aggressive fuel efficiency goals, three approaches have to be taken. First, energy needs to be converted more efficiently (early target is 50% - 55% maximum engine efficiency). Second, the vehicles' kinetic energy must be recaptured through regenerative braking (early target is a 55% recovery). Third, energy demand for the vehicles must be reduced (early targets are a 21% - 35% reduction in aerodynamic drag and rolling resistance, a 21% - 45% reduction in empty vehicle weight, and a 86% - 90% overall drivetrain efficiency).

Question #5: It is interesting that the Departments of Defense and Army are key players in this Initiative. Why so much interest?

Answer #5: The Army is the largest medium & heavy truck fleet owner in the Government, and one of the largest in the United States, with nearly 250,000 trucks. The Army spends approximately \$2B per year (fuel accounts for over 20% of the dollars spent) operating and maintaining its truck fleet. Early on, the Departments of Defense and the Army realized that a national initiative for trucks, with a focus on partnering with industry and other government agencies to significantly increase fuel efficiency and enhance the safety and affordability of medium and heavy trucks, would benefit the military greatly. This is reason why the Department of Defense asked the Army to initially develop a "21st Century Truck Initiative Plan" signed off in September 1998, and why the Army has taken a pro-active role in the Initiative.

As the Army transforms itself to be a lighter, more mobile force (70% of the bulk tonnage needed to sustain the Army during a conflict is fuel), the rapid integration of advanced commercially viable technologies into trucks is vital. Technologies like hybrid electric propulsion systems are eagerly awaited to improve combat effectiveness through improvements in acceleration, reductions in fuel required, enhancements in stealth capability and reductions in stand-alone power generation equipment.

April 19, 2000

MEMORANDUM FOR MONICA DIXON

CC: Irma Martinez
Kymberly Escobar
Orson Porter
Kristina Wolfe
Morley Winograd
Roger Ballentine
Laura Quinn
Jodi Sakol
Bill Samuel
Melissa Ratcliff
Nathan Naylor
Jocelyn Bucaro
Mike Smith
Jano Cabrera

FROM: Brian Reich

SUBJECT: Assignments for Friday, April 21, 2000 (Detroit, MI)

Materials

Responsibility

Hot Issues	Irma Martinez
Hot Issues (CEQ)	Kymberly Escobar
Hot Issues (Political)	Orson Porter
News Briefs	Kristina Wolfe
Gore 2000 Background	Jocelyn Bucaro/Mike Smith
Political Background	Orson Porter

21st Century Trucks Event (OFFICIAL)

Contact: Morley Winograd
Briefing: Morley Winograd/Ballantine
Remarks: Speechwriting

SATELLITES

Contact: Laura Quinn
Briefing: Jodi Sakol
Remarks: None

MEETING

Contact: Bill Samuel
Briefing: Bill Samuel
Remarks: None

INTERVIEW (NPR)

Contact: Melissa Ratcliff
Briefing: Melissa Ratcliff
Remarks: None

INTERVIEW (CNN/NY TIMES)

Contact: Melissa Ratcliff
Briefing: Melissa Ratcliff
Remarks: None

VIDEOS

Contact: Monica Dixon
Briefing: Nathan Naylor
Remarks: Speechwriting/Jano Cabrera

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

President Clinton and senior executives from 12[?] of the nation's largest manufacturers of trucks, buses, and truck equipment today launched an initiative that aims 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, which focuses on the heavier vehicles the nation depends on to move freight, will complement 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. Trucking will remain a backbone American economy in 21st century, as the nation becomes increasingly dependent on express delivery and just-in-time inventory shipments. 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 environmental challenges, such as global warming and 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. The 21st Century Truck Initiative will seek 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. The program's cost-share investments in advanced technologies will lead, within 10 years, to manufacturing-ready "production prototypes that:

- Triple the fuel economy of heavy pickups, large delivery vans, and full-sized passenger buses (relative to today's comparable vehicles);
- 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;
- Exceed expected emission requirements for 2010 (likely to be much more stringent than today's standards).

Benefits. Trucks currently use more than half of all US vehicle fuel and produce nearly half of the emissions that lead to local air pollution. Meeting the President's goals will mean:

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

what's not covered.

Increased Federal Investment. The President's FY2001 budget proposes \$38 million in increased spending in areas supporting 21st Century truck research (for a total of \$115 million). Research priorities, which will be developed in cooperation with industry partners, will include advanced engines, fuel cells, lightweight materials, and advanced emission control and vehicle safety systems.

A World Class Team. The new partnership links twelve 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: Freightliner Corporation, Mack Trucks, Oshkosk Trucks, Paccar, Volvo Trucks North America, Cummins Engine Company, Caterpillar, Detroit Diesel Corporation, Navistar (International)(?), Allison Transmission Division, Ford (?), and Lockheed Martin Control Systems. The partnership creates a unique blend of practical experience in truck production, scientific and engineering expertise, and research facilities with capabilities in the wide range of areas critical for the program's success.

**Office of Science &
Technology Policy (OSTP)**

FAX



Date:

12/1/99

Number of pages including cover sheet:

4

To: ANGIE MIZEUR

Phone:

Fax phone:

6-1736

CC:

Phone:

From: Kelly Kirkpatrick

Phone:

202.456.6037

Fax phone:

202.456.6023

REMARKS:

☐

Urgent

☐

For your review

☐

Reply ASAP

☐

Please comment

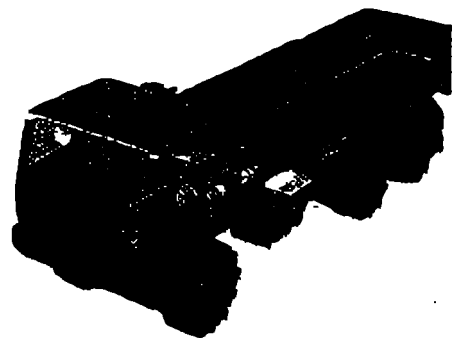
In prep for the 21st C. Tech netz,
HERE'S the Nat'l Journal ~~and~~ WSJ
article for you & Roger. I'm going to
drop a copy in the mail
to ensure you can read the
tables, too. Kelly

Issues & Ideas

CLINTON: BUILD TRUCKS THAT SAVE BUCKS

TRANSPORTATION

BY GEORGE C. WILSON



MILLENNIUM TRUCK: The next generation of heavy trucks, with hybrid propulsion systems, could save billions of dollars.

The Clinton Administration is getting ready to unveil a major new public-private partnership that could save the military, businesses, and taxpayers tens of billions of dollars a year in fuel costs while significantly cleaning up the nation's air quality.

Called the 21st-Century Truck Initiative, the Detroit-Washington partnership aims to develop, by 2010, a new generation of heavy trucks and buses with cleaner-burning engines and two to three times the fuel mileage of current vehicles. Many of today's heavy trucks and buses get only five miles to the gallon.

The Administration sees so much potential political and economic gain in this initiative that officials at a White House meeting on Oct. 28 debated whether to announce the program in President Clinton's State of the Union message in January or save it for next spring, when Vice President Al Gore's presidential campaign might need a lift. The truck initiative is a good fit for the environment-friendly Gore because it would dramatically reduce carbon dioxide emissions, which would help to ease global warming.

The U.S. Army, which owns 246,000 trucks and also buys trucks for all branches of the armed forces, has already leaped aboard the initiative. Improving fuel economy would save at least a billion dollars a year for the Army fleet, which logs 823 million miles a year. Moreover, the Army,

freed from the need to haul many millions of gallons of fuel to the battlefield, would become almost instantly lighter and more agile.

"It's going to happen," said Paul J. Hooper, the Army's chief buyer, who also serves as science adviser to Army Secretary Louis Caldera. "The goals make so much economic sense."

According to internal documents obtained by *National Journal*, high-level White House officials waxed enthusiastic about the truck initiative at the Oct. 28 strategy session. "All loved the program," said one participant in the meeting in the Old Executive Office Building. Attendees included Roger Ballantine, deputy assistant to the President for environmental initiatives and chairman of the Climate Change Task Force, and Morley A. Winograd, a top policy adviser to Gore. Fellow Administration executives regarded their presence and enthusiasm as proof of Clinton and Gore's strong commitment to the initiative.

The Departments of Energy and Transportation are also championing the truck initiative and earmarking millions of dollars for it. The Environmental Protection

Agency is another player in the new enterprise. Energy officials hold that the new generation of trucks and buses can reduce U.S. dependence on foreign oil, and Transportation officials believe the new vehicles could be made so safe that highway deaths stemming from truck accidents could be halved. The EPA estimates that smog-causing

GOING FOR MORE MILES PER GALLON

	Today	2010
Utility truck	11.85 mpg	27.12 mpg
Delivery truck	6.49	14.79
Transit bus	5.89	8.43
Long-hauling	5.05	7.39

emissions could be reduced by 50 percent or more.

Administration officials are now seeking support for the initiative from auto and truck makers such as General Motors and Freightliner, engine manufacturers such as Cummins and Caterpillar, and trade associations ranging from the American Trucking Associations to the Fuel Cell Council, as well as from universities.

Gore has already overseen the multi-year, joint government-industry effort to build passenger cars that can travel 80 miles on a gallon of gasoline. Under that Partnership for a New Generation of Vehicles, formed in 1993, Gore forged links between government research labs and Detroit's Big Three automakers, who pledged in writing to develop by 2004 prototypes of super-fuel-efficient passenger cars.

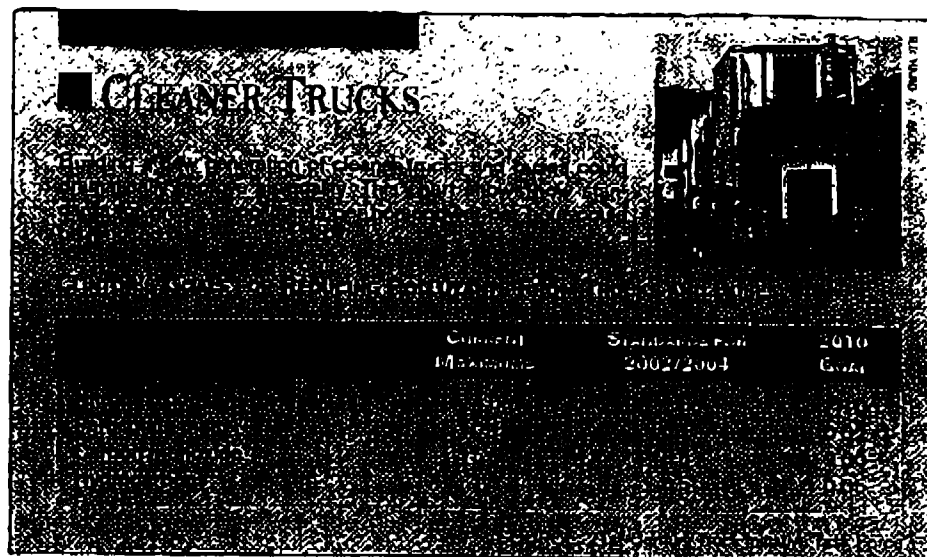
Although the Big Three initially resisted the automobile project, they gradually became more enthusiastic and now say they will indeed deliver the high-mileage prototypes in late 2003. Moreover, the vehicles will be full-size passenger cars rather than the fuel-efficient but tiny subcompacts of competing Japanese manufacturers.

Building on that earlier effort for cars, the truck initiative is also expected to look closely at hybrid propulsion systems that combine a small, conventional internal-combustion engine to start the vehicle and then switch to a larger, zero-pollution electric motor once the vehicle gets rolling. Batteries are recharged by the energy generated through friction when the driver applies the brakes.

More-fuel-efficient buses and trucks—including long-haul rigs, delivery and utility trucks—hold the promise of immense savings for the country. One of the Administration's truck briefing charts obtained by *National Journal* states that "trucks account for over 81 percent of the nation's freight business. There were over 19.8 million commercial trucks registered in 1997. In 1997, the nation's trucks drove over 428 billion miles for commercial business and consumed over 42.5 billion gallons of fuel."

Doing the math on those figures reveals that trucks average only slightly more than 10 miles a gallon, with the smaller vehicles masking the five-mile-a-gallon performance of the highway behemoths. If that gas mileage average could be doubled, which is Clinton's objective, about 21 billion gallons of fuel costing about \$25 billion could be saved every year. (Experts said that other factors bring the average truck mileage down to 7.3 miles per gallon.)

Robert M. Chapman, technical manage-



er of the partnership forged under Gore for passenger cars, says that the goals of the new truck initiative could be met, but Administration leaders will have to exercise leadership over bureaucrats who sometimes spin their wheels. "They should take their cue from the Nike commercial," Chapman said of Administration executives, "and just do it."

Chapman added that the Army could help bring the Big Three and other truck makers into the program in a hurry if it committed itself now to buying hundreds of the clean, efficient trucks and buses to be developed under the initiative. He said the new trucks and other vehicles would benefit the Army so much that it should put more research money into the effort than is now projected. However, Hoyer said that making a commitment to the new trucks in advance would be like buying a pig in a poke.

As matters stand, the dollar contributions from government agencies for fiscal 1999 and 2000 would be: Army National Automotive Center, \$20.3 million; Energy, \$102.4 million; and Transportation, \$6.3 million. With money expected from the Environmental Protection Agency, the federal government would spend about \$130 million over the next two years to get the initiative rolling—about half of what the government contributed in seed money for the high-mileage car project.

According to participants in the Oct. 28 meeting, supporters of the initiative contended that Congress would not thwart the new government-industry partnership, but instead would find it irresistible, especially if making the armed forces stronger and more mobile in the 21st century were emphasized.

Besides the national defense tie-in, Administration officials believe the initiative holds great promise for getting the Big Three automakers back at the busi-

ness of building trucks for the military, increasing profits for civilian truckers, and lowering the cost of virtually all shipped goods, from refrigerators to dresses.

An enthusiastic supporter of the initiative, Hoyer says it could bring many benefits to the military, as well as to civilians.

He noted that the Army, for example, has learned how to build vehicles that can go over even rougher terrain than can such popular off-road vehicles as Jeep Cherokees, Ford Explorers, and Chevrolet Blazers. "Their off-road vehicles might be off the pavement, but our off-road vehicles are wilderness vehicles," he said, thanks to suspension systems that the Army developed at its National Automotive Center. "We have information that [the Big Three] don't typically gather."

Hoyer envisions the Army's 21st-century trucks wired up like a human taking an electrocardiogram. The truck would assess its own health as it rolled along and could transmit the computerized report to a satellite, which would send it to the nearest repair center. This constant monitoring, he said, would allow parts to be replaced before they broke. If Detroit built enough of the Army technology into its civilian vehicles, the Army might buy thousands of trucks right off civilian production lines rather than going to the extra expense of ordering trucks built to its specifications. Hoyer said that would save money for taxpayers and raise profits for private companies, he added.

A government-industry partnership to design and build better trucks and buses is an idea whose time has finally come, said Hoyer. "This idea might have seemed pretty hard back in 1970," when industry was claiming it could not meet the government's mileage and pollution goals set for automobiles. "Guess what? We met them," he noted, and the air got cleaner. "So I think we can do this."

firms that will operate independently collectively provide a suite of services. The industry watchers say CMGI will

over effective targeted ads soon. "Everybody who is holding their breath waiting for targeting should relax," says the IAB's Mr. LeFurgy. "It is going to take awhile."

InfoBeat Leaked E-Mail Data

Continued From Page B1

a news to stock prices to weather ups. Revenue is gained from advertising. No fee is charged to subscribe. Its circulation has climbed about 50% since Sony fired the service.

Richard Smith, a computer-security consultant based in Brookline, Mass., said he discovered the e-mail address leakage late September when he received his copy of InfoBeat. "Putting personal [a user's origin] in Web addresses is bad news," he said. "You just don't want when they get passed along."

The newsletter is sent to readers through an increasingly popular format known as HTML e-mail, which resembles a page. It can carry graphics as well as text ads.

When people register to receive InfoBeat, they are required to disclose their e-mail address, along with their date of birth and zip code. Other personal data are collected voluntarily. "We will NEVER resell or give a subscriber's name or e-mail address to any other party or organization," InfoBeat says in a posting on its Web site.

InfoBeat lists 54 advertisers on its Web site, including The Wall Street Journal, but Smith said he found the e-mail names only to two: a Columbia House music site, which is part-owned by Sony, and Proflowers.com, an online florist in La Jolla, Calif.

Ara Bry, vice president for business development for Proflowers, said her company didn't ask for or use the e-mail address received from InfoBeat. Rather, Proflowers has been regularly receiving the data from its records. "I feel a little passive in this," she said.

"We were informed by InfoBeat today and we are investigating," said Jeff, vice president of Columbia House. "We had no knowledge of personal information being trans-

mitted." InfoBeat spokeswoman said she was alerted immediately to address the problem, once they were brought to its attention in mid-October. Mr. Smith said he approached InfoBeat about the problem in late September. "After about a week-and-a-half I was told that there was a problem, which was blamed on the e-mail software used to mail the newsletter," said Mr. Smith. "It took three weeks for me to get them seriously."

In October, Mr. Smith said, he no-

ticed another privacy problem with InfoBeat. The personal data provided by its readers were being e-mailed between InfoBeat computers. When Mr. Smith looked at the code underlying his newsletter (visible by right-mouse-clicking to "View Source"), he found his date of birth. Other readers would see all of the personal data they had provided to InfoBeat, including home address, phone numbers and which stocks they wanted to follow with news updates.

The data are used by InfoBeat in deciding which advertisements to show to which readers, and Mr. Smith said In-

The company says its advertisers did not collect or use any of the information.

InfoBeat likely slipped the data into its newsletter code as a shortcut. In this case, the advertisers could not see the data. InfoBeat discontinued this practice on Friday as well.

"Sloppy is the term for what's going on here," said Jason Catlett of Junkbusters Inc., a privacy consulting and advocacy firm. "They are carrying buckets of data from one place to another in a clumsy way, and some of it is spilling over."

InfoBeat on Friday abandoned a third practice that Mr. Smith had found troublesome. The newsletter offered readers an extra mailing of comics, puzzles and other entertainment as a bonus when they bought items from InfoBeat advertisers.

But this required advertisers to report back to InfoBeat when subscribers made a purchase, identifying the readers by their e-mail addresses. This setup, said Mr. Smith, would allow InfoBeat to monitor the shopping habits of its readers—not en masse, as do other Internet business, but individually.

"They didn't disclose this in their privacy policies," said Mr. Smith. InfoBeat said readers who signed up for the bonus products should have realized that their e-mail would be exchanged.



Journal Link: For a report on online privacy, see The Wall Street Journal Interactive Edition at <http://wsj.com>

Shipments seized in Los Angeles come mainly from Taiwan, China and Hong Kong, Mr. Johnson says. Nintendo says it has also seized \$2 million in goods in 25 raids in Canada, and last month it nabbed \$1 million in merchandise in three separate raids in Chile. Nintendo has seized so many fakes that the wares are stacked 30-feet high in warehouses.

Once the goods are no longer needed for legal cases, Ms. Daugherty faces another quandary: what to do with it all. She is already searching for an incinerator that can accommodate plastic.

White House Project Aims to Make Trucks More Fuel-Efficient

By a WALL STREET JOURNAL Staff Reporter
WASHINGTON—The White House is trying to put together a multibillion-dollar initiative to vastly increase the fuel efficiency of heavy trucks.

The program, tentatively called the Twenty-First Century Truck Initiative, involves officials from Vice President Al Gore's office.

The initiative is modeled after a government-industry program to triple the fuel efficiency of average-priced automobiles, known as the Partnership for a New Generation of Vehicles and launched by Mr. Gore in 1993. The so-called supercar program has made considerable technical progress, but it is far from clear it can meet its ambitious goal by its 2004 deadline.

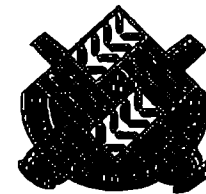
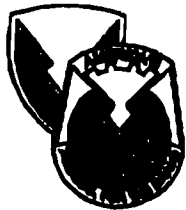
A senior White House official said the administration is meeting with representatives of truck and engine makers to see whether they would be willing to participate in such a venture and share costs. If the White House finds a sufficient number of willing partners, the project could be included in February's budget request. National Journal reported on the project in its current issue.

The federal government already conducts research into advanced truck and truck-engine design.

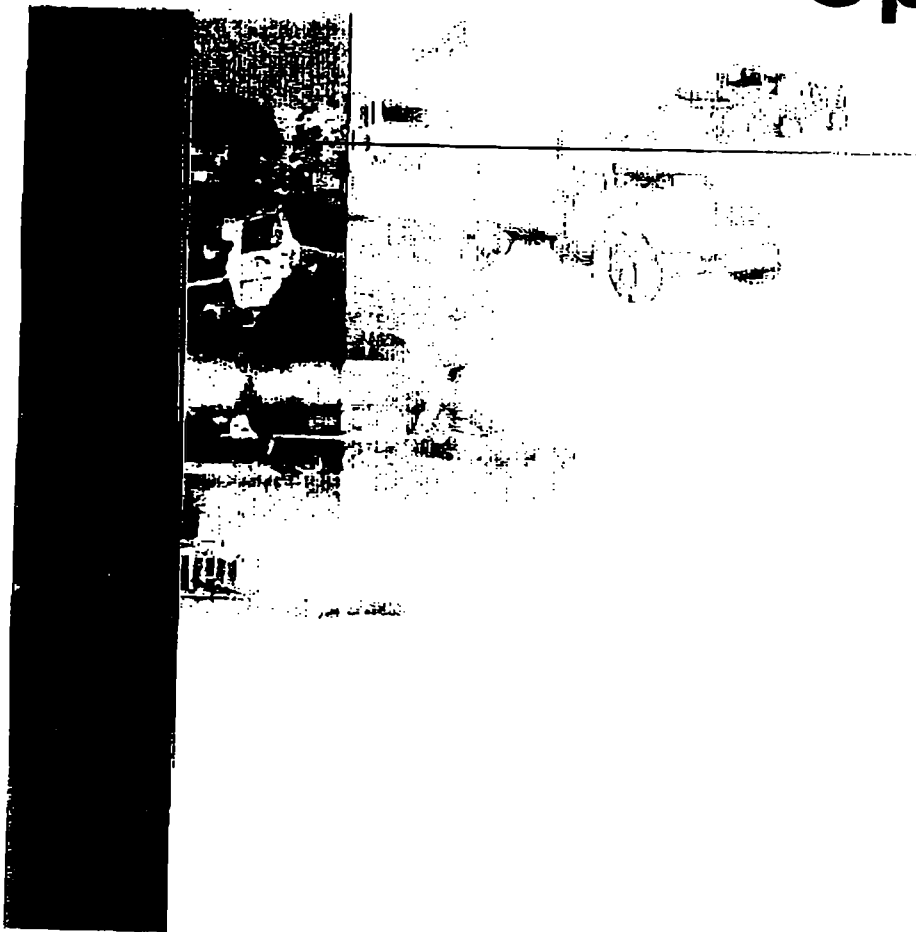
The aim of the project would be to coordinate research at the Defense Department, Department of Transportation, the Environmental Protection Agency and elsewhere, and pair it with research from industry to produce high-mileage vehicles. The White House official said putting together a supertruck initiative will be more difficult than one for cars. There were only three U.S. auto makers, compared with a larger number of truck and engine makers.

In addition, the technological challenges vary greatly depending on the size of the vehicle.

WSJ 11/8/99

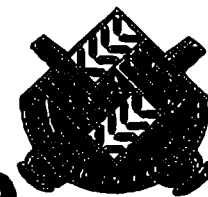


21st Century Truck Initiative Update



As of: 10-Sept-99

Committed to Excellence



21st Century Truck Initiative

Goals for the Year 2010

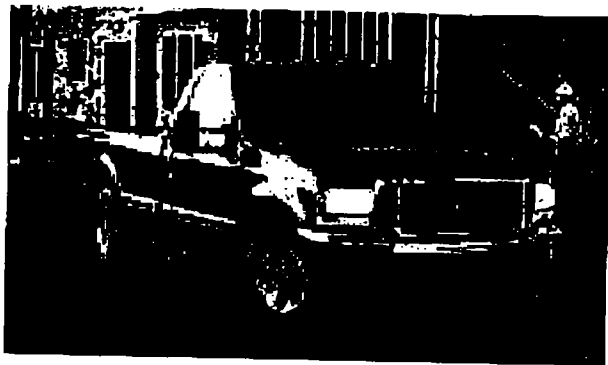
- **Improve Fuel Efficiency**
- **Reduce Emissions**
- **Improve Safety**
- **Reduce Life Cycle Costs**

As of: 10-Sept-99

Committed to Excellence



Representative Trucks



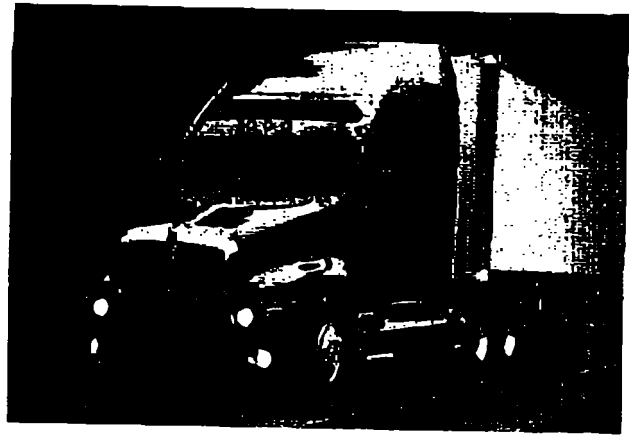
Class 2B Utility Truck



Class 6 Enclosed Delivery Truck



Class 7 Transit Bus



Class 8 Line Haul Rig

As of: 10-Sept-99

Committed to Excellence



Vehicle Parameters

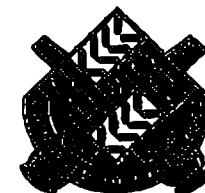
Vehicle Class/Type	Representative Vehicle	Engine Make/Model	Engine Power	Transmission Type
2/Utility Truck	Ford F-350	Navistar 7.3L	175 Kw (235 hp)	Auto 4 Speed
6/Delivery Truck	Ford F-650	Cat 3126 7.2L	140 Kw (190 hp)	Auto 4 Speed
7/Transit Bus	Blue Bird CSRE 3408	Cummins C 8.3-275G	206 Kw (275 hp)	Auto 4 Speed
8/Line Haul Rig	Kenworth T-2000	Cummins N14	280 Kw (370 hp)	Manual 10 Speed

As of: 10-Sept-99

Committed to Excellence



Vehicle Parameters



Vehicle Class/Type	Empty Vehicle Weight		Maximum Payload		Test/Simulated Vehicle Weight		Cargo Volume	
	Kg	(lb)	Kg	(lb)	Kg	(lb)	M ³	(ft ³)
2/Utility Truck	2,100	(4,600)	2,445	(5,400)	3,864	(8,500)	NA	
6/Delivery Truck	5,730	(12,600)	6,090	(13,400)	10,000	(22,000)	42.9	(1,514)
7/Transit Bus	11,200	(24,700)	3,800	(8,400)	13,400	(29,500)	40 Passenger	
8/Line Haul Rig	13,200	(29,000)	23,200	(51,000)	30,680	(67,500)	111.9	(3,953)

As of: 10-Sept-99

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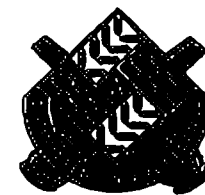


Vehicle Parameters

Vehicle Class/Type	Frontal Area M ² (ft ²)	Drag Coefficient	Coefficient of Rolling Resistance
2/Utility Truck	3.67 (39.5)	0.45	0.013
6/Delivery Truck	7.06 (76.0)	0.70	0.008
7/Transit Bus	6.93 (74.6)	0.65	0.010
8/Line Haul Rig	8.66 (93.22)	0.60	0.008

As of: 10-Sept-99

Committed to Excellence



Predicted MPG Improvements

Vehicle Class/Type	Drive Cycle	Predicted Baseline MPG	Predicted Aggressive MPG	Improvement Multiplier	Weight Reduction Percent
2/Utility Truck	FUDS	11.85	27.12	2.29	30
6/Delivery Truck	FUDS	6.49	14.79	2.28	25
Transit Bus	CBD	5.89	8.43	1.43	60
8/Line Haul Rig	HIGHWAY	5.05	7.39	1.46	20

FUDS : Federal Urban Drive Schedule

CBD: Central Business District Drive Schedule

HIGHWAY: Proposed Portion of US06 High Speed Cycle (Interim)

As of: 10-Sept-99

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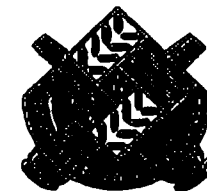


Fuel Efficiency Goal

- **Improve the MPG for Class 2B Through Class 7 Trucks by 3X**
- **Improve the MPG for Class 8 Trucks by 2X**
 - **Compared to Current Production Vehicles**

As of: 10-Sept-99

Committed to Excellence



Emissions Goals

- Oxides of Nitrogen - 0.10 g/hp*hr
- Particulate Matter - 0.02 g/hp*hr
- Carbon Monoxide - 2.00 g/hp*hr
- Hydrocarbons - 0.05 g/hp*hr
- Carbon Dioxide - 67% Reduction
for Class 2B Through Class 7 Trucks
- 50% Reduction
for Class 8 Trucks

As of: 10-Sept-99

Committed to Excellence

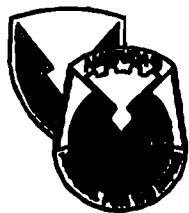


Safety Goal

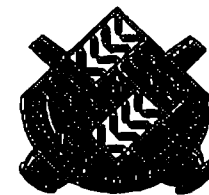
- **Reduce by 50% the Death Rate Associated with Truck Accidents**

Life Cycle Cost Goal

- **Reduce by 15% the Life Cycle Cost Associated with Truck Ownership**



21st Century Truck Future Activities



- **Define Contribution of Specific Advanced Transportation Technologies to Obtaining Initiative Goals**
- **Evaluate Research and Development Cost Associated with Specific Technologies**
- **Evaluate Return on Investment of Technologies**
- **Develop, Test, and Evaluate Baseline and Commercialized Advanced Transportation Technologies**

THE WHITE HOUSE
WASHINGTON

April 4, 2000

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

Dear Mr. Bohn:

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 John Stoddart 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

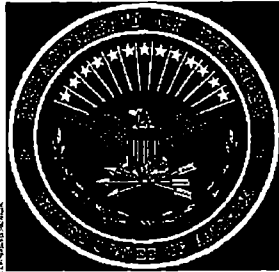


Roger S. Ballentine
Deputy Assistant to the President for
Environmental Initiatives

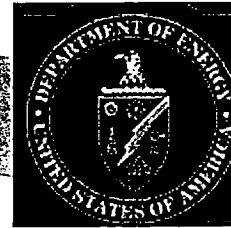
Enclosure

21ST Century Truck Initiative

30m



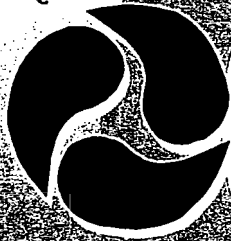
Department of
Defense



67m

Department of
Energy

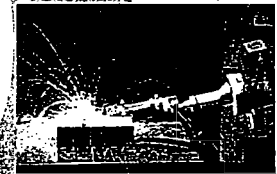
11m



Department of
Transportation

21st Century Truck Initiative

Government Agencies and Industry collaborating
to improve fuel efficiency, reduce emissions,
increase safety, and reduce the cost of ownership
for the nation's commercial and military trucks.



Industry



7m

Environmental Protection
Agency



Academia

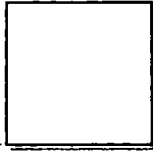
21ST Century Truck Initiative

Outline for This Meeting

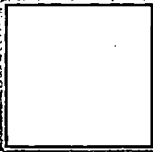
- ***Results of Industry Consultations***
- ***Input from Administration***

21ST Century Truck Initiative

Reasons for Industry Consultations



Agreement with Goals



Commitment to Cost Share

21ST Century Truck Initiative

Program Goals

- ***Increase Fuel Efficiency***
- ***Decrease Emissions***
- ***Maintain or Enhance Vehicle Performance***
- ***Maintain or Reduce Operating Costs***
- ***Maintain or Enhance Safety***

21ST Century Truck Initiative

Fuel Efficiency Goals (mpg)

- ***3X - Class 2B & 6***
- ***3X - Class 8 Bus***
- ***2X - Class 8 Line Haul***

21ST Century Truck Initiative

Emissions Goals (g/hp*hr)

	2010 Goal	2002/2004 Decree/Reg	Current Regulation
NO_x	0.10	2.0 *	4.0
Particulate Matter	0.01	0.1	0.1
Carbon Monoxide	2.00	15.5	15.5
Hydrocarbons	0.05	0.5 *	1.3

Carbon Dioxide Scales with Fuel Efficiency

* These emissions regulations are additive requirements for non-methane hydrocarbons plus NO_x

21ST Century Truck Initiative

Commitment to Cost Share

- In general, a 50/50 cost share
- For longer term, higher risk advanced technologies (e.g., advanced bottoming cycles, advanced diesel-cycle engines), cost share would be 80% government/20% industry
- For near-to-medium term, lower risk technologies (e.g., NOx adsorbers, improved fuel injection, better conventional diesel engines), cost share would be 20-40% government/60-80% industry

21ST Century Truck Initiative

Partnering Mechanisms

PRE-COMPETITIVE

- “Master” Cooperative Research and Development Agreement (CRADA): covers all of the organizations in the partnership and would allow the sharing of pre-competitive information and data throughout the partnership.

COMPETITIVE

- Multiple, individual mechanisms such as CRADAs, cooperative agreements and other transactions would cover proprietary and/or confidential work on specific technical projects or teams.

21ST Century Truck Initiative

Results of Industry Consultations



Agreement with Goals



Commitment to Cost Share



Commitment to Develop Technology Roadmaps

21ST Century Truck Initiative

Industry Consultations

Completed Visits

☒	Cummins	19 Oct 99
☒	ATA	1 Nov 99
☒	Allison (GM)	4 Nov 99
☒	Volvo	12 Nov 99
☒	Nova Bus	12 Nov 99
☒	Peterbilt (PACCAR)	29 Nov 99
☒	Freightliner	30 Nov 99
☒	MACK	2 Dec 99
☒	Caterpillar	3 Dec 99

Future Visits

☐	Detroit Diesel
☐	Eaton
☐	Gillig
☐	Lockheed-Martin
☐	Meritor
☐	Navistar
☐	WABASH

21ST Century Truck Initiative

Feedback

Consistent with Industry's Direction and Research Focus

Approach to Developing Goals is Sound

Goals are Aggressive; Some Apprehension about Emission Goals

Approved of Strong Academic Involvement

Issues

Additional Demonstration Platforms

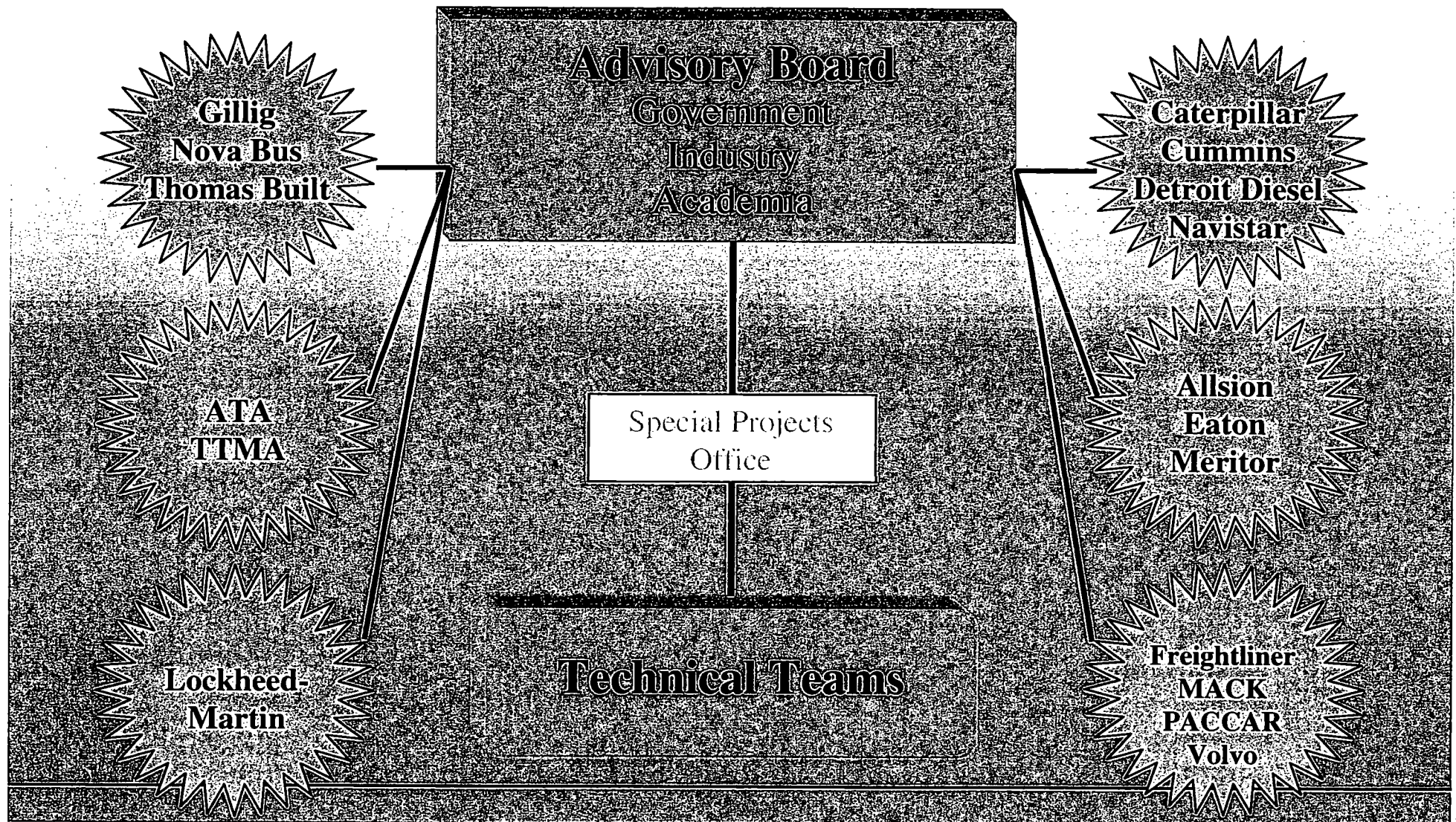
Specific Goals for Safety and Cost

Competition (Foreign, Competitive, Pre-Competitive)

Management Structure

21ST Century Truck Initiative

Management Structure



21ST Century Truck Initiative

Next Steps

21st Century Truck Initiative

Second Agency Principals' Meeting

6 December 1999

Tina Tuxovich

(VP Envir. Policy & Product Strategy -
Cummins Engine Company Inc)

(812) 377-3101 (Joyce)

(812) 377-2731(f)

Tina Vuyovich
(Cummins ~~g~~ SUPER engine)

U ()



विदेश मंत्रालय, समिति कक्ष
MINISTRY OF EXTERNAL AFFAIRS
COMMITTEE ROOM

Trucks

2X - 18 wheelers (class 8)

3X - 2(b), class 6, Buses
↓ ↓
(heavy trucks) (delivery)

research goal for prototype
by 2010.

- ton/miles/gallon

- no production commitment

A Declaration of Intent Twenty-First Century Trucks

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 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 affordable **and safe** 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 industries are** essential for the economic prosperity of every American business. Innovation is also needed to ensure that 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/mile basis.
- Triple the Class 2b and 6 truck (delivery van) fuel efficiency by 2010 on a ton/mile basis.
- Triple the Class 8 transit bus fuel efficiency by 2010 on a ton/mile basis.]

(b) Reduce Emissions, specifically:

ALTERNATIVE # 1: [Reduce emissions of heavy-duty trucks a below the following levels:

	NOx	0.10 g/hp*hr.
	PM	0.01 g/hp*hr.
CO	2.00 g/hp*hr.	
HC	0.05 g/hp*hr.]	

ALTERNATIVE #2: [Exceed standards for nitrogen oxides, 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 pre-competitive 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. Pre-competitive research will be shared by the partners. 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 government that assesses technical and program progress.**

Cummins Engine Co.**FAX:**

To: Roger Ballentine From: Tina Vujovich (BR) 377-3101
Fax: (202) 456-1736 Pages: 1 Fax: 812-377-2731
Phone: _____ Date: _____
Re: _____ CC: _____

☐ Urgent ☐ For Review ☒ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

Roger:

This is what our India office sent to me with question, "Where's Cummins in this?"

I am puzzled. Not sure where they found the article. I have memory in... but sounds kind of like "21st Century Truck"?

Regards
Tina Vujovich

US DOE launches research project to develop clean and fuel efficient trucks

Secretary of Energy Bill Richardson announced a \$30 to 50 million research project between the U.S. Department of Energy (DOE) and the heavy-duty vehicle industry. Over the next five years, the joint research effort will help researchers develop more energy-efficient trucks, ranging from pickup trucks/sport utility vehicles to eighteen-wheelers. Seven teams from the industry will join the DOE to develop clean energy technologies that will make trucks cleaner, more fuel efficient, and promote the use of alternative fuels.

FX2000
base program

"The research partnerships between the federal government and the private sector are critical to reducing America's reliance on imported oil, maintaining economic viability of our industries, and improving air quality," said Secretary Richardson. "With projections indicating that trucks will use twice as much fuel as cars by 2020, it is critical that we look to improve fuel efficiency and clean energy technologies."

Approximately \$5 million will be awarded this fiscal year. Three teams will develop hybrid propulsion systems utilizing a natural gas engine with an electric powertrain for buses and urban duty trucks, such as delivery vans and heavy-duty vehicles. The following teams will match DOE funding at a one-to-one ratio:

Electricore, Indianapolis, Indiana with Allison Transmission, Indianapolis, Indiana;
ARCADIS Geraghty and Miller, Mountain View, California with Freightliner Corp., Portland, Oregon, ISE Research, San Diego, California, Detroit Diesel Corporation, Detroit, Michigan and University of California-Davis, Davis, California; and
Nova Bus Inc., Roswell, New Mexico with Lockheed Martin Control Systems, Johnson City, New York.

In addition, four other research teams from industry will develop advanced components to reduce the fuel consumption and emissions from truck diesel engines. Due to the higher risk nature of this cutting-edge research project, the following teams will match Energy Department funding at a one-to-three ratio:

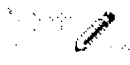
AlliedSignal, Torrance, California with NAVISTAR, Melrose Park, Illinois, and Turbodyne Inc., Carpinteria, California;
Caterpillar Inc., Peoria, Illinois;
Noxtech Inc., Irvine, California with Mack Trucks Inc., Hagerstown, Maryland, John Deere, Waterloo, Iowa; and;
Hi-Z Inc., San Diego, California with Kenworth Truck Company, Kirkland, Washington.

Cummins

Source: US DOE
March 8, 2000

- Tom Gross
Eberhardt

03/16/2000 09:04:48 AM



Henry C. Kelly
03/16/2000 09:04:48 AM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP

cc:

Subject:

FY2000 \$92.3

The FY2001 request increases this by about \$25M (\$15 in DoD and \$10 in DoE and EPA).

Our program will (a) focus all the R&D around the new goals ensuring a balanced, nonduplicative effort, and (b) raise the visibility of the program and provide the basis for new funding (we've put \$25 in this year to start the new work and will work with the partnership to determine needs for funding in the FY2002 budget).

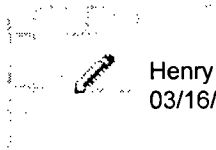
The DoE press releases deal with the allocation of the \$62.5M in the DoE FY2000 budget as appropriated. They are simply continuing existing engine research programs.

The best spin we've got is that we don't want to disrupt ongoing programs while we negotiate the new initiative. The existing programs provide a solid base on which to build the new work.

21ST Century Truck Initiative
Related R&D Efforts
(\$ Millions)

	FY99				FY00			
	DoE	DoT	EPA	DoD (NAC)	DoE	DoT	EPA	DoD
Engines	18.2	0	0	1.6	27.5	0	4	8.3
Fuel Cell R&D	0	6.7	0	1.2	0	5.4	0	1.6
Materials	9.6	0.3	0	1.3	9	0.3	0	0.9
Fuels	10.7	0	0	0	14	0	2	3
Drivetrain & Systems	1.5	1.4	0	0.6	12	1.6	1	1.8
TOTAL	39.9	7.4	0	4.7	62.5	7.2	7	15.6

As of 28 Oct 99



Henry C. Kelly
03/16/2000 09:12:08 AM

Record Type: Record

To: Roger S. Ballentine/WHO/EOP@EOP

cc:

Subject: two Press releases

This is the first release, the one that prompted my call to Tom Gross asking for assurances that it wouldn't happen again.

=====

FOR IMMEDIATE RELEASE

March 3, 2000

NEWS MEDIA CONTACT:

John B. Townsend II, 202/586-5806

**Richardson Announces Research Project to Develop Cleaner and More Fuel Efficient Trucks
Industry Partners to Cost-Share Funding on
\$30 to 50 Million Research Project**

Secretary of Energy Bill Richardson today announced a \$30 to 50 million research project between the U.S. Department of Energy and the heavy-duty vehicle industry. Over the next five years, the joint research effort will help researchers develop more energy-efficient trucks, ranging from pickup trucks/sport utility vehicles to eighteen-wheelers. Seven teams from the industry will join the Energy Department to develop clean energy technologies that will make trucks cleaner, more fuel efficient, and promote the use of alternative fuels.

"The research partnerships between the federal government and the private sector are critical to reducing America's reliance on imported oil, maintaining economic viability of our industries, and improving air quality," said Secretary Richardson. "With projections indicating that trucks will use twice as much fuel as cars by 2020, it is critical that we look to improve fuel efficiency and clean energy technologies."

Approximately \$5 million will be awarded this fiscal year. Three teams will develop hybrid propulsion systems utilizing a natural gas engine with an electric powertrain for buses and urban duty trucks, such as delivery vans and heavy-duty vehicles. The following teams will match Energy Department funding at a one-to-one ratio:

Electricore, Indianapolis, Indiana with Allison Transmission, Indianapolis, Indiana;

ARCADIS Geraghty and Miller, Mountain View, California with Freightliner Corp., Portland, Oregon, ISE

Research, San Diego, California, Detroit Diesel Corporation, Detroit, Michigan and University of California-Davis, Davis, California; and

Nova Bus Inc., Roswell, New Mexico with Lockheed Martin Control Systems, Johnson City, New York. In addition, four other research teams from industry will develop advanced components to reduce the fuel consumption and emissions from truck diesel engines. Due to the higher risk nature of this cutting-edge research project, the following teams will match Energy Department funding at a one-to-three ratio:

AlliedSignal, Torrance, California with NAVISTAR, Melrose Park, Illinois, and Turbodyne Inc., Carpinteria, California;

Caterpillar Inc., Peoria, Illinois;

Noxtech Inc., Irvine, California with Mack Trucks Inc., Hagerstown, Maryland, John Deere, Waterloo, Iowa; and;

Hi-Z Inc., San Diego, California with Kenworth Truck Company, Kirkland, Washington.

The Department of Energy researches, develops and deploys clean, efficient, and renewable energy technologies to help meet America's energy needs while protecting the environment and strengthening the economy. Energy technologies supported and promoted by the department will play a key role in providing Clean Energy for the 21st Century.

- DOE -

This one came out tuesday (!!!!)
=====

FOR IMMEDIATE RELEASE
March 14, 2000

NEWS MEDIA CONTACT:
John B. Townsend II, 202/586-5806

Richardson Announces Project to Develop Cleaner and More Fuel Efficient Truck Engines Up to \$5 Million to Be Funded in Program's First Year

Secretary of Energy Bill Richardson today announced a new project between the U.S. Department of Energy and three heavy-duty diesel engine manufacturers that will make the diesel engines used for 18-wheelers more fuel efficient, and reduce their impact on the environment. Under the terms of the project, approximately \$5 million will be awarded during the first year of the partnership between the federal government and the manufacturers of engines for large trucks.

"The latest research partnership between the Energy Department and the heavy-duty vehicle industry is a win-win situation," said Secretary Richardson. "It will reduce America's reliance on imported oil, maintain the economic viability of our industries, and improve air quality."

The Energy Department estimates the research, which is aimed at reducing the fuel required to transport goods, will also help to reduce the operating cost for the drivers of large trucks. This new project is the third and final part of the previously announced heavy vehicle truck research program.

The three industry teams will develop high efficiency clean diesel engine technologies for diesel engines used in 18-wheel trucks. The following teams will match the Energy Department funding on a one-to-one ratio:

Caterpillar Inc., Peoria, Illinois;
Cummins Engine Company, Columbus, Indiana; and
Detroit Diesel Corporation, Detroit, Michigan.

The Department of Energy researches, develops and deploys clean, efficient, and renewable energy technologies to help meet America's energy needs while protecting the environment and strengthening the economy. Energy technologies supported and promoted by the department will play a key role in providing Clean Energy for the 21st Century.

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- DOE -

A Declaration of Intent Twenty-First Century Trucks

SUMMARY

The United States trucking industry, is 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 develop advanced truck and engine technology to dramatically cut the fuel use and emissions of medium and heavy trucks and buses while maintaining or enhancing the performance and safety of the nation's trucking fleet. These innovations will ensure 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 industry is essential for the economic prosperity of every American business. Innovation is also needed to ensure that engine and 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. But the trucking industry faces 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 pre-competitive research and development to pursue a number of goals simultaneously, while avoiding duplication. The program will develop technologies to:

- Improve fuel efficiency,
- Reduce emissions,
- Enhance safety,
- Maintain or reduce capital outlay and operating costs, and
- Maintain or enhance vehicle performance.

Making progress in each of these goals simultaneously is a major challenge. The Federal government and the trucking industry will work actively together to develop a balanced portfolio of pre-competitive 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 can not be shared with industrial competitors, will continue to be funded as appropriate.

The Federal agencies will assign a high priority to research in this area and seek increased funding, as appropriate, to support research activities identified through this 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.
- Triple the Class 2b and 6 truck (delivery van) fuel efficiency by 2010.
- Triple the Class 8 transit bus fuel efficiency by 2010.

(b) Reduce Emissions, specifically:

- Decrease the pollutants from heavy-duty trucks and buses.
- NOx 0.10 g/hp*hr.
- PM 0.01 g/hp*hr.
- CO 2.00 g/hp*hr.
- HC 0.05 g/hp*hr.

(c) Increase 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) Maintain or enhance affordability and 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 and to the rapid introduction of innovations developed under the program that prove to be commercially viable technologies.

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 pre-competitive 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. Precompetitive research will be shared by the partners. 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 consisting of individuals with appropriate expertise in industry, universities, state and local governments, and public interest groups. This Board would provide an annual review of the program to the Partnership Coordinating Committee and publish their findings.

Withdrawal/Redaction Marker

Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
002. list	[Personally Identifiable Information] [partial] (1 page)	10/28/2000	b(6)

COLLECTION:

Clinton Presidential Records
Office of Environmental Initiatives
Roger Ballentine
OA/Box Number: 19512

FOLDER TITLE:

Climate Change Other 21st Century Trucks [2]

2017-1093-F

rs3168

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]
b(3) Release would violate a Federal statute [(b)(3) of the FOIA]
b(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

Thurs Oct 26, 1:30

TRUCK MEETING — 1:30 Thurs Oct 28

Where:

When:

David G

~~Jeff~~

Henry Kelly 6-6033

Linda Lance 5-5-7425

Randy Steer

Kelly Kirkpatrick 6-6037

~~David Sandalow~~

Ian Bowles

Neal Lane (Betty 6-7116)

Elgie (David 5-4596)

~~George~~

Morley (Sophia Jackson 6-9008)

Ron Minsk (6-2809)

Sherri Goodman (DoD) (703) 695-6639

Kevin Doxey 703-604 1885

Paul Hooper (Army) (703) 695-6153 (Carol) → on travel
(or Dr. Kenneth Oscar Hooper → talk with Col. Gallagher 695 4161)

Margo Oge (EPA) 564-1682, 260-7645 (D) Browner

Reicher (Vernillia 586-7701)

~~Richard Moore~~

Marion 566 8007

Donald Trilling (DoT)
Kenneth Oscar

Gurpreet Singh (DoE)

Fenton Carey (DoT)

Wynita

[366-4434]

9:30

TRUCK MEETING

Where:

When: 0027 10:30 am

David G

Jeff

Henry Kelly

Linda Lance

Randy Steer

Kelly Kirkpatrick 66037

David Sandalow

Ian Bowles

Neal Lane 6-7116 (Betty) ok

Elgie (David 5-4596) ok

George

Morley (Sophia Jackson 6-9008) - 10:30 am - ok 28th 11-24, 1pm

Ron Minsk (6-2809)

Sherri Goodman (DoD) (703) 695-6639

Paul Hoeper (DoD) (703) 697-4003 Kevin Doxey

Margo Oge (EPA) 564-1682, 260-7645 (D) Gladys - mel

~~Reicher~~ - NOT REC

Reicher (Vernillia 586-7701)

ok

Wed Oct 20 10:30 am 476 OEOD

TRUCK MEETING

Where: TBD (OEOD) 476
When: ~~Friday Sept 24~~ 10:30 am

Neal Lane 6-7116

Elgie (David 5-4596)

George

★ Morley (Sophia Jackson 6-2816)

Ron Minsk (6-2809)

Sherri Goodman (DoD) (703) 695-6639

Paul Hooper (DoD) (703) 697-4003

Mortimer Downey (DoI) 366-2222

Margo Oge (EPA) 564-1682, 260-7645 (D)

Reicher (Vermillia 586-7701)

David G

Jeff

Henry

L2

Randy Steer

Kelly K

David S

Ian

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em

em

em

em

VM / em

wch Paul Scalapay

Kevin Dorey

(703) 695-1862 (Helena) em 703-604-

1585

Send Reminders

Mon / Tues

Tom Gross (Maxine) 8594

Weid Del 201030



OEOB CONFERENCE & ROOSEVELT ROOM RESERVATION

Date of Meeting: 10/20/99
 Time: 10:30 To: 12

All reservation forms should be submitted at least 48 hours prior to events.

Name of Individual Hosting Event: ROGER BALLENTINE Office/Agency: WH/ENVIR Initiatives
 Staff Contact: ANGIE MIZEUR Extension No.: 6 1782 Pager No.: _____ Room No.: _____
 Type of Event: ☐ Meeting ☐ Reception ☐ Other _____
 Name/Description of Event: Heavy Duty Truck Initiative
 Number of Outside Guests: _____ In Attendance: _____
 Total Number of Attendees: _____ ☐ President ☐ First Lady ☐ Vice President ☐ Mrs. Gore
 Room(s) Requested: ☐ Roosevelt Room * ☐ Room 180 ☐ Room 472 ☐ Room 474 (Indian Treaty Room)
☒ Room 476 ☐ Room 450 ☐ Room 459
 General Services: ☐ Elevator Service (elevator #4)
 Time Reserved: _____ ☐ Podium ☐ Flags
 Special Room Arrangements for the Indian Treaty Room:
☐ Conference Style ☐ Theatre Style ☐ Other _____
 Number of Chairs: _____ Number of Table(s): _____
 Entrance/Gate Preferred:
☒ Pennsylvania Avenue (OEOB) ☐ East Visitors Gate
 Note: the 17th & "G" Street entrance is wheelchair accessible.
 Additional Requirements or Requests: THANKS!

* Roosevelt Room Reservation Forms must be returned to the West Wing receptionist (FAX # 6-1210)

OEOB Room Reservation Forms must be returned via FAX at 456-6791

All reservation forms should be submitted at least 48 hours prior to events.

12:15
 10/8/99

As I mentioned yesterday afternoon, I think it would be a good idea for you to host a White House briefing on the heavy duty truck initiative. The time is ripe for two reasons. First, the interagency team led by the Army has reached agreement on proposed goals for the initiative and is ready to begin negotiating with industry. It would be good to send them off with an expression of White House support and interest. Second, as we head into the 2001 budget season, there are budget issues that could be important. For example, the Defense Department would apparently be more likely to include their portion of funding for this initiative in their budget if they knew the White House was interested.

Goals of the Meeting:

- Approve of the goals and allow the agency team to begin negotiating with industry
- Prepare for FY2001 budget review
- Agree on milestones for crafting, approving, and announcing an initiative

Briefing (with background package) prepared by interagency team will consist of following:

- Why are Trucks important for the environment and important for the Army
- What are the goals of the initiative (miles per gallon and emissions) for each of four classes of trucks
- What needs to be done to secure industry support
- Proposed budgets in principal agencies (Army procurement goals?)

Participants (invites):

WH:

- Neal Lane
- Ballentine
- Elgie Holstein
- Frampton
- Morley Winograd
- Ron Minsk

Agency:

Sherri Goodman

- Deputy Under Secretary of Defense (Environmental Security)
- 3400 Defense Pentagon
- Room 3E791
- Washington, D.C. 20301-3400
- office no: (703) 695-6639
- fax no: (703) 693-7011

Honorable Earl J. Hoyer

- Assistant Secretary of the Army for Acquisition, Logistics, and Technology (ASAALT)
- Army Pentagon Room 2E672
- Washington, DC 20310-0103

hoeperp@sarda.army.mil
fax: (703) 697-4003

Mortimer Downey (DoT)

Deputy Secretary of DOT
Phone 366-2222
fax: 366-3937 mortimer.downey@ost.dot.gov

Margo Oge (pronounced O-gay) (EPA)

Director of Office of Mobile Sources/Office of Air Radiation
Phone: 564-1682
Phone: 260-7645 (D)
Fax: 564-1686
oge.margo@epamail.gov

Reicher

OTHER RANDOM DOD FOLKS (SEE HENRY'S EMAIL FOR DETAILS)

MG John S. Caldwell, Jr.

Commanding General
U. S. Army Tank-automotive and Armaments Command
ATTN: AMSTA-CG
Warren, MI 49397-5000
email: caldwell@tacom.army.mil
Fax # (810) 574-7788

Jerry L. Chapin

Director, U.S. Army Tank-Automotive Research, Development and Engineering Center
ATTN: AMSTA-TR
Warren, MI 48397-5000
fax: (810)
email: chapinj@tacom.army.mil

LTG Paul J. Kern

Military Deputy to ASA for Acquisition, Logistics, and Technology
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Washington, DC 20310-0103
email: kernp@sarda.army.mil
fax: 697-4003

Paul Skalny

Associate Director, National Automotive Center
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Dennis J. Wend

Director, National Automotive Center
USATACOM

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Warren, MI 48397-5000

email: wenddd@tacom.army.mil

fax: (810) 574-6387

TRUCK MEETING

Where:

When: October 27, 10:30

David G *EM*

Jeff *EM*

Henry Kelly *EM*

Linda Lance *EM*

Randy Steer *EM*

Kelly Kirkpatrick *EM*

David Sandalow *EM*

Ian Bowles *EM*

Neal Lane (6-7116 - *Betty*) *ok*

Elgie (David 5-4596) *ok EM*

George *VM*

Morley (Sophia Jackson 6-9008) *ok*

Ron Minsk (6-2809) *EM*

Sherri Goodman (DoD) (703) 695-6639

Paul Hoeper (Army) (703) 697-4003

Margo Oge (EPA) 564-1682, 260-7645 (D) *Gladys*

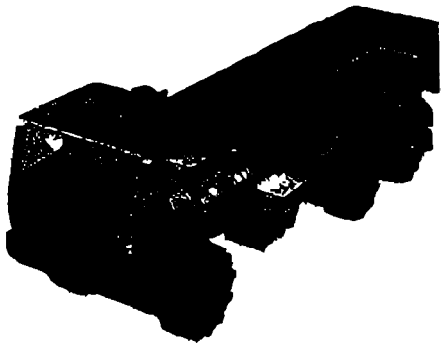
Reicher (Vernillia 586-7701)

Issues & Ideas

CLINTON: BUILD TRUCKS THAT SAVE BUCKS

TRANSPORTATION

By GEORGE C. WILSON



MILLENNIUM TRUCK: The next generation of heavy trucks, with hybrid propulsion systems, could save billions of dollars.

The Clinton Administration is getting ready to unveil a major new public-private partnership that could save the military, businesses, and taxpayers tens of billions of dollars a year in fuel costs while significantly cleaning up the nation's air quality.

Called the 21st-Century Truck Initiative, the Detroit-Washington partnership aims to develop, by 2010, a new generation of heavy trucks and buses with cleaner-burning engines and two to three times the fuel mileage of current vehicles. Many of today's heavy trucks and buses get only five miles to the gallon.

The Administration sees so much potential political and economic gain in this initiative that officials at a White House meeting on Oct. 28 debated whether to announce the program in President Clinton's State of the Union message in January or save it for next spring, when Vice President Al Gore's presidential campaign might need a lift. The truck initiative is a good fit for the environment-friendly Gore because it would dramatically reduce carbon dioxide emissions, which would help to ease global warming.

The U.S. Army, which owns 246,000 trucks and also buys trucks for all branches of the armed forces, has already leaped aboard the initiative. Improving fuel economy would save at least 4 billion dollars a year for the Army fleet, which logs 823 million miles a year. Moreover, the Army,

fired from the need to haul many millions of gallons of fuel to the battlefield, would become almost instantly lighter and more agile.

"It's going to happen," said Paul J. Hoepfer, the Army's chief buyer, who also serves as science adviser to Army Secretary Louis Caldera. "The goals make so much economic sense."

According to internal documents obtained by *National Journal*, high-level White House officials waxed enthusiastic about the truck initiative at the Oct. 28 strategy session. "All loved the program," said one participant in the meeting in the Old Executive Office Building. Attendees included Roger Ballantine, deputy assistant to the President for environmental initiatives and chairman of the Climate Change Task Force, and Morley A. Winograd, a top policy adviser to Gore. Fellow Administration executives regarded their presence and enthusiasm as proof of Clinton and Gore's strong commitment to the initiative.

The Departments of Energy and Transportation are also championing the truck initiative and earmarking millions of dollars for it. The Environmental Protection

Agency is another player in the new enterprise. Energy officials hold that the new generation of trucks and buses can reduce U.S. dependence on foreign oil, and Transportation officials believe the new vehicles could be made so safe that highway deaths stemming from truck accidents could be halved. The EPA estimates that smog-causing

Cost for More Miles Mileage (mpg)

	TODAY	2010
Light truck	11.85 mpg	27.12 mpg
Delivery truck	6.49	14.79
Transit bus	8.89	8.49
Long-hauling	5.05	7.39

emissions could be reduced by 50 percent or more.

Administration officials are now seeking support for the initiative from auto- and truck makers such as General Motors and Freightliner, engine manufacturers such as Cummins and Caterpillar, and trade associations ranging from the American Trucking Associations to the Fuel Cell Council, as well as from universities.

Gore has already overseen the multi-year, joint government-industry effort to build passenger cars that can travel 80 miles on a gallon of gasoline. Under that Partnership for a New Generation of Vehicles, formed in 1993, Gore forged links between government research labs and Detroit's Big Three automakers, who pledged in writing to develop by 2004 prototypes of super-fuel-efficient passenger cars.

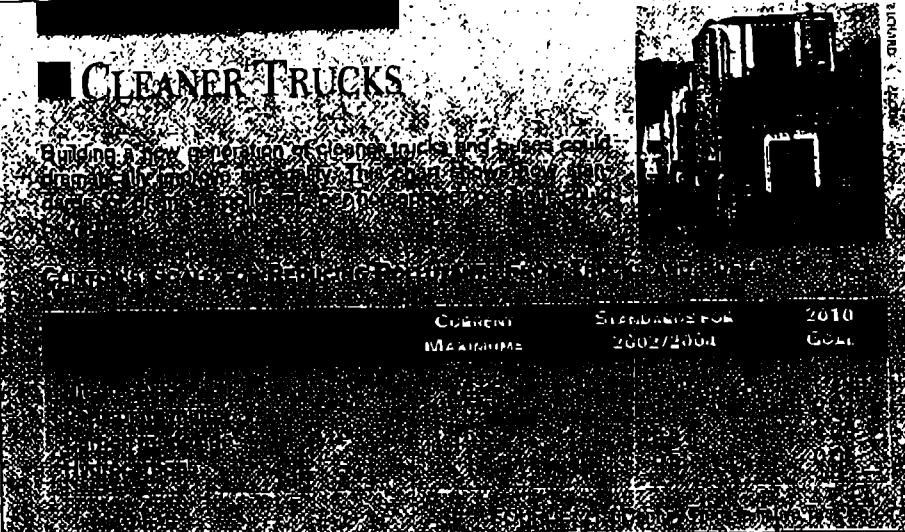
Although the Big Three initially resisted the automobile project, they gradually became more enthusiastic and now say they will indeed deliver the high-mileage prototypes in late 2003. Moreover, the vehicles will be full-size passenger cars rather than the fuel-efficient but tiny sub-compact of competing Japanese manufacturers.

Building on that earlier effort for cars, the truck initiative is also expected to look closely at hybrid propulsion systems that combine a small, conventional internal-combustion engine to start the vehicle and then switch to a larger, zero-pollution electric motor once the vehicle gets rolling. Batteries are recharged by the energy generated through friction when the driver applies the brakes.

More-fuel-efficient buses and trucks—including long-haul rigs, delivery and utility trucks—hold the promise of immense savings for the country. One of the Administration's truck briefing charts obtained by *National Journal* states that "trucks account for over 81 percent of the nation's freight business. There were over 19.8 million commercial trucks registered in 1997. In 1997, the nation's trucks drove over 428 billion miles for commercial business and consumed over 42.5 billion gallons of fuel."

Doing the math on those figures reveals that trucks average only slightly more than 10 miles a gallon, with the smaller vehicles masking the five-mile-a-gallon performance of the highway behemoths. If that gas mileage average could be doubled, which is Clinton's objective, about 21 billion gallons of fuel costing about \$25 billion could be saved every year. (Experts said that other factors bring the average truck mileage down to 7.8 miles per gallon.)

Robert M. Chapman, technical manag-



CLEANER TRUCKS

Building a new generation of cleaner trucks and buses could dramatically improve the quality of life in cities and reduce the nation's dependence on oil.

	CURRENT MAXIMUMS	STANDARDS FOR 2002/2004	2010 GOAL
PM10	120	50	20
PM2.5	150	35	15
CO	12.5	5.0	2.5
NOx	1.0	0.5	0.2
SOx	0.5	0.2	0.1

er of the partnership forged under Gore for passenger cars, says that the goals of the new truck initiative could be met, but Administration leaders will have to exercise leadership over bureaucrats who sometimes spin their wheels. "They should take their cue from the Nike commercial," Chapman said of Administration executives, "and just do it."

Chapman added that the Army could help bring the Big Three and other truck makers into the program in a hurry if it committed itself now to buying hundreds of the clean, efficient trucks and buses to be developed under the initiative. He said the new trucks and other vehicles would benefit the Army so much that it should put more research money into the effort than is now projected. However, Hoyer said that making a commitment to the new trucks in advance would be like buying a pig in a poke.

As matters stand, the dollar contributions from government agencies for fiscal 1999 and 2000 would be: Army National Automotive Center, \$20.3 million; Energy, \$102.4 million; and Transportation, \$6.3 million. With money expected from the Environmental Protection Agency, the federal government would spend about \$130 million over the next two years to get the initiative rolling—about half of what the government contributed in seed money for the high-mileage car project.

According to participants in the Oct. 28 meeting, supporters of the initiative contended that Congress would not thwart the new government-industry partnership, but instead would find it irresistible, especially if making the armed forces stronger and more mobile in the 21st century were emphasized.

Besides the national defense tie-in, Administration officials believe the initiative holds great promise for getting the Big Three automakers back in the busi-

ness of building trucks for the military, increasing profits for civilian truckers, and lowering the cost of virtually all shipped goods, from refrigerators to dresses.

An enthusiastic supporter of the initiative, Hoyer says it could bring many benefits to the military, as well as to civilians.

He noted that the Army, for example, has learned how to build vehicles that can go over even rougher terrain than can such popular off-road vehicles as Jeep Cherokees, Ford Explorers, and Chevrolet Blazers. "Their off-road vehicles might be off the pavement, but our off-road vehicles are wilderness vehicles," he said, thanks to suspension systems that the Army developed at its National Automotive Center. "We have information that [the Big Three] don't typically gather."

Hoyer envisions the Army's 21st-century trucks wired up like a human taking an electrocardiogram. The truck would assess its own health as it rolled along and could transmit the computerized report to a satellite, which would send it to the nearest repair center. This constant monitoring, he said, would allow parts to be replaced before they broke. If Detroit built enough of the Army technology into its civilian vehicles, the Army might buy thousands of trucks right off civilian production lines rather than going to the extra expense of ordering trucks built to its specifications, Hoyer said. That would save money for taxpayers and raise profits for private companies, he added.

A government-industry partnership to design and build better trucks and buses is an idea whose time has finally come, said Hoyer. "This idea might have seemed pretty hard back in 1970," when industry was claiming it could not meet the government's mileage and pollution goals set for automobiles. "Guess what? We met them," he noted, and the air got cleaner. "So I think we can do this."