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**Folder Title:**  
21st Century Trucks

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# Withdrawal/Redaction Sheet

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### COLLECTION:

Clinton Presidential Records  
White House Task Force on Cxclimate Change  
Roger Ballentine; Paul Bledsoe, & Julie Anderson  
OA/Box Number: 41301

### FOLDER TITLE:

21st Century Trucks

2017-1094-F

jp3920

### 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]

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

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

- b(1) National security classified information [(b)(1) of the FOIA]
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- 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]

# TWENTY-FIRST CENTURY TRUCKS INITIATIVE EVENT

Alvan Motor Freight 9911 Harrison Road Rd. Romulus, MI  
Friday, April 21, 2000

Event Requested by Roger Ballantine and Morley Winograd  
Briefing Prepared by Morley Winograd, Paul Bledsoe and Henry Kelly

## EVENT

The Vice President will join approximately 200 representatives from the trucking industry, members of the environmental community, members of Congress and agencies in announcing the 21<sup>st</sup> Century Truck Initiative. This initiative creates a joint public/private research partnership, analogous to PNGV, with a ten year target to triple the mileage of heavy duty pick up trucks, delivery vans and buses and to double the mileage of eighteen wheel long haul trucks while improving all performance aspects, including safety, and meeting all emission requirements in that timeframe. The Vice President will also reinforce his ideas for preserving our environment as outlined in Earth in the Balance and the environmental policies of the Clinton/Gore administration in anticipation of the thirtieth anniversary of Earth Day.

**Role and Contribution:** The Vice President will focus on the following themes:

**OUR ENVIRONMENT IS CLEANER THAN IT HAS BEEN IN A GENERATION, WHILE WE HAVE ENTERED THE LONGEST PERIOD OF ECONOMIC GROWTH IN OUR HISTORY.** America has almost 21 million new jobs. We're preserving our natural environment while strengthening our clean air standards and reducing greenhouse gas emissions.

**A CLEAN ENVIROMENT AND STRONG ECONOMY GO HAND-IN-HAND** The Vice President will announce that this latest initiative proves once again that it is possible to both have a clean environment and a good economy by using innovative technology.

**THIS GENERATION HAS THE RESPONSIBILITY TO SAVE OUR ENVIRONMENT FOR FUTURE GENERATIONS.** The next ten years must be the Environment Decade in America and around the world to turn the tide against pollution and global warming. We must ratify the Kyoto agreement, ban ozone depleting chemicals, invest more in conservation and make the market the friend not the enemy of the environment. The future of earth hangs in the balance.

## BACKGROUND

Vice President Gore and senior executives from many of the nation's largest manufacturers of trucks, buses, and truck equipment will launch the 21<sup>st</sup> Century Trucks Initiative to cut fuel use and greenhouse gas emissions of delivery vehicles by 2/3 and cut the fuel use of 18 wheelers in half, while improving the safety and efficiency of the nation's trucking industry. This public-private partnership focuses on the

heavier vehicles the nation depends on to move freight, and complements the Partnership for a New Generation of Vehicles (PNGV) – a program that has already resulted in revolutionary breakthroughs in technologies for autos and light trucks. By cutting fuel costs and increasing safety, the research conducted under the 21<sup>st</sup> Century Truck Initiative will make the U.S. trucking industry more financially sound, make our economy more energy independent, and help meet such environmental challenges as global warming and other air pollution. The initiative will also benefit the Department of Defense and the U.S. Army – major participants in the partnership – by dramatically cutting operational support costs and increasing combat effectiveness.

### Basic Facts on 21<sup>st</sup> Century Trucks Initiative

**Aggressive Goals.** The 21<sup>st</sup> Century Truck Initiative is designed to develop revolutionary new technologies for increasing the fuel economy and safety of four classes of vehicles which, together, account for more than 90% of all fuel used by U.S. trucks. The program's cost-share investments in advanced technologies is designed to produce, within 10 years, "production prototypes." Compared to today's vehicles, these prototypes will:

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

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

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

**Increased Federal Investment.** The President's FY2001 budget proposes \$33.6 million in increased spending in areas supporting 21<sup>st</sup> Century Truck research, for a total of \$115 million--a 45% increase.

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

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

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

## **PARTICIPANTS**

- 1. You will be introduced on stage with two CEOs. The P resident and CEO of Volvo Trucks, North America, Inc. Mr. Marc Gustafson. And the Chairman, President and CEO of Oshkosh Truck Corporation.**

### **Mr. Marc Gustafson, CEO, Volvo Trucks**

Mr. Gustafson became President and CEO of Volvo Trucks, North America, Inc. in September of 1996. Unit sales have increased 93% since then with 1999 results showing both record unit sales and operating income levels. In 1998 he was also asked to chair the Global Marketing and Business Development Board for the Volvo Truck Group to expand Volvo's global revenues and pursue strategic acquisitions. He was named "Boss of the Year" by the Greensboro, N.C. Junior Chamber of Commerce (where Volvo is headquartered) in 1997, and named in 1995 as one of the Top 10 Business Marketers of the year by Business Marketing Magazine. He has been involved in the commercial truck industry since 1974 serving as Executive Vice-President for Sales and Marketing of Mack Trucks prior to joining Volvo. He earned his Bachelor of Science degree from Berry College in Rome, GA. He and his family reside in Greensboro, N.C .

### **Mr. Robert G. Bohn, CEO Oshkosh Trucks**

Mr. Bohn was appointed CEO of Oshkosh Trucks in October of 1997 and chairman in January of this year. He had been both President and COO of Oshkosh Truck prior to that as well as serving as President of Pierce Manufacturing when they were bought by Oshkosh in September of 1996. He joined Oshkosh in May of 1992 and his performance in reducing manufacturing hours and inventory cost and space led to his promotion to the Board of Directors as well as President and COO in February of 1994. The hallmark of his management success has been the use of employee involvement to increase production efficiency and improve the cost effectiveness of operations using total quality concepts. He first employed these concepts with Johnson Controls in their European and North American operations.

- 2. After the event, you will have a chance to meet and greet the industry and labor representatives present along with members of the Cabinet and Congressional and other elected officials.**

**Secretary of Transportation Rodney Slater**

**Secretary of Energy Bill Richardson**  
**EPA Administrator Carol Browner**  
**Commander John Coburn , Army Material Command**  
**Assistant Deputy Undersecretary for Defense for Environmental Quality, Bruce DeGrazia**  
**Senator Carl Levin**  
**Congressman Carolyn Cheeks Kilpatrick**  
**Congressman John Conyers**  
**Congressman John Dingell**  
**Mayor Dennis Archer**  
**Wayne County Executive Ed McNamara**  
**Governor Jim Blanchard**

**Industry executives:**

**Keith Brandis, Vice-President, Business Offer Development, Volvo**  
**Tina Vujovich [voy (like boy) oh vitch], Vice President, Cummins Engine**  
**Jim Patten, Executive Director Materials Engineering, Cummins**  
**James Scanlon, President, Lockheed Martin**  
**Denyse LeFever, Director, Power and Drive Systems, Lockheed Martin**  
**Sherril West, Vice President Technical Service, Caterpillar Inc.**  
**Rita Castle, Issues Analysis Manager, Corporate Public Affairs, Caterpillar Inc.**  
**Steve Homcha, Executive Vice President, Mack Trucks**  
**Guy Rini, Chief Engineer for Electronic Products, Mack Trucks**  
**S. William Gouse III, Executive Engineer, Technical Planning, Freightliner**  
**David Hovind, President, Paacar, Inc.**  
**Jeff Corey, Advanced Concepts Engineering Manager, Peterbilt Motors Co.**  
**(note: Mr. Corey had twins Tuesday)**  
**Robert Bohn, Chairman, President, CEO, Oshkosh Truck Corporation**  
**Paul Hollowell, Executive Vice President and President, Defense Business, Oshkosh Truck**  
**Nabil Hakim, Director, R&D and Materials Engineering, Detroit Deisel**

**ATTACHMENTS**

Pictures of the Civilian and Military Trucks covered by the program  
Q&A on the Initiative  
Remarks to come from Speechwriting

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

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

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

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

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

# OFFICE OF THE VICE PRESIDENT

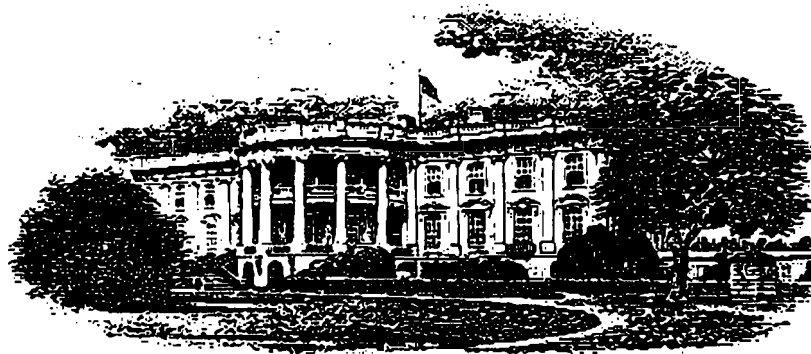
*National Partnership for  
Reinventing Government*

Room 271

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TO:

*Paul Bledsoe*

Fax Number:

From:

*Morley*

Date:

Number of pages including cover:

**REMARKS AS PREPARED FOR DELIVERY BY VICE PRESIDENT AL GORE  
EARTH DAY 2000, DETROIT, MICHIGAN  
Friday, April 21, 2000**

I have worked on environmental causes for more than two decades now. But in all my years of work on this issue, I have never seen a more hopeful sight than the crowd that is gathered here today.

Standing with us are captains of industry; labor leaders and working men and women; Teamsters and auto workers; lifelong environmentalists.

Ten years ago, if you'd told me you were assembling this crowd, I'd have thought it was an episode of *Crossfire*.

We've come a long way. Today, we're not shouting at one another – we're standing shoulder to shoulder, working together, meeting our responsibility, doing the right thing.

To see how we have come together, for our economy and for our environment – to see how former adversaries are working together, and planning together, for a cleaner and stronger future – all this gives me a sense of renewed optimism for our country and for our environmental future.

The people in this room have shown that if we make the right investments – if we make the responsible choices – we don't have to choose between the economy and the environment.

Look at the past seven years. We're cleaning up the great American rivers. We've speeded up toxic waste clean-ups. We've worked with industry to strengthen the public's right to know about chemicals released into their air and water. America is taking strong measures on its own to fight global warming.

Our environment is cleaner than it has been in a generation. At the same time, we have entered the longest period of economic growth in our entire history. America has almost 21 million new jobs. Here in Detroit, you can be proud that after fourteen years of trailing Japan, America has led the world in car and truck production for six years in a row.

Today, we take the next great step forward – to create good new jobs for American families; to keep pollution out of our air and water; and to reduce our dependence on foreign oil at the same time.

It has been seven years since we first joined with the leading auto makers to create the Partnership for a New Generation of Vehicles. Our goal was to work with the best manufacturers to come up with vehicles up to three times more efficient than what we had then -- with no sacrifice in performance, safety, or cost.

From the beginning, this partnership was designed to make our auto industry even more competitive in world auto markets. And it will.

As I announced last month, we can now look forward to a date in the next three or four years when cars with far greater fuel efficiency will be mass-produced, and on the showroom floors, being bought by American families.

We can also look forward to the day when families will be able to buy cars with remarkable new fuel cell technology – engines that run on water, and are likely to increase fuel efficiency by 400 percent. These vehicles will create no greenhouse gas emissions at all -- and the concept cars at this year's auto show not only got over 100 miles per gallon, they can drive for 500 miles without re-fueling.

Starting next year, we're going to expand this research partnership to place a greater focus on how we can produce cleaner and more fuel-efficient SUV's as well as cars.

Today, we take another important step toward a cleaner, stronger future. Together with the nation's leading manufacturers of heavy trucks and truck components, we are launching a new 21st Century Trucks Initiative – to dramatically improve fuel efficiency and reduce emissions from America's heavy trucks and buses.

Through the hard work of all the people in this room, we believe we can double the fuel economy of an eighteen-wheeler by 2010. And we believe we can triple the fuel economy of heavy pick-up trucks and large delivery vans in that same period.

This new partnership will save businesses, truckers, and taxpayers billions of dollars a year in reduced fuel costs -- while cleaning the air and helping to combat global warming.

And the United States Army, which owns a quarter of a million trucks and buys them for all our armed forces, will be a strong and central partner in developing the new technologies, in buying them, and in putting them on the road. In fact, since more efficient military trucks can go a lot farther without refueling, this partnership will increase our Army's fighting strength.

Just as importantly, by investing in these energy-efficient trucks and technologies – by encouraging their purchase and their use – we can cut America's reliance on foreign oil, which will mean lower prices at the gas pump, not just in the near-term, but in the long-term.

This new partnership pursues a strategy against pollution that must reach across our economy, and all around the world in the coming years. A strategy that sees people as allies, not adversaries, in meeting environmental challenges. An approach that builds

upon our responsibilities to one another – to the air, the water, and the land that we hold in common, across borders and across the generations.

It continues a journey that many of us have made for many years now. I remember one part of my own journey a decade ago, in a different kind of vehicle – one that moves just a bit faster than today’s showroom models.

The trip was on the U.S.S. Pargo – a nuclear submarine that traveled under the Arctic ice sheet all the way from Greenland to the North Pole.

When we reached the pole, the sub broke through the summer icepack – and as I climbed through the hatch, I caught my first glimpse of the North Pole. The light was stunningly bright; clouds of ice crystals sparkled in the frozen air.

That submarine was part of a U.S. fleet patrolling secret routes under the ice – routes that took our subs and missiles close to the former Soviet Union’s northern border. In the process, the Navy had been collecting data about the thickness of the ice cap – merely to identify spots where subs could break through the ice.

Most of the information that was gathered had no national security purpose – so it was recorded and stored, but never examined or analyzed. It was “exformation” – it existed, but no one knew what it said.

As that submarine returned from the pole, deep beneath the ice, it occurred to me that if we shared this data with scientists, we could map a timeline of the ice cap, and the effects of global warming.

When I returned to Washington, I began to discuss the idea with our military and intelligence agencies. One hundred top environmental scientists gained top-secret clearance to review the data, and scrub it of anything that could compromise our national security. Later, as Vice President, I held a conference with Russian government officials and scientists, where both sides agreed to share our scrubbed data about the Arctic – as well as previously-secret sonar and satellite data about the northern oceans.

The results were startling. We learned that the Arctic ice cap had thinned by 40 percent since the 1970’s – a story that made headlines all over the world. The loss has averaged four inches a year for the past decade.

When I first started working on this issue more than two decades ago, this information was accumulating – but no one had ever seen it. It was easier to make excuses, to ignore the threat altogether, or to attack the messenger.

Now it is increasingly clear that global pollution risks not only our quality of life, but the very fabric of life itself.

Each generation of Americans has its own unique challenge, its own special responsibility.

In this decade, in this generation, we have been given one of the greatest responsibilities of all: saving the environment -- not just for ourselves, not just for our children, but for generations far into the future.

I believe we have to make the next ten years the Environment Decade, in America and around the world.

I believe we can and must turn the tide against pollution and global warming. And the people standing here today are proving that we can save our environment and safeguard human health – while sustaining our economy as the strongest in the world.

We know there are still powerful apologists for pollution – despite the new partnerships we are forging together. Some will always argue that pollution is the inevitable price we pay for our prosperity.

That is false; and even worse, it invites and excuses a politics of environmental irresponsibility. A lot of us have been fighting against this irresponsibility for a long time.

I remember the fierce criticism I got eight years ago, when I wrote “Earth in the Balance.” I expected that criticism then, and I wear it as a badge of honor today.

The critics rushed to assail the idea that we could create cleaner, more efficient cars, and end our dependence on the internal combustion engine over a period of, say, 25 years.

We were told that this process would mean an end to the auto industry. In fact, we all know now that it will mean new, more efficient, more competitive cars and trucks; it will mean new jobs for Michigan, and new business for America.

So let me say to the critics on this issue: the people in this room – the workers, the manufacturers, and the business leaders of Michigan – are proving that the skeptics were wrong.

And I have an admission to make. I was wrong, too, when I thought we could end our reliance on the internal combustion engine in 25 years. Because of our work together, we can do it in less than 25 years – while preserving and creating good jobs.

That is why the companies here today are investing so heavily in cleaner, more efficient engines. They know it’s a smart investment. By seeing to it that America leads the growing market for cleaner cars and trucks with lower gas mileage, we will create jobs, not destroy them – good union jobs for Teamsters, for the UAW, and for all

working Americans. We will strengthen industry, not weaken it. We will sell more to the world, not less.

We have heard – and in the months ahead, I’m sure we will hear – every possible scare tactic on this issue. But we will not give in, and we will not back down.

It is not extreme but mainstream to champion cleaner fuels, and energy efficiency. It’s the right thing to do – and it’s the responsible thing to do.

When it comes to our air, our water, and the Earth itself, we all have a responsibility to look not just to ourselves, not just to the politics of the moment, but to future generations.

This weekend, we mark the 30th anniversary of the first Earth Day – and the first Earth Day of the 21<sup>st</sup> Century.

Earth Day has always been a recognition of our most powerful common link, the air, the water, and the planet we share. This year, on this Earth Day, let us renew our resolve to meet our responsibility –

To achieve strong and sustainable growth that does not undermine human health, or disrupt the climate of the world.

To forge a future where none of our children have to worry whether the water they drink or the air they breathe is safe and pure.

To create a more livable America -- where there are parks and open spaces, instead of endless, cookie-cutter sprawl; where families can walk and bike and play together; where a clean environment and a high quality of life are a source of security, dynamism, and hope for the future.

In the Environment Decade, we must form partnerships with every industry – just like the ones here today, which will produce fuel-efficient trucks that the critics said could never be made.

In the Environment Decade, we have to make the free market the friend of the environment, not its enemy – and the clearest examples are our partnerships for cleaner cars and trucks.

In the Environment Decade, we have to invest more in conservation, in renewable energy, and in fast-growing technologies that combat pollution.

In the Environment Decade, we need to enforce tough, realistic, achievable standards to reduce smog and soot, and protect our children’s health.

In the Environment Decade, we have to expand the right to know to every area where pollution of any kind threatens public health. As we work to clean up abandoned Brownfields and toxic waste sites, parents need to know if a street-corner is unsafe – or if poisonous chemicals can lead to sickness and disease.

In the Environment Decade, we have to protect our forests and our rivers and our precious public lands – so that families have places where they can hike and climb, and reach out toward the stars.

In the Environment Decade, we have to encourage smarter growth, and more livable neighborhoods – so every community will have the chance to grow according to its own values, in a way that preserves its own character.

In the Environment Decade, we must also meet persistent global environmental challenges. We must continue to ban the chemicals that eat away at our ozone layer and expose us to dangerous, cancer-causing ultraviolet rays. If we face this challenge head-on, we have the prospect of completely closing the ozone hole over Antarctica over the next two generations.

And in this time, we must take decisive steps – not just in this country, but everywhere -- against global warming. I believe we have to ratify the Kyoto agreement, which would commit America to significantly reducing greenhouse gas emissions.

I know we don't yet have a consensus on this issue -- and that many in this room may still have disagreements. I feel very strongly that we must move forward. But I pledge to you today: I will work with all of you, to move forward in a way that is good for our economy, good for our environment, and good for the entire world.

We must ensure that all developed and developing nations are committed to doing their part. And I believe we can combat global warming in a way that creates jobs – by aggressively pursuing a global market for new energy technology that is expected to reach \$10 trillion in the next two decades.

I know these challenges are not easy. And for me, they have never been without controversy. More than a decade ago, when I set out to write “Earth in the Balance,” I was warned not to do it; that it was politically foolish to make so clear a commitment to environmental protection, written down in black and white, for all to see.

But for me, a commitment to the environment has always run deeper than politics. We have to do what's right for our environment, because it involves all of our lives – from the simple security of knowing that our drinking water is safe, to the more ominous thinning of the ice caps at the top of the Earth.

One hundred years from now, when our great grandchildren gather to mark the first Earth Day of the 22nd Century, I want them to know that we were thinking of their

time with the same vision, the same dedication, and the same commitment that we applied to our own time.

I want them to know that their future meant more to us than the irresponsible pursuit of short-term gain.

For the earth is in the balance. Save it we can, and save it we must – for this is the great responsibility of our generation. Now let us resolve to finish the job. Thank you.

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Saturday, April 22, 2000

The Detroit News

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## Gore announces partnership to develop fuel-efficient trucks

Candidate says internal combustion engine could be replaced before 2017

By Ceci Connolly and Ben White /  
 The Washington Post

**ROMULUS** -- Standing in the heart of car country on the eve of the 30th anniversary of Earth Day, Vice President Gore wholeheartedly embraced one of his most controversial environmental stands and pushed it one step further Friday, asserting the internal combustion engine could be eliminated before the year 2017.

In his 1992 book "Earth in the Balance," Gore described the internal combustion engine, used on most cars and trucks, as an outdated technology that is one of the main sources of carbon dioxide production and thus poses a "mortal threat" to society. Gore and other environmentalists argue that the release of carbon dioxide and other "greenhouse gases" into the atmosphere has created a hole in the ozone layer which they in turn cite as the principal cause of global warming.

Gore told a group of truck manufacturers and labor leaders here of the "fierce criticism" he received for such comments: "I expected that criticism then and I wear it as a badge of honor today."

In announcing a new government -- corporate partnership aimed at developing more fuel efficient trucks, Gore pitched his general belief



Robert F. Bukaty / Associated Press  
**Democratic presidential candidate Vice President Al Gore takes a question from a reporter during his first news conference in 61 days on Friday in Romulus.**

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 (updated April 17,  
 2000).

that environmental protection can enhance the economy. "If we make the right investments, if we make the responsible choices then we do not have to choose between the economy and the environment," he said. The vice president's speech Friday, delivered at the Alvan Motor Freight company in Romulus, was his most forceful address on the environment of the 2000 campaign. Although he made his name in politics as an ardent environmentalist, his political advisers have split over the wisdom in running for president on the issue, with some concerned that his stridency has alienated the business community. Others, citing pollution problems in Texas, say the environment is a weakness of Gov. George W. Bush's worth exploiting.

Set against that backdrop, Gore's comments Friday were all the more striking. "We have heard, and in the months ahead I am sure we will hear, every possible scare tactic on this issue," he said. "But we will not give in and we will not back down. It is not extreme but mainstream to champion cleaner fuels and energy efficiency."

As part of the Earth Day celebrations, Gore has reissued "Earth in the Balance," with an aggressive new forward maintaining his earlier commitment to tough environmental protections. And in his speech Friday, Gore was hardly modest in describing the political risks he has taken in the name of clean air and water.

"More than a decade ago when I set out to write "Earth in the Balance," I was warned not to do it; that it was politically foolish to make so clear a commitment to environmental protection written down in black and white for all to see," he said. "But for me, a commitment to the environment has always run deeper than politics."

Yet even as Gore re-adopted his pro-environment persona, some in the movement suggested he has not met their high expectations.

John Passacantando, who focuses on climate change as director of the group Ozone Action, said Friday's announcement was emblematic of a piecemeal approach by the Clinton-Gore administration.

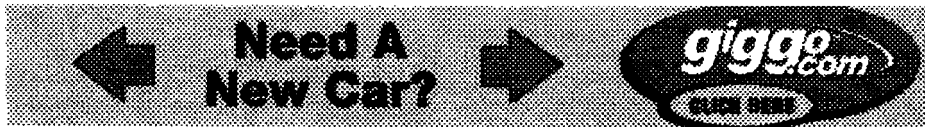
"This administration has issued a series of small potato initiatives that are just wholly disappointing," he said. "This needs to be under a much larger umbrella, a much broader vision of how to solve this problem."

Brent Blackwelder, president of Friends of the Earth, said global warming is one reason there has been a lack of enthusiasm for Gore in some environmental circles.

"The U.S. is now about 13 percent above its' 1990 levels of greenhouse gas emissions," he said. "A fair question to ask is: Will another eight years of Gore lead us to be 25 percent over the 1990 levels? That's one of the things we want to have a serious discussion with him about."

Friends of the Earth endorsed Bill Bradley in the Democratic primary and is considering backing Green Party candidate Ralph Nader in the general election. The influential Sierra Club has not made an endorsement decision.

The Detroit News



► INDUSTRY NEWS

# U.S. says it can help build better truck engine

## Government, industry to go into partnership

April 22, 2000

**BY ALEJANDRO BODIPO-MEMBA and DARCI MCCONNELL**  
DETROIT FREE PRESS STAFF WRITERS

Vice President Al Gore on Friday announced a research partnership between the government, the nation's big truck makers and the U.S. Army to develop fuel-saving truck engines.

The agreement is similar to an existing partnership between the federal government and major automakers to develop super-high-mileage passenger cars and light trucks. The government and automakers share research costs and information with each other in the cooperative effort.

Speaking before a crowd of about 200 at the Romulus headquarters of Alvan Motor Freight Inc., Gore said the program -- which he dubbed the 21st Century Truck Initiative -- will seek to develop technologies to reduce emissions and increase fuel efficiency for the nation's 16 million commercial truckers.

Gore's appearance was billed as a vice-presidential one, not a campaign speech. Gore is running for president.

The 10-year partnership is the heavy truck

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THE 10-year partnership is the heavy-truck equivalent of the Partnership for a New Generation of Vehicles -- PNGV -- a similar government-industry initiative for passenger vehicles launched by Gore in 1993. That program, scheduled to run through 2004, has already resulted in 70- and 80-mile-per-gallon prototype passenger cars unveiled over the past four months by Ford Motor Co., General Motors Corp. and DaimlerChrysler AG. Those vehicles, and others on the drawing board, are so-called hybrids that use electrical power in combination with small internal combustion engines.

Gore said the technology he hopes will be developed by the government and car and truck manufacturers will reduce the nation's consumption of foreign oil and clear the air, adding, "a strong economy and a safe environment go hand in hand."

The Clinton administration's fiscal year 2001 budget proposes to increase spending for truck research by 48 percent, or \$47 million, to \$142 million.

Both the research money and high-mileage engines could benefit the Army, which owns and maintains more than 250,000 trucks.

"From the Army's standpoint, we are interested in getting the most effective trucks in a cost effective manner," said Jerry Chapin, director of the U.S. Army Tank-Automotive Research, Development and Engineering Center in Warren. "If you look at the things we move on the battlefield -- fuel, ammunition and water -- it's very expensive to us."

The partnership with industry also is expected to propel more fuel-efficient technologies in the commercial truck sector. Gore said the project's target is to double the fuel economy of 18-wheel trucks and triple that of heavy pickup trucks and delivery vans by the end of the decade.

That sounded good to 12-year truck driver Terrence Devezin, who listened to the speech. "It affects us, gas prices being so high," said Devezin, 29, a member of Teamsters Local 299 in Detroit.

Participants in the partnership will include Detroit Diesel Corp., Eaton Corp., Volvo Trucks North America, Cummins Engine Co., Caterpillar, Mack Trucks, Oshkosh Trucks, PACCAR and Lockheed Martin Control Systems.

*Contact **ALEJANDRO BODIPO-MEMBA** at 313-222-5008 or [bodipo@freepress.com](mailto:bodipo@freepress.com).*

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## Shareholder Resolutions Score, Chalk Up Environmental Victories

By JIM CARLTON

Staff Reporter of THE WALL STREET JOURNAL. Environmental groups are taking a new tack in their battles against corporate America: introducing shareholder resolutions that in some cases are actually winning.

Last week, a coalition of the groups won two so-called management-accountability resolutions at timber concerns Weyerhaeuser Co. and Boise Cascade Corp. and are contesting a third contest they narrowly lost at Burlington Northern Santa Fe Corp. On May 18, a similar resolution from environmentalists is to be considered by shareholders of Potlatch Corp. at the timber firm's annual meeting in Little Rock, Ark.

The resolutions were all introduced by groups affiliated with the Railroads and Clearcuts Campaign, an environmental organization based in Spokane, Wash., that has been chiefly focused on issues relating to the companies' activities in the Pacific Northwest. Although nonbinding on the boards, the activists said these resolutions give them an opportunity to press their case for stronger environmental standards directly to investors.

"This is an effort to find the common interest between Wall Street and environmental shareholders," said Bart Naylor, a shareholder-rights activist from Washington, D.C., who assisted the environmentalists in the campaign.

Shareholder activism has long been in use by organized labor and has begun to be embraced by the environmental movement. However, most green-sponsored resolutions have fallen to defeat, as happened a few weeks ago when BP Amoco PLC shareholders soundly defeated a Greenpeace initiative that called for the London-based petroleum giant to cease its oil development in the Alaskan Arctic.

In the Northwest, environmentalists had twice introduced resolutions calling for Weyerhaeuser to have directors elected

annually rather than on staggered, three-year terms. But they had been defeated. At the company's annual meeting last Tuesday, Janine Blaeloch, director of the Western Land Exchange Project group in Seattle, again asked shareholders to adopt the change in board elections.

This time, shareholders in the meeting at the company's headquarters in Federal Way, Wash., adopted the resolution by 109 million votes to 79 million dissenting votes. Management had opposed the measure, partly on grounds it would disrupt board continuity and stability. Boise Cascade and Potlatch executives have stated similar grounds for their opposing similar resolutions.

Weyerhaeuser officials declined to comment except to say their board was taking the resolution under advisement.

On Wednesday, another proxy shareholder spoke in favor of a resolution asking that Burlington Northern's board first consult shareholders before adopting any poison-pill provision making it more difficult for an acquisition. Management opposed the measure, in part because it could complicate the railroad company's announced plan to merge with the Canadian National Railway Co. to form a new entity called North American Railways Inc.

At the shareholders meeting in Fort Worth, Texas, the proxy, a woman representing an Idaho water-protection group, also spoke out against the company's planned fuel depot in the northern part of that state. "She was using this as a platform," said Richard Russack, a Burlington Northern spokesman. The environmentalists are contesting the vote of 192 million to 143 million shares that defeated their proposal.

At Boise Cascade, meanwhile, environmentalists on Thursday also argued for annual elections of directors. The measure passed by a nearly two-thirds margin, and officials of the Boise, Idaho, firm said their board would consider adopting it.

**Anchorage: Alaska** — The state's utility companies are facing increased pressure to reduce the number of eagles killed by power lines. The U.S. Fish and Wildlife Service estimates that 50 eagles have been electrocuted in Alaska this year. Wildlife agents are urging power companies to insulate wires near poles where eagles perch.

**Hawaii: Honolulu** — A University of Hawaii report recommends immediate action to save forest birds from extinction. The report identifies six areas of need and recommends what actions might be taken. It says Hawaii not only has the world's greatest concentration of endangered birds but the highest rate of extinction.

**Illinois: Springfield** — Some houses, built over abandoned coal mines in central and southern Illinois are sinking, prompting the state environmental officials to begin mapping old mines. Officials say many houses could be damaged when pillars of coal that support the roof of a mine begin to sag, causing the ground to collapse.

**Indiana: Indianapolis** — State officials are expected to file a lawsuit this week in the White River fish kill. They have issued 19 subpoenas, mostly to companies doing business with Guide Corp., an Anderson auto-parts maker. *The Indianapolis Star* reported. The chemical spill in December and January left 117 tons of fish dead along 50 miles of the White River. Guide officials have denied they played a role in it.

**Maine: Woolwich** — The state Transportation Department must renegotiate a \$1.6 million bridge renovation project because ospreys are nesting on the coastal structure. The Friends of the Islands' Ospreys wants the department to delay the bridge work until the birds have finished using their nest, probably by the end of July.

**Mississippi: Jackson** — The Mississippi Delta continues to be plagued by DDT. In a report examining farm fields in the Big Sunflower River basin, federal engineers found more than half of the original DDT compound remaining 27 years after a ban of the pesticide. The report, prepared to support a plan for river dredging in the region, suggested that DDT may be binding more closely to soil than expected.

**Nevada: Reno** — Despite wildland fires that have blackened 2.5 million acres of wildlife habitat over the last two years, most of Nevada's big-game herds are in good shape, state officials said. Antelope, mule deer, elk and bighorn sheep numbers are all up from a year ago, according to the Nevada Division of Wildlife's annual census. Favorable weather likely led to the increases, officials said.

**North Carolina: Greenville** — A local group hopes to gain federal support for dredging the eastern North Carolina waterways. They say that it would increase water flow and prevent flooding. Gritton Town Commissioner Frances Mewborn says about 12,000 signatures have been collected to lobby local and state representatives.

## Gore Points to Fuel Project to Show How Being Green Can Benefit Industry

By BOB DAVIS

Staff Reporter of THE WALL STREET JOURNAL. WASHINGTON—Vice President Al Gore is using a new research program for boosting the gas mileage of heavy trucks to argue that environmentalism doesn't have an anti-industry tinge.

During a stop Friday in Detroit, Mr. Gore announced a government-industry project to triple the fuel economy of heavy pickups, delivery vans and buses, and to double the fuel efficiency of 18-wheel trucks over 10 years.

The 21st Century Truck Initiative follows the pattern of an existing car project, in which the Big Three auto makers are working with the government to triple gas mileage. Fuel efficiency in large trucks is measured in "ton miles per gallon," meaning the amount of weight hauled per gallon of gasoline.

Mr. Gore has long argued that technology can be used to enhance environmental goals, such as reducing pollutants and greenhouse-gas emissions, without harming U.S. industry. He is sure to tout the project in his presidential campaign as evidence for his argument.

### UPS Claims Canada

Gives Unfair Support

"We have learned that a strong economy and a safe environment go hand in hand," he said in Detroit. Vehicle makers gain from the project through additional research grants and a closer relationship with federal agencies. Although Mr. Gore hasn't promised to ease regulatory oversight, vehicle makers can leverage their participation in lobbying efforts to ease pollution requirements.

The project doesn't require vehicle makers to build vehicles; rather they commit to constructing "production prototypes," which could be used for mass production. Under the initiative, Mr. Gore proposes to boost spending on truck-research projects by \$47 million in the fiscal year starting Oct. 1 to \$142 million.

Research priorities include advanced engines, fuel cells and lightweight materials. Delivery trucks especially should be able to benefit from designs that use a combination of electric motors and internal-combustion engines. That is because the energy from engine start and stop can be used to recharge the battery. Industry participants in the project include Cummins Engine Co., Caterpillar Inc. and the Mack Trucks subsidiary of Renault SA.



PHOTOS BY REBECCA D'ANGELO FOR THE WASHINGTON POST

Left, a Web-less Chevy Chase with Melanie Griffith; Peter Yarrow and Sen. John Kerry, above; wife-seeking Tom Arnold, below left; and Earth Day founders Gaylord Nelson and Denis Hayes, below.

## Earth Day's Bumper Crop of Celebs

**M**elanie Griffith flew into Washington Saturday and was in a big hurry to get back to Los Angeles. "I'm on fertility drugs right now," she told the crowd at the Earth Day VIP breakfast. "That's how bad I have to get home."

More than we needed to know, Mel. But the 42-year-old actress was darn cute, with her blond hair in cornrows. With hunko hubby Antonio Banderas back in California, Griffith was at the Mayflower Hotel fulfilling her eco-celebrity duties at Earth Day 2000 with Chevy Chase, Tom

Arnold, Clint Black, Donna Mills, Dennis Weaver, Ed Begley Jr. and Edward James Olmos—all mingling with the likes of Energy Secretary Bill Richardson, EPA head Carol Browner, Sen. John Kerry (D-Mass.) and Earth Day Chairman Denis Hayes and former senator Gaylord Nelson, the two guys who started it all 30 years ago.

Griffith was also on hand as co-founder of OneWorldLive, a new lifestyle dot-com that hosted the breakfast and also happens to host the official celeb Web sites (the nice ones, as opposed to those naughty, unauthorized ones). So naturally she was psyched about the Internet and was "interviewing" the other celebrities.

"You don't have a Web site?" she asked Chase in disbelief. (No, he doesn't. How 20th-century.) The actor tried hard to keep a straight face as he discussed international environmental issues—but Griffith was a bit slow. Jet lag, perhaps, confused her.

"I need to be up longer to deal with you," she told him.

"I'm sorry," he teased. "I'm just a little too well educated for this."

But enough about Earth Day. The big Web

story is Tom Arnold's Marriage Number 3. "I am looking for a wife, and I'm using all means necessary—including the Internet," said the 41-year-old, twice-divorced actor. Since its launch in January, MarryTom.com has received 3 million hits, 50,000 "really good potentials"—and gotten its webmaster dinner dates next week in Austin, Dallas and Chicago.

He's looking for someone loyal, willing to relocate, who loves children—and "must feel comfortable enough to wear a bathing suit on vacation. She doesn't have to look good in it," said Arnold. "Because I don't."

Fourteen-year-old Molly Curran was thrilled to have her picture taken with the actor during the breakfast. "He's so awesome," she said.

Too young? "Waaaayyy too young," he said wisely. "I might adopt her, though."



**TOM SHALES**

*Leo's Interview:  
ABC's Earth Day  
Air Pollution*

Considering the hullabaloo of hisses and boos it generated for weeks in advance, Leonardo DiCaprio's interview with Bill Clinton barely registered a blip on the outrage-ograph when it aired as part of an ABC News environmental special Saturday night.

As it happened, the whole country was caught up in the continuing dramatic story of Elian Gonzalez, the little boy from Cuba, and mesmerized by a photo of Elian at the end of a federal agent's gun—the very definition of a shocking instant icon. The fact that Earth Day had dawned again, and that Leo and Bill had hunkered down to dish about it, hardly seemed crucial.

See SHALES, C7, Col. 2

SHALES, From C1

The non-momentous encounter between two of America's reigning male sex symbols took up only about three minutes near the end of the hour, which was produced by ABC News and titled "Planet Earth 2000." As edited for TV, the session seemed to begin by ending, with DiCaprio thanking the president for his time and appearing about to say goodbye.

"I am neither a politician nor a journalist," DiCaprio announced. It's the "nor a journalist" part that has had actual, professional journalists at ABC News in a snit. Imagine sending a cutie-pie movie star to interview a (cutie-pie?) president. It would, indeed, have been better not to do it, but when the topic is as innocuous as "the

**THE WEB**

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**April 24**

Y!  
members from the  
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ig," the show that  
look better.

**TOM SHALES**

*Leo Interviews Bill: ABC's Hollow Eco*



BY MARKUS SCHREIBER—ASSOCIATED PRESS

**Leonardo DiCaprio, "neither politician nor journalist."**

environment," the potential damage to institutional ethics seems minimal.

In the interview, Clinton called for "an energy revolution in the 21st century that will save the planet and actually increase health and wealth." Oh. Okay. Fine.

Several things about the show

proved far more bemoanable than DiCaprio's contributions (he also introduced a few segments and shared some "final thoughts," amongst a bevy of butterflies, at the end). This was much less a report than a call to arms, a sort of tutorial docutorial that sounded warning after warning about global warming and gave only token exposure to the position that it's not the apocalyptic uber-crisis it's been made out to be.

Worse was the style chosen for the show, that now-hackneyed MTV-ish approach that has the viewer being bombarded with flashing images, jittery editing and an annoying array of pointless camera movements—flips, flops, twists, turns, swoops, zooms, cartwheels and pirouettes. A scientist interviewed in the great outdoors was shot from three angles by two cameras even though he spoke in brief sound bites.

Thus did a preachy hour about protecting the environment quickly become an air pollutant itself, or an

airwaves pollutant at least. The "hip" editing and presence of DiCaprio had to be ploys to entice young viewers, and they were enticements to an enticement: a hyper-animated recruiting poster designed to turn young people into environmental activists.

Not surprisingly—no, not surprisingly at all—corporate America came through the hour with barely a scratch or a slap on the wrist. The impression was given that if corporate polluters exist, they pose a negligible threat. The blame was placed on consumers and for the 10 millionth time we were urged to car-pool to work or, even better, ride a damn bicycle.

Elizabeth Vargas, the very accomplished ABC News correspondent who looks like a movie star herself, anchored the show. "Last fall, Leonardo came to us" and volunteered to participate, she said of DiCaprio's involvement—perhaps an attempt to get ABC News off the hook as regards the hunk. "Hey, he called us; we didn't call him. It was all his idea."

Kind of a disingenuous pose to strike, isn't it? But then nearly everything about the way ABC has handled the controversy, including News President David Westin's weaselly waffling, has been just this side of despicable. Or maybe, come to think of it, that side. The fact that the program itself was terrible is almost an anticlimax.

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## Inside TV

# Global-warming spin leaves viewers cold

ABC News didn't exactly ignore the Leo 'n' Bill Show, but viewers sure did.

The controversial *Planet Earth 2000* special Saturday night aired several minutes of the interview of President Clinton conducted by Leonardo DiCaprio, which drew protests from ABC staffers and suggestions from ABC News president David Westin that the footage would never air.

And though the special used only two minutes of a 20-minute-plus interview with Clinton, airing three questions posed to the president by the seated actor, "we were happy with the end result," says DiCaprio spokesman Ken Sunshine. "We were glad we could personalize and make real for the masses the problem of global warming."

DiCaprio introduced each segment, reported by ABC's Elizabeth Vargas and Chris Cuomo, on the effects of global warming. And 51 minutes into the hour-long special, he had a sitdown with President Clinton.

"We felt that it was an appropriate use of the interview," says ABC spokeswoman Su-Lin Nichols. "It was always intended to be a single element of a much broader program on global warming."

But the hordes of younger viewers ABC hoped would follow DiCaprio never materialized.

In overnight ratings from 48 major markets, the special drew a mere 6% of the viewing audience, a distant fourth-place finish.

**Briefly.** NBC's *Today* hopes for a repeat of last summer's mob scene on Rockefeller Plaza — in which 5,000 fans turned out to see Ricky Martin, its largest crowd ever — with this summer's outdoor concert series. The series kicks off May 5 with Steely Dan and includes performances by Diana Ross (May 8), Britney Spears (June 30), 'N Sync (July 28), Santana (Aug. 4), and that other Latin heartthrob, Marc Anthony (May 19). Make travel plans accordingly. ... In 1956, *Today* host Dave Garroway buried a time capsule at a former C&O railroad depot in Huntington, W.Va. On Tuesday, exactly 44 years later to the day, Al Roker will unearth it and find predictions about 2000 from elected officials in 1956.

By Gary Levin

Inside TV appears Monday through Thursday.

► Tonight's TV listings: 8D



By Leslie E. Kossoff, Agence France-Presse

Earth Day 2000: Chevy Chase, Melanie Griffith in Washington, D.C.

## Earth Day: Leo's crusade isn't spoiled by protesters

WASHINGTON — Earth Day 2000 honorary chairman Leonardo DiCaprio urged the crowd at Saturday's Earth Day festivities on the Mall to "move environmentalism to a way of life."

Vice President Gore thanked the actor for "bringing a new generation to our environmental crusade."

Not everyone shared Gore's sentiments. A few protesters held signs reading "Leo spoiler of beaches" and "Not Leo's career," referring to the environmental controversy surrounding DiCaprio's most recent film, *The Beach*.

But DiCaprio's fans had a more positive take. Said Lara McCarter, 13, of Strasburg, Va., "It's nice that he's doing Earth Day, because

that'll get his fans into the Earth."

Third Eye Blind, Carole King, David Crosby, James Taylor, Keb Mo and the Indigo Girls entertained the crowd, estimated at 500,000. Celebrity speakers included Chevy Chase, Donna Mills, Esai Morales, Tom Arnold and Edward James Olmos.

Earlier, at a breakfast hosted by the OneWorldLive.com network, co-founder Melanie Griffith discussed the impact the first Earth Day, in 1970, had on her.

She also revealed that she and husband Antonio Banderas hope to have another child. "I'm on fertility drugs right now," she said.

By Deirdre Schwiesow

► Leo talks to Clinton, 4D



Celebrity Photo

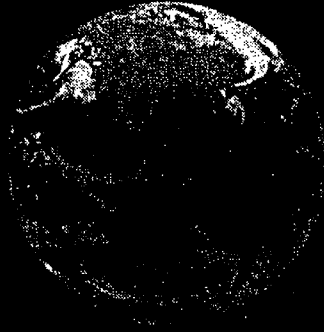
DiCaprio: Three questions aired.

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Power-generating propellers turned in the chilly breeze, and shiny government trucks presented a flashier image for electric- or natural gas-powered vehicles. Visitors walked across the Mall from the Capitol to the Washington Monument in a festival atmosphere, to the strains of music from David Crosby and others.

### TreePeople founder looks back

One of the environmental organizations formed in the wake of the first Earth Day was TreePeople, now one of the largest environmental education organizations in the U.S.

Its founder, Andy Lipkis, said the value of trees started out with the "really beautiful simplicity" of what one person, family, neighborhood could do when planting them.

"We tend to write them off," he said. "But if you remove asphalt, remove concrete, put a tree in the ground, take the green waste (grass trimmings), make a mulch and compost and put it into the ground, all of a sudden you're starting to solve a flooding issue, a water pollution issue, a waste issue, an air quality issue and even a global warming issue."

Back in 1969, industrial waste did more than fuel a fire on Cleveland's Cuyahoga River, which turned the northern Ohio industrial city into a target of national ridicule. It ignited the modern environmental movement that saw 20 million people taking to streets across the U.S. for the first Earth Day a year later.

Most environmentalists say the green movement is in better shape than it was 30 years ago. There are stronger laws and better technologies, and environmental awareness has increased. But some say such threats as overpopulation, species reduction, and global warming overshadow those gains.



Gore and DiCaprio appear at the National Mall for Earth Day 2000

### 1970: A grassroots explosion

For much of the 20th century, people accepted pollution as the inevitable price of progress. But in the '60s, U.S. environmental awareness picked up, spurred in part by the publication of Rachel Carson's 1962 book "Silent Spring," about the toll that the pesticide DDT took on bird populations.

The then Sen. Nelson, saying that few U.S. leaders were paying attention to public concern about the environment, announced a series of teach-ins across the country on April 22, 1970. Twenty million people participated.

"It was truly an astonishing grassroots explosion," Nelson said in a statement. "The objective was to get a nationwide demonstration of concern for the environment so large that it would shake the political establishment out of its

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lethargy."

It worked. President Richard Nixon signed a series of unprecedented laws creating the Environmental Protection Agency, establishing national limits for air and water pollutants, and requiring environmental impact assessments before federally funded projects could begin.

Since then, a new generation of activist organizations, including Greenpeace and the Natural Resources Defense Council, have come into being.

"There really wasn't an environmental movement 30 years ago," said Hayes, the coordinator for Earth Day celebrations in 1970, 1990 and today. "The Sierra Club national office in 1969 consisted of one full-time volunteer."

Back then, a few activists worked on traditional green issues such as conservation, the protection of wilderness and animals. But none tackled urban ones, such as industrial pollution.

"There was almost a universal acceptance of unhealthy conditions. Sulfur dioxide in smokestack emissions were the price, or smell, of prosperity," said Hayes.

High-tech improvements in industrial nations have accompanied the heightened awareness. More efficient autos produce a fraction of the emissions their counterparts did three decades ago. Use of alternative energy sources such as solar and wind power has grown exponentially while use of others such as nuclear power have declined. Smokestack scrubbers catch pollutants before they enter the air.

### 'Hitting the Earth twice as hard'

"We've made some heroic efforts, but the Earth as a whole is in worse shape today than 30 years ago," Hayes said. "There has been 30 more years of greenhouses gases, species extinctions and population growth."

Hillary French, a senior researcher with the World Watch Institute, said global trends reveal a "significant deterioration" of the Earth's resources during the latter part of the 20th century.

Since 1950, she said, wood consumption has increased twofold, paper use sixfold, fish consumption fivefold, water and grain consumption threefold, and fossil fuel burning fourfold. Additionally, the planet's population has more than doubled from 2.5 billion to 6 billion.

### Just another green holiday?

Except for a strong resurgence on the 20th anniversary in 1990, Earth Day has for the most part failed to muster the enthusiasm and numbers of 1970. Some environmentalists question whether this year's event will be effective.

"The first one was much nicer," Dartmouth's Meadows said. "It was spontaneous and unorganized. It went beyond what anyone in charge wanted."

Jim Flynn, an activist with EarthFirst!, predicted the event's impact will be short-lived.

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 (MORE HE/

"People think of it like St. Patrick's Day, where they're Irish for a day. People need to make environmental action a standard practice," he said.

Hayes said, "When we held the first Earth Day, everyone said it was a success because of the huge turnout. It was probably the largest planned event across the country."

The following day, the Earth Day organizers placed an advertisement in The New York Times calling the event a failure. "We got everyone's attention, but we didn't solve any environmental problems," Hayes said.

Hayes wants the 2000 event to jump-start international action on clean energy. He cites a U.N. panel of international scientists that has issued increasingly dire reports about the role of fossil fuel burning in rising world temperatures.

"These are not exhortations from overwrought extremists, but carefully phrased warnings from some of the world's finest scientists," Hayes writes in a World Watch article.

## Montreal, Rio and Kyoto

Hayes and others are seeking to expand the environmental movement across all borders. Many cite the Montreal Protocol of 1987 as a breakthrough in international cooperation. Faced with evidence that chlorofluorocarbons consume the ozone layer over the polar regions, dozens of nations agreed to phase out CFC production.

But international environmental conferences since then have produced mixed results. World leaders met in Brazil in 1992 for the Earth Summit, which produced treaties calling for the protection of biodiversity. Delegates at the Rio de Janeiro conference included Indian chiefs in native dress who dramatized the plight of indigenous cultures.

In Japan in 1997, more than 100 countries agreed to set limits on emissions that contribute to global warming. Negotiators from Washington helped draft the Kyoto treaty, but the U.S. Senate has yet to ratify it.

Meanwhile, the United States produces more than 20 percent of all greenhouse gases. Between 1990 and 2000, U.S. carbon dioxide emissions rose 12 percent. That increase alone is more than the total amount produced this year by France and England combined, Hayes says in his "Earth Day Guide to Planet Repair."

## Battle of Seattle and beyond

The World Trade Organization meeting served as an international lightning rod last year, drawing tens of thousands of activists from around the world to Seattle.



Creators of a 200-foot-wide, 20-foot-high sand sculpture, spelling out 'First Earth Day 2000,' admire their work during an Earth Day celebration in the Florida Keys

They protested the WTO's de facto ability to veto environmental laws that it deems trade barriers. In recent years, the WTO voided regulations protecting endangered sea turtles off the U.S. coast and a European ban on the sale of hormone-laden beef.

The United States and Europe now are gearing up for a battle over genetically modified crops.

Already, independent farms are fighting multinational companies that want to market so-called terminator seeds, which critics say could render some natural plants sterile.

Former Sen. Nelson has championed the environment since the early 1960s when, as the Wisconsin governor, he instituted a penny-a-pack cigarette tax to purchase green space. Now a counselor with the Wilderness Society, he looks ahead with patience and cautious optimism.

"It took us 30 years to get to where we are now," he said. "It will take us 30 years to get to a point where the world approaches sustainability."

*CNN Interactive Writer Richard Stenger, The Associated Press and Reuters contributed to this report.*

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# President Clinton's FY 2001 Climate Change Budget

*"The greatest environmental challenge of the new century is global warming . . . If we fail to reduce the emission of greenhouse gases, deadly heat waves and droughts will become more frequent, coastal areas will flood, and economies will be disrupted. That is going to happen, unless we act. Many people . . . still believe you cannot cut greenhouse gas emissions without slowing economic growth. In the Industrial Age that may well have been true. But in this digital economy, it is not true anymore. New technologies make it possible to cut harmful emissions and provide even more growth."*

-- President Bill Clinton, State of the Union Address, January 27, 2000

**Meeting the Challenge of Global Warming.** Against a backdrop of growing scientific consensus that the Earth is warming – and that human activities are at least partly to blame – President Clinton's FY 2001 budget is proposing \$2.4 billion (a 43 percent increase over FY 2000 enacted levels) in funding to combat global climate change. This includes a series of new initiatives, such as accelerated efforts to develop clean energy sources both at home and abroad and a new Clean Air Partnership Fund to boost state and local efforts to reduce greenhouse gases and air pollution, as well as a five-year package of tax incentives to spur clean energy technologies and increased investment for R&D in energy efficient technology and renewable energy. In addition, the President is proposing more than \$1.7 billion for global change research, for a total package for FY 2001 of over \$4 billion.

**International Clean Energy Initiative.** To help accelerate the development and deployment of clean energy technologies around the world, President Clinton is proposing \$201 million (a more than 100 percent increase over FY 2000 enacted levels) for a multi-agency initiative to encourage open competitive markets; remove market barriers in developing countries to clean energy technologies; and to provide new incentives for clean energy technology innovation and export. The initiative will promote U.S. clean energy exports, create high-value jobs, and assist developing countries in fighting air pollution and climate change.

**Bioenergy & Bio-based Products Initiative.** The budget includes \$289 million to accelerate the development of bio-based technologies, which convert crops, trees and other "biomass" into a vast array of fuels and products – an increase of \$93 million over FY 2000 enacted levels. In addition to helping meet environmental challenges like global warming, this initiative will increase the viability of alternative energy sources, support farm incomes, and diversify and strengthen the rural economy.

**Clean Air Partnership Fund.** The President proposes \$85 million for a new fund to provide grants to state and local governments for projects that reduce both greenhouse gases and pollutants like soot, smog, and air toxics.

**Climate Change Technology Initiative (CCTI).** The CCTI is a package of targeted tax incentives and investments aimed at increasing energy efficiency and spurring the broader use of renewable energy. The package will save consumers money and reduce greenhouse gas emissions at the same time. CCTI investments have risen substantially each of the past two years. The President's new budget proposes a still more accelerated effort.

**\$4.0 billion in Tax Incentives over 5 years.** The proposed package contains \$4.0 billion over five years in tax cuts (\$201 million for FY 2001) for consumers who purchase energy efficient products and for producers of energy from renewable sources. This year's CCTI tax package is \$400 million greater than last year's proposed five-year package. Highlights include:

- Tax credits for energy efficient homes. Consumers can receive a \$1000-2000 credit toward the purchase of a new energy efficient home; a 20 percent tax credit for the purchase of selected energy efficient products for homes and buildings; and a \$1000-2000 credit for installing a solar energy system.

- Tax credits for fuel-efficient cars. The package extends the current tax credit (of up to \$4000) through 2006 for qualified electric and fuel cell vehicles and also includes a tax credit of \$500-3000 for the purchase of a qualifying hybrid vehicle from 2003-2006.
- Tax credits for clean energy. The package extends the 1.5 cent per kilowatt hour tax credit for the production of electricity from wind and closed-loop biomass; provides credits for open-loop biomass facilities and coal-biomass cofiring; and provides credits for electricity produced from methane from certain landfills.

**\$1.4 billion for Energy Efficiency & Clean Energy.** The proposed package contains over \$1.4 billion in FY 2001 to research, develop, and deploy clean technologies for the four major carbon-emitting sectors of the economy -- buildings, transportation, industry, and electricity -- a 30 percent increase over the amount appropriated in FY 2000. Highlights include:

- Partnership for a New Generation of Vehicles. PNGV is a government-industry effort to develop comfortable, affordable cars that meet all applicable safety and environmental standards and get up to three times the fuel efficiency of today's cars. The combined proposal for PNGV in the FY 2001 budget is \$255 million, an increase of \$30 million over FY 2000 enacted levels.
- Partnership for Advancing Technology in Housing. PATH is a government-industry partnership to improve the energy efficiency of new homes by more than 50 percent and to retrofit 15 million existing homes to make them 30 percent more energy efficient within a decade. The FY 2001 budget request for building efficiency efforts, such as PATH, Energy Star, and Building America, totals \$275 million, a 42 percent increase over FY 2000 appropriations.
- Renewable Energy. The President proposes \$410 million for the Department of Energy's solar and renewable energy programs, a 32 percent increase over the amount appropriated in FY 2000. The package includes expanded efforts in key renewable technologies, such as wind, bioenergy, photovoltaics, and geothermal energy.

**Cleaner Fossil Fuels.** The budget request contains \$233 million for R&D to develop next-generation technologies for coal combustion with much higher energy efficiency and lower greenhouse gas emissions.

**Weatherization & State Energy Grants.** The budget request includes \$191 million -- a \$22 million increase over FY 2000 appropriations -- to deliver energy conservation services to low-income Americans and to assist state energy offices in addressing their energy priorities.

**U.S. Global Change Research Program.** The FY 2001 request includes over \$1.7 billion for scientific research to improve our understanding of human and natural forces that influence the Earth's climate system and to assess the likely consequences of global warming.

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- Enhance U.S. energy security and reduce price pressures for petroleum products.

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***Growing Calls to Action.*** Against this backdrop of growing scientific consensus, more and more U.S. corporations are stepping forward with real actions to reduce their greenhouse gas emissions, including DuPont, IBM, and Johnson & Johnson and many others. At the state and local level, over 500 mayors and local officials throughout the nation last fall called for greater action by Washington to meet the challenge of climate change. In addition, scores of religious leaders are speaking out on climate change and launching interfaith organization campaigns in numerous states.

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For further information about environmental progress over the past seven years, including increased investments in clean energy technologies, improved air and water quality, accelerated toxic cleanups, dramatic reductions in toxic releases, and increased protections for millions of acres across America, check out the Administration's Earth Day report, "*A Healthy Environment for the 21<sup>st</sup> Century*" at [www.whitehouse.gov](http://www.whitehouse.gov).

## **Additional Information on the Full Transit/Vanpool Benefit Program in the National Capital Region**

- The Federal workforce in the National Capitol Region (NCR) is approximately 340,000 persons or about 13 percent of the total area workforce.
- Currently, about 15 percent of the area Federal workforce is receiving transit/vanpool benefits according to Washington Metropolitan Area Transit Authority (WMATA). With an average monthly benefit of \$37.55, the cost is about \$21 million annually.
- Providing full transit/vanpool benefits to all employees in the NCR would cost \$780 annually per participating employee, slightly over 1 percent of the average Federal salary. In comparison, agencies must already budget for a 2-4 percent increase in salaries annually.
- The US Department of Transportation estimates that 75,000-100,000 additional Federal employees would take advantage of the transit/vanpool benefits, reducing annual vehicle miles of travel in the region by 40 million-54 million and reducing air pollution costs by \$70 million-\$95 million.

### **Contact Information for NCR benefit**

**1. Federal Transit Administration (FTA)** - will provide information on the legal implications of transit benefits and other alternatives to single occupant auto commuting. FTA provides toolkits on "Commuter Choice, America's Way to Work." **Contact:** Bill Menczer, 202-366-1698.

**2. Washington Metropolitan Area Transit Authority (WMATA)** - will assist agencies with the implementation of transit benefit programs. WMATA has information on the Metrochek program on its web site [www.wmata.com](http://www.wmata.com). **Contact:** Debbie Lipman, 202-962-1003.

**3. Transportation Administrative Service Center (TASC)** - will set up and administer a transit benefit program for other federal agencies. TASC does outreach and implementation for other agencies to establish transit benefit programs. **Contact:** Eric Smith, 202-366-2090, or Sharon Robinson, 202-366-6339.

**4. National Capital Planning Commission (NCPC)** - will assist agencies in establishing a Transportation Management Program. NCPC will provide copies of the "**Federal Agency Transportation Management Program Handbook**." This handbook provides Federal agencies in the NCR with procedures and guidelines on how to prepare a Transportation Management Program (TMP). The handbook can be downloaded from the NCPC website at [www.ncpc.gov](http://www.ncpc.gov). **Contact:** Bill Dowd, 202-482-7240.

**PRESIDENT CLINTON & VICE PRESIDENT GORE:**  
**PROVIDING PUBLIC TRANSPORTATION INCENTIVES TO FEDERAL WORKERS**  
April 22, 2000

In his Earth Day radio address, President Clinton today announced a new Executive Order directing agencies to offer incentives to federal workers to increase the use of public transport. This effort is designed to reduce the contribution federal employees make to traffic congestion and air pollution and to expand their commuting alternatives.

**Providing Federal Workers Mass Transit Incentives in the National Capital Region.** The President's new Executive Order on mass transit requires all federal agencies in the National Capital Region, which includes the District of Columbia, Montgomery, Prince George's, and Frederick Counties in Maryland; Arlington, Fairfax, Loudoun, and Prince William Counties in Virginia, to help subsidize public transportation costs for their workers. This measure will cut greenhouse gas emissions and other forms of pollution, help reduce road congestion and expand workers' commuting alternatives. The Department of Transportation estimates that 75,000-100,000 additional Federal employees would take advantage of the transit/vanpool benefits, reducing annual vehicle miles of travel in the region by 40 million-54 million and reducing air pollution costs by \$70 million-\$95 million. The new transportation benefit that goes into effect by October 1, 2000 will:

- Allow all federal workers in the National Capital Region to spend up to \$65 per month (\$100, beginning in 2002) to commute to work by public transit or eligible vanpools. Employees receive the benefit completely free of all payroll taxes, federal income taxes and Virginia, D.C., and Maryland state income taxes.
- Instruct agencies to pay for the benefit using existing appropriated funds, usually taken from administrative accounts such as salaries, benefits, and travel.

**Expanding the Mass Transit Incentive Nationwide.** The President's new Executive Order encouraging the use of mass transit will provide two additional means for expanding this incentive to Federal employees outside the National Capitol Area. These incentives will also go into effect by October 1, 2000.

- First, federal employees outside of the National Capital Region will be permitted to spend up to \$65 per month (\$100, beginning in 2002) of their pre-tax income for transit or eligible vanpool benefits. This new benefit will lower employees' taxable income by the amount of the benefit they purchase and agencies' payroll costs will be reduced since payroll taxes do not apply to the funds used for the benefit.
- Second, The Department of Transportation, the Environmental Protection Agency, and the Department of Energy will implement a nationwide 3-year pilot program to determine if the mass transit incentive program should be extended to federal employees nationwide. The program will be analyzed to see if it is effective in reducing single occupancy vehicle travel and local area congestion. Employees of these three agencies will receive a "transit pass" fringe benefit nationwide in addition to current compensation, in amounts not to exceed the maximum level allowed by law.

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## Leonardo DiCaprio, cub reporter

Latest Disney role: ABC interviewer who chats up Clinton and enrages news team.

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BY JONATHAN V. LAST

Leonardo DiCaprio had an idea. Now ABC News president David Westin is in trouble. Last week, the 25-year-old actor conducted an interview with President Clinton for an upcoming show produced under the aegis of Westin's beleaguered news division.

The how is both fantastic and illuminating.

Late last fall, DiCaprio and friend Chris Cuomo (brother of HUD Secretary Andrew Cuomo) were kicking around ideas about the environment. DiCaprio is slated to chair the national Earth Day celebration later this month, and Chris Cuomo is a correspondent on ABC's "20/20." DiCaprio thought ABC needed a special on Earth Day and the environment and so, according to his spokesman, Ken Sunshine, he approached ABC News about putting together a project.

Or maybe not. "I don't think that's exactly the way it happened," says ABC spokeswoman Eileen Murphy. "We've done environmental specials before ... Several of the producers that work in [senior vice president] Phyllis McGrady's unit were thinking about doing another one."

Regardless, DiCaprio told ABC News that he would be happy to lend the network his celebrity for an Earth Day special if it devoted "a serious hour to it," according to Sunshine. By December the project was a go -- a serious hour-long special scheduled to air on or near Earth Day, April 22. The show landed in the lap of McGrady, one of Westin's most trusted lieutenants.

In February, an associate producer for the show contacted the Council on Environmental Quality, one of the White House's executive agencies. Murphy claims this contact was "only for research purposes." The council told ABC that it had recently worked with CBS to do a walking tour of the White House where it showed off the various environmental

improvements implemented by the president: weather-stripping, eco-safe light bulbs, new insulation. ABC loved the idea, and told the White House that it would like to do a tour just like the one CBS received, but with the president as the tour guide and DiCaprio as the curious guest. "It always, from our perspective, was intended to be an informal walking tour around the White House," Murphy says.

Around noon on March 31, DiCaprio and an ABC News crew arrived at the White House. "At that point," Murphy continues, "we were told that they were unable to do the tour and what they wanted to do instead was a sit-down interview." Which is just what happened. For 15 minutes, the young man who coined the term "pussy posse" interviewed the president of the United States on behalf of one of the most respected news organizations in the free world.

By Friday afternoon there was panic at the ABC News bureau in Washington. During the morning press briefing at the White House, the DiCaprio interview was mentioned, and the ABC senior staff was unhappy. The next morning, Westin sent an e-mail to the troops trying to reassure them. "In case you were calling about the Leonardo DiCaprio issue," he wrote, "here's the truth. We did not send him to interview the president. No one is that stupid."

"I had a call from Phyllis [McGrady] yesterday morning that DiCaprio was visiting the White House (at the request of the White House) at the last minute and would have a crew," Westin wrote. He goes on to say that he had known DiCaprio would walk through the White House and thought "the president might make an appearance."

"We'll take a look at whatever they've done and decide whether we can use any of it; it's quite possible we'll use none," he suggested. And on the mixing of news and entertainment, Westin was clear: "All roles of journalist must be played by journalists (duh!)."

Immediately, Westin had problems. He claimed that the White House requested ABC's presence. Murphy said ABC requested the audience. Westin said he wasn't sure DiCaprio would even meet the president. Murphy said ABC News knew all along that DiCaprio was scheduled to do a walking tour/interview with Clinton. Westin was forced to posit that the interview with the president was being done on spec -- maybe they would use it, maybe they wouldn't. Presidential interviews are simply not done on spec.

It got worse for Westin. White House spokesman Jake Siewert told a very different version of events: "In February, some time ago [ABC News asked] the president to answer some questions for an ABC News special. And ABC News indicated that it would be Leonardo DiCaprio that would ask the questions." In a formal interview request submitted by ABC on March 29, the duration of the event is listed at 30 minutes: 10 minutes for a short walk around the White House and 20 minutes for a sit-down interview with the president. The next day, the White House

informed ABC that there wasn't time for the full 30 minutes. The producers, says Siewert, agreed to eliminate the walking tour and spend their 15 minutes on a sit-down interview.

On March 31, the ABC News crew arrived at 9 a.m. to set up for the 12:30 interview. The ABC contingent eventually numbered 20. According to Siewert, DiCaprio was prepared with questions and note cards. Asked about the discrepancy between the stories from Westin and the White House, Murphy demurs, "We'll have to agree to disagree."

Was Westin lying? Incompetent? Both?

There is one other possibility. In October 1999, Miramax agreed to give \$35 million toward the financing of DiCaprio's next movie, "The Gangs of New York." Two weeks later, DiCaprio agreed to be the subject of a cover package for *Talk* magazine. A week or two after that (no one seems to know exactly when) he and ABC came together for the Clinton interview. All three entities -- Miramax, *Talk* and ABC -- are owned by Walt Disney Co.

Westin has had his problems here before, a dubious "Good Morning America" "interview" with the *Pets.com* mascot (*Pets.com* is partially owned by Disney) and allegations that he spiked an investigative story on Disney theme parks in 1998. Occam's razor aside, there is present the distinct smell of synergy. Murphy insists: "None, zero, absolutely not. This has nothing to do with corporate synergy."

In any case, it doesn't look good for Westin. Either he's the victim of imposed corporate synergy, he's out of the loop in his own division or he is pimping ABC News out to the celebrity-entertainment world.

At least this much is clear: Beware of movie stars with ideas.  
**salon.com** | April 5, 2000

### **About the writer**

Jonathan V. Last is a reporter for *The Weekly Standard*.

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It is important to note that, with several exceptions, the ***greatest increases in peak cooling demand occur in locations with comparatively high summer cooling loads***, where minimizing summer cooling demand can be a significant concern, both to electric utilities and to environmentalists and others concerned with the impacts of electric generation.

Similarly, locations with comparatively high winter space heating demands can be adversely impacted by increases in peak heating loads.

It is also worth noting that the ***magnitude of increase to peak cooling and/or space heating loads depends on the combination of thermal envelope features*** in the home - specifically which envelope improvements are sacrificed in favor of upgrades to natural gas equipment, which yield a greater effect on numeric ratings under NASEO's proposed approach. For example, in a primarily cooling climate, the greatest reductions in energy use and demand typically result from ceiling insulation and efficient windows. However, a builder may well be able to achieve a higher rating at a lower overall cost, by upgrading the gas water heater and ins



# White House Climate Change Task Force

734 Jackson Place, N.W. • Washington, DC 20503

## FACSIMILE TRANSMISSION SHEET

<b>To</b>	PETE MILIUS	<b>From</b>	PAUL BUESOIE
<b>Office</b>	POST EDITORIAL	<b>Date</b>	4/21/00
<b>Fax Number</b>	334-5269	<b>Fax Number</b>	395-2311
<b>Office Number</b>		<b>Office Number</b>	395-2310

**Comments:**

PETE - RADIO ADDRESS EMBARGOED  
UNTIL 10:00 AM TOMORROW.  
VICE PRESIDENT'S OFFICE WILL  
GET YOU HIS SPEECH TEXT  
TOMORROW RE: HIS ADDRESS  
AT THE MALL EVENT. PLEASE  
CALL ME AT 395-2345 IF  
I CAN PROVIDE ANYTHING ELSE.

FB

**Pages:** \_\_\_\_\_ , including this cover sheet.

**IF TRANSMITTAL IS INCOMPLETE, PLEASE PHONE**



**THE WHITE HOUSE**

**Office of the Vice President**

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**For Immediate Release**  
**Friday, April 21, 2000**

**Contact:**  
**(202) 456-7035**

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

Detroit, MI -- Vice President Gore announced today a new research partnership with many of the nation's largest heavy-duty engine and truck companies 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 goal of the 21<sup>st</sup> Century Truck Initiative is to develop revolutionary technologies for increasing the fuel economy and safety of four specific classes of commercial trucks and buses, which account for more than 90% of all fuel used by all such vehicles in the U.S. This partnership to develop advanced technologies is designed to lead, within 10 years, to "production prototypes" that:

- Triple the fuel economy of heavy pickups, large delivery vans, and full-sized passenger buses;
- Double fuel economy for 18-wheeler long-haul trucks;
- Improve safety ;
- Achieve superior operational performance and lower costs for truckers;
- Exceed expected emission requirements for 2010 by making major reductions in NOx, particulates, and other local air pollutants.

The initiative will also strengthen our national security 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 Administration's FY2001 budget proposes to increase spending in areas supporting 21st Century truck research by \$47 Million to a total of \$142 Million--a 48% increase. Research priorities, which will be developed in cooperation with industry partners, will include

advanced engines, fuel cells, lightweight materials, advanced propulsion technologies, vehicle design, 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 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: Mack Trucks, Oshkosh Trucks, **PACCAR**, Volvo Trucks North America, Cummins Engine Company, Caterpillar, Detroit Diesel Corporation, Eaton Corporation, and Lockheed Martin Control Systems.

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

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

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

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

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

- Major reductions in fuel use, leading to greater U.S. energy independence;
- Major reductions in the greenhouse gas emissions most scientists believe are contributing to global warming;
- Improved safety on U.S. highways;
- Continued competitiveness of U.S. truck manufacturers and the U.S. trucking industry (productivity gains should also translate into lower costs for consumers);
- Major reductions in emissions of NO<sub>x</sub>, particulates, and other local air pollutants; and
- Increased flexibility and speed for U.S. military operations worldwide.

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

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

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

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

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

THE WHITE HOUSE  
WASHINGTON

MEMORANDUM

TO: ALL EXECUTIVE OFFICE OF THE PRESIDENT STAFF

FROM: Melinda Bates *MB*  
Special Assistant to the President and  
Director, Visitors Office

RE: Cybercast of White House Easter Egg Roll

We are pleased to announce that the annual White House Easter Egg Roll will be cybercast for viewing on the Internet. Eight cameras will capture the festivities of the day and send them out via satellite to the Internet. Over 100 million computers in homes, offices, schools and libraries have the capacity to receive the streaming audio and video broadcast.

You may link to the cybercast from the White House web site home page, [www.whitehouse.gov](http://www.whitehouse.gov). Other links include the Department of Education and over 100 of the most popular and educational sites on the worldwide web.

In this final Egg Roll of the President and Mrs. Clinton, innovative uses of technology will allow more people "in" to the event than have attended in the 122 years since President and Mrs. Hayes opened the grounds to the public. We hope you enjoy this special opportunity.

**Executive Order**  
**Greening the Government Through Federal**  
**Fleet and Transportation Efficiency**

**Questions and Answers**  
4/19/2000

- 1) How much petroleum will be saved by the Federal fleets as a result of this order?

This order will reduce the amount of oil used by Federal vehicles by 45 million gallons each year while also reducing greenhouse gas emissions by as much as 160,000 tons per year.

123,000 CARBON

- 2) What is the projected cost to Federal fleets?

Typical Federal agencies will be able to meet the requirements of this Order for less than \$100 per vehicle. This represents a total cost to the Federal government of less than 1.2 percent of the annual Federal expenditure on vehicles and fuel.

- 3) How many alternative fuel vehicles (AFVs) are in Federal fleets today?

The Federal government has acquired more than 57,000 AFVs to comply with the Energy Policy Act of 1992 and approximately 42,000 of these AFVs are still in use by Federal fleets.

- 4) Why aren't Federal fleets using alternative fuel in their AFVs?

We recognize that the limited availability of alternative fuel infrastructure and the lack of a requirement to use these fuels have resulted in a low usage rate of alternative fuel in Federal AFVs. This Order will address this issue by requiring Federal fleets to use alternative fuel in their AFVs the majority of the time.

- 5) How will agencies use alternative fuel in AFVs if it isn't widely available?

The Department of Energy will assist agencies in coordinating with other local fleets operating AFVs to create demand, then work with alternative fuel providers to install infrastructure to meet this demand.

## **Questions and Answers on the USPS EV Procurement**

- 1) How many electric mail delivery vehicles are being purchased by the USPS and where will they be used?

The first year's procurement will be for 500 EVs with 480 placed in California and 20 placed in the DC area. This represents the largest EV acquisition ever in the United States. Purchase options for subsequent years total an additional 5,500 EVs.

- 2) At this time of USPS funding shortfall and proposed workforce reductions, where is the funding for these EVs coming from?

As a result of funding provided by the Department of Energy and several state and regional agencies in Maryland, New York, and California, the USPS will pay no more for these EVs than they would for gasoline mail delivery vehicles?

- 3) Why are groups in New York providing funding?

These vehicles will be assembled at a facility in Rome, NY at what was the Griffiss Air Force Base.

## **DC Alternative Fuel Station Questions and Answers**

- 1) How many Federal alternative fuel vehicles (AFVs) will use this alternative fuel station?

There are more than 300 Federal AFVs located in fleets near this fueling site that will use this station.

- 2) How much alternative fuel is expected to be sold at this station?

It is estimated that ethanol and natural gas sold at this station will displace approximately 200,000 gallons of gasoline each year.

- 3) This will be the only E-85 station in the mid-Atlantic Region, how can it support all the Federal flexible-fuel E-85 vehicles in the region?

With grant funding from the Department of Energy and matching funds provided by various state and national agricultural groups, three additional E-85 stations will be built in the Mid-Atlantic Region. These will be located at public-access stations in Annapolis, Gaithersburg, and Ft. Meade, MD and will annually sell approximately 400,000 gallons of E-85 to more than 700 Federal and state E-85 flexible-fuel vehicles.

Draft 04/20/00 6:45pm  
Heather Hurlburt

**PRESIDENT WILLIAM J. CLINTON  
EARTH DAY RADIO ADDRESS  
THE WHITE HOUSE  
WASHINGTON, DC  
April 21, 2000**

Good morning. And happy Earth Day. I have always thought it was very appropriate that Earth Day falls in the season of renewal and hope as millions of Americans celebrate Easter and Passover. Today, as we celebrate the first Earth Day of the 21<sup>st</sup> century, I want to challenge all of us to renew our commitment to protect and preserve God's precious gift to us – our earthly home.

Last weekend, in California, I stood beneath a magnificent sequoia tree that was more than 1000 years old as I announced permanent protection for more than 30 giant sequoia groves. This was one of many opportunities the Vice President and I have had over the last seven years to act as stewards of our environment.

Americans should be proud of the tremendous environmental progress we've made since the first Earth Day, 30 years ago. Our air, water and land are cleaner. And we have protected millions of acres of wilderness.

But, today I want to focus on the most critical environmental challenge we face in this new century -- global warming.

The 1990s were the hottest decade on record – and we learned this week that the first three months of 2000 were the hottest in 100 years. Scientists say that the temperature rise is at least partly due to human activity, and that if left unchecked, climate change will result in more violent storms more economic disruptions and more permanent flooding of coastal areas.

~~EXTREME WEATHER~~

If we value our coastlines, our farmlands, and our precious biodiversity, we must build a national consensus to reduce our emissions of greenhouse gases and to help others around the world do the same. Our government must take the lead. Today I am announcing two federal initiatives that point the way to a cleaner environment and a stronger economy.

First, I am issuing an Executive Order requiring that federal agencies reduce the amount of petroleum their vehicle fleets use by 20 percent in five years. We already have the technology to do this with more efficient vehicles and cleaner alternative fuels. For example, the Postal Service has purchased 500 electric trucks -- and may purchase more than 5,000. Here in Washington DC, 2,600 federal and local government vehicles are running on clean natural gas or ethanol. Next month, we will open the first of seven gas stations offering those fuels here – and White House cars will be among the first in line.

This Executive Order will cut petroleum consumption by 45 million gallons a year, helping to stop global warming and make our air cleaner. It will reduce our national dependence on oil, and ease pressures on petroleum prices. And it will make the federal government a leader in adopting new technology.

Today I am also announcing new incentives to help federal workers across the country reduce the growing hassle of commuting and cut air pollution. First, all federal workers will now be able to set aside up to \$65 tax-free every month to pay for public transportation.

Second, in the Washington metropolitan area, federal agencies will actually fund some or all of their employees' public transportation costs. These measure will help federal employees improve their quality of life and reduce greenhouse gas emissions.

It is clear: citizens and businesses across America are building a consensus for a strong, sensible response to global warming. But there is one voice missing – the United States Congress. While the science on climate change has grown stronger, and the need for American leadership has grown greater, some in Congress have buried their heads deeper in the sand. I urge them to recognize that reversing global warming is good for the American economy and good for the American people. In the next 20 years, the international energy market will reach 10 trillion dollars – and consumers everywhere will increasingly demand clean energy. We are the world leader in that technology – and we should be promoting it to preserve our environment and make our economy grow.

To do that, Congress should reverse its opposition and pass my package of tax credits for energy-efficient homes, cars, and appliances. Congress should end its short-sighted policy of underfunding America's research and development of clean energy technology. And Congress should support our efforts to spread clean technology to developing countries.

More than 100 years ago, the great American poet Henry Wadsworth Longfellow reminded us that "Nature is a revelation of God." This Earth Day, let us remember that we are only stewards, in our time, of the earth God gave us for all time. And let us strengthen our resolve to preserve the beauty and the resources that will sustain us and the generations yet to come.

Happy holidays, and thanks for listening.

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WILL  
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SAFER  
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AND CLEAN POWER.

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**PRESIDENT CLINTON & VICE PRESIDENT GORE**  
**ENVIRONMENTAL LEADERSHIP ON THE 30<sup>TH</sup> ANNIVERSARY OF EARTH DAY**  
**APRIL 22, 2000**

Celebrating the 30<sup>th</sup> Anniversary of Earth Day, President Clinton today discussed the progress America has made in improving our overall environment, issued two new Executive Orders to improve Federal fuel efficiency and increase mass transit use, and called on Congress to enact his proposals to fight global climate change. Specifically, the President ordered Federal agencies to reduce petroleum use in Federal vehicle fleets by 20 percent below 1999 levels by 2005. Additionally, the President announced a new Executive Order directing agencies to offer incentives to federal workers to use public transport. Both of these actions demonstrate the President's commitment to having the Federal government lead the effort to reduce America's reliance on oil and help meet the environmental challenges of global warming. The President noted that major U.S. corporations, state and local officials, and religious leaders are all stepping forward with aggressive action on global climate change. He called on Congress to enact his budget proposals for increased investments in R&D for clean energy technologies as well as tax credits for consumers and businesses who buy energy efficient cars, homes, and appliances.

**Making the Federal Fleet a Model of Fuel Efficiency.** In June of 1999, President Clinton ordered Federal agencies to achieve 35 percent greater energy efficiency in buildings by 2010, relative to 1985 levels. Today's Order requires agencies to meet an aggressive target on oil use in Federal vehicles – a 20 percent reduction by 2005 – using flexible strategies crafted to fit each agency's particular needs while minimizing costs. Reducing Federal petroleum use and displacing petroleum with alternative fuels supports the Administration agenda to:

- Reduce U.S. emissions of greenhouse gases as well as other air pollutants;
- Promote markets for alternative fuels and fuel efficient vehicles;
- Encourage new energy efficient and cleaner fuel technologies; and,
- Enhance U.S. energy security and reduce price pressures for petroleum products.

**Mass Transportation for Federal Workers.** The President's Executive Order on mass transit allows all federal workers to spend up to \$65 pre-tax dollars per month on public transit. In the Washington metropolitan area, all federal agencies will be required to help subsidize public transportation costs for their workers. And three agencies – the Departments of Energy and Transportation and the Environmental Protection Agency – will offer that benefit across the country. This measure will cut greenhouse gas emissions and other forms of pollution and help reduce road congestion.

**Growing Scientific Consensus on Global Warming.** The scientific consensus that Earth is getting warmer and that greenhouse gas emissions from human activities are, at least partly, to blame continues to grow stronger. Scientists now report that seven of the last 10 years were the warmest on record and that the 1990s was the warmest decade of the millennium. The National Climatic Data Center recently released a study showing that since the mid-1970s, the global temperature has risen at a rate of about 0.35 degrees F per decade. Left unchecked, this rate of warming will lead to potentially devastating consequences, including sea-level rise, the spread of disease, shifts in agricultural productivity, and damage to ecosystems.

**Growing Calls to Action.** Against this backdrop of growing scientific consensus, more and more U.S. corporations are stepping forward with real actions to reduce their greenhouse gas emissions,

including DuPont, IBM, and Johnson & Johnson, among many others. At the state and local level, over 500 mayors and local officials throughout the nation last fall called for greater action by Washington to meet the challenge of climate change. In addition, scores of religious leaders are speaking out on climate change and launching interfaith organization campaigns in numerous states.

**Congress Stuck In Neutral.** Despite these calls for greater action, Congress has consistently failed to move forward on climate change and has sought to erect roadblocks to sensible climate policies:

- Over the past five years, Congress has underfunded energy efficiency and renewable energy programs by 22% below the requested levels;
- Each of the past two years, Congress has failed to enact the President's proposed tax credits for energy-efficient homes, cars, and appliances;
- Last year Congress failed to appropriate any funds for the President's Clean Air Partnership Fund, which would help states and localities to reduce greenhouse gases and other pollutants;
- Each of the past two years, Congress has attached anti-environmental "riders" to numerous appropriations bills that seek to put U.S. government climate policy in a straitjacket – undercutting efforts to gain meaningful participation by developing countries in the fight against global warming and potentially even strangling common-sense energy efficiency programs that save money for consumers and businesses.

**PRESIDENT CLINTON & VICE PRESIDENT GORE:  
MAKING THE FEDERAL TRANSPORTATION FLEET MORE FUEL EFFICIENT  
APRIL 22, 2000**

President Clinton today issued an Executive Order to significantly improve the fuel efficiency of the Federal vehicle fleet, setting an example for how America can reduce its reliance on oil and help meet environmental challenges, such as global warming. The Order instructs Federal agencies to reduce the amount of petroleum used by their vehicle fleets by 20 percent below 1999 levels by 2005. This will reduce the amount of oil used by Federal vehicles by 45 million gallons each year while also reducing greenhouse gas emissions that are causing global warming by as much as 160,000 tons per year. The President also announced the upcoming opening of the first multiple alternative fuel refueling station in the Metropolitan D.C. area and recent moves by the U.S. Postal Service to purchase alternative fueled vehicles.

**Aggressive Goals – Flexible, Cutting-Edge Strategies.** Today's Order requires Federal agencies to meet an aggressive target – 20 percent lower oil use by 2005 – but gives agencies the flexibility to craft a strategy that will fit their particular needs while minimizing costs. Strategies and tools available to agencies include:

- Using alternative fuels in light, medium, and heavy-duty vehicles;
- Acquiring more fuel-efficient gasoline vehicles – anything from smaller cars to advanced hybrid vehicles;
- Decreasing vehicle miles traveled or fleet size.

A typical agency will be able to meet the Order's requirements for less than \$100 per vehicle. Overall cost to the Federal government will be less than 1.2 percent of the annual Federal expenditures on vehicles and fuel.

**Multiple Benefits for U.S. Energy Security and the Environment.** Reducing Federal petroleum use and displacing petroleum with alternative fuels supports the Administration agenda to:

- Reduce price pressures for petroleum products;
- Promote markets for alternative fuels and fuel efficient vehicles;
- Encourage new energy efficient and cleaner fuel technologies;
- Enhance U.S. energy self-sufficiency and security; and,
- Reduce emissions of greenhouse gases most scientists believe are causing global warming as well as emissions of other air pollutants.

**A Legacy of Leading By Example.** Today's Order builds on the President's significant legacy of making the Federal Government lead by example in meeting environmental challenges. Previous efforts include improving Federal recycling efforts (Executive Order 13101); making Federal buildings 35 percent more energy efficient (Executive Order No. 13123); coordinating efforts to triple U.S. use of bioenergy and bioproducts (Executive Order No. 13134); and the Greening of White House initiative.

**Accountability.** Under today's Order, the Office of Management and Budget will, among other measures, issue budget guidance requiring each agency to submit a strategy for meeting the Order's requirements and review agency progress. The Department of Energy will help agencies develop strategies while establishing needed data and reporting systems. The General Services Administration will develop and implement innovative financing options to encourage agencies to buy alternative fuel vehicles and use alternative fuels.

**Alternative Fueling Station To Open Soon.** In conjunction with today's Order, the President announced the opening next month (May 1<sup>st</sup>) of the first multiple alternative fuel refueling station in the Metropolitan D.C. area. The station, to be located at the Navy Annex Citgo, south of the Pentagon, will supply ethanol and compressed natural gas to Federal fleet vehicles, as well as State and local government fleets. Six other alternative fueling stations will open in the D.C. area later this year.

**Postal Service Now Acquiring Electric Vehicles.** Earlier this year, the U.S. Postal Service awarded a contract to Ford Motor Company and Baker Electromotive, Inc. for the production of 500 electric vehicles for daily mail delivery. This contract, announced January 6, 2000, marks the largest acquisition of zero emissions vehicles in U.S. history and includes an option to acquire an additional 5,500 electric vehicles.

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

**SUMMARY**

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

**SHARED VISION**

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

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

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

**PROGRAM GOALS**

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

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

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

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

## **RESEARCH OBJECTIVES**

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

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

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

(b) Reduce Emissions:

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

(c) Enhance Safety:

- Meet or exceed the motor carrier safety goal of reducing fatalities by half in ten years.

- Improve the crash friendliness of trucks for other road users
- Conduct operation road tests of truck safety improvement components
- Ensure linkages to the Intelligent Vehicle Initiative and the Intelligent Highway System and Infrastructure.

(d) Enhance affordability; Maintain or Enhance performance.

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

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

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

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

## **NEXT STEPS**

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

Within 120 days, this Committee will:

1. Develop a strategic research and development plan detailing specific program goals and timetables for the ten-year duration of the Initiative.
2. Coordinate and support research and development teams organized around specific research objectives needed to achieve the programs’ goals (such as technologies for improving power-trains, reducing aerodynamic and rolling resistance losses, and reducing vehicle weight). Each team will include both government and industry partners. University participation is encouraged. Competing teams championing different technical approaches to

the same program objective will be encouraged when they are appropriate. As technologies move to commercial readiness, some of these partnerships will become research partnerships between individual participating industries and agencies that are not able to share research results with all participants. Provisions will be made to add or remove research projects as needed.

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

THE WHITE HOUSE

*Manly*

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 HEAVY TRUCKS AND BUSES**

*Detroit, MI*

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.

*10*

"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."

*This is the*  
The 21<sup>st</sup> Century Truck Initiative *EST* 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:

- 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 21<sup>st</sup> 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 21<sup>st</sup> Century Truck Initiative complements the Partnership for a New Generation of Vehicles program, which has resulted in the development of vehicles by GM, Daimler Chrysler, and Ford (expected to be in production by 2003) that achieve 70 to 80 miles-gallon.

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.

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;
- 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 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, advanced propulsion technologies, vehicle design, 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, Oshkoskh Trucks, Paccar, Volvo Trucks North America, Cummins Engine Company, Caterpillar, Detroit Diesel Corporation, and Lockheed Martin Control Systems.

###

*Freightliner Corporation*

Taxpayer \$

THE WHITE HOUSE  
Office of the Vice President

Morley

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 21<sup>st</sup> Century Truck Initiative <sup>goal of the</sup> ~~will~~ <sup>is to</sup> develop revolutionary technologies for increasing the fuel economy and safety of four specific classes of commercial trucks and buses, which account for more than 90% of all fuel used by all such vehicles in the U.S. The program's cost-share investments in advanced technologies ~~will~~ <sup>is designed to</sup> 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;
- Double fuel economy for 18-wheeler long-haul trucks;
- Improve safety (O);
- Achieve superior operational performance and lower costs for truckers;
- Exceed expected emission requirements for 2010 (O) by making major reductions in NOx, particulates, and other local air pollutants (O).

The initiative will also strengthen our national security (O) 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.

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# Federal Budget

(in \$millions)

	FY2000	FY2001 Proposed	Percent Change
DOE	59.5	67.4	13
DOT	16.5	31.7	92
EPA	0.0	7.0	-
DOD/Army	18.3	26.2	43
TOTAL	94.3	132.3	40



THE WHITE HOUSE

Office of the Vice President

For Immediate Release  
April 21, 2000

Contact:  
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**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.

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Overall, research conducted for the 21<sup>st</sup> 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 21<sup>st</sup> 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 that significantly improve fuel economy.

The 21<sup>st</sup> 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:

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- 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[?????—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.

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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, Oshkoskh

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

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## Talking Points Earth Day 2000

- **As we celebrate the 30<sup>th</sup> anniversary of Earth Day – the first Earth Day of the new millennium – Americans can be grateful and be proud.**
  - Thirty years ago, many of our rivers and lakes were dying. Our cities were choked with smog. Toxic waste threatened countless communities. And our cherished national symbol -- the bald eagle -- seemed destined for extinction.
  - Today, twice as many of our rivers and lakes are safe for fishing and swimming. Millions more Americans enjoy clean air and safe drinking water. Many of our worst toxic dumps have been cleaned up. Nearly 100 million more acres are permanently protected as wilderness. And the bald eagle thrives once again.
- **What's more, Americans have proven beyond doubt that we can have a healthy environment and a strong, growing economy.** In fact, today we enjoy the cleanest environment in a generation, and the longest economic expansion in our nation's history.
- **I am especially proud of the remarkable progress our nation has achieved under the leadership of President Clinton and Vice President Gore.** When it comes to protecting our environment and public health, this Administration's record stands second to none. Under the leadership of the President and Vice President:
  - We have adopted the strongest air quality protections ever, improving the lives of millions of Americans who suffer respiratory illness, and preventing thousands of premature deaths each year.
  - We have cleaned up three times as many Superfund sites as the two previous Administrations combined, protecting communities and returning land to productive use.
  - We have preserved and restored millions of acres from the Florida Everglades to the California redwoods, from Yellowstone to the Grand Canyon.
  - We have made record investments in public transit, helped hundreds of communities clean up and redevelop brownfields, and launched new efforts to help communities fight sprawl.
  - And we have led the international community in the fight against global warming.
- **We have achieved all this despite repeated attempts in Congress to not only block our efforts, but to roll back the environmental protections Americans have fought so hard for since the first Earth Day 30 years ago.**

- **What's more, we have achieved all this at the same time that the American economy has created nearly 21 million new jobs and grown at the fastest rate in more than 30 years.** Today, we have the lowest unemployment rates in 30 years; the lowest poverty rates in 20 years; and the first back-to-back budget surpluses in 42 years.
- **But there is more we must do. A new century brings with it new environmental challenges. And President Clinton and Vice President Gore are making sure that America is prepared to meet them.**
- **Let's talk about two of our most critical environmental priorities for new century:**
  - **First, we must take strong action today to ensure that our most precious lands are protected tomorrow – and forever.** The President's Lands Legacy initiative is helping hundreds of communities across the country protect farms, forests, city parks and other vital green spaces that grow scarcer every day.
  - But we want to ensure that communities have the resources they need to continue these efforts in the years ahead. **That is why the President is proposing permanent Lands Legacy funding of \$1.4 billion a year – with more than half dedicated to state and local conservation efforts.** There is strong bipartisan support for permanent conservation funding. This is the year to make it happen. As the President has said, let's all work together to make this a lasting gift to future generations.
  - **Second, we must do all we can to spare future generations from the grave risks of global warming.** Scientists tell us that the Earth is warming – and that unless we act now, our children and grandchildren face the threat of increased flooding and drought, deadly heat waves and disease. The President and Vice President are leading strong efforts at home and abroad to meet this global challenge. And across the country, major corporations, mayors and other local officials, religious leaders, and ordinary citizens are joining the fight.
  - **Unfortunately, too many in Congress would still rather deny the problem than join in the solution.** We need Congress to wake up and act. We need Congress to approve the President's plan for increased investment in clean, efficient energy technologies. We need Congress to approve the President's proposed tax credits to reward consumers who buy energy-efficient cars, homes, and appliances. We can meet this challenge – and we can save energy, save money, and create new economic opportunity along the way. That's what Congress needs to understand – for the sake of our planet, and for the sake of future generations.
- Thirty years ago, few would have predicted that we could come so far, so fast in the fight for our environment. But we have. Our task now is to bring the same determination to bear against a new, more profound set of environmental challenges. We can, and we will. And when the next century dawns, a new generation of Americans will look back with pride and with gratitude for all we have done.

~~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 breakthru technologies -- look at success of PNGV~~

~~-- Giving Army a better tooth-to-tail 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 21<sup>st</sup> 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 to 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 is, we are dedicated to developing 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. This effort will bring together the best minds in industry and government to protect our environment and enhance our energy security in ways neither could do as well alone. That's why public-private partnerships are so valuable.

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: NOTE: I THINK THE FOLLOWING SECTION SHOULD BE INCLUDED IN THE PRESS RELEASE TO SHOW EXACTLY WHAT TECHNOLOGIES ARE TO BE DEVELOPED. (PAUL B.)

- 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 much more aggressive, much more so than the industry could justify with corporate funds because the technical risks are high and because the discoveries are likely to benefit competitors. Research benefits such as reduced production of greenhouse gases, improved driver safety, and emission reduction below current regulatory requirements, have clear public benefits but no clear benefits to investors. Public contributions to research are needed in such cases.

The partnership will also help the federal agencies with goals in safety, fuel economy, emissions and other areas coordinate their research priorities in partnership with businesses which bring a focus on affordability and cost reduction. This has been invaluable in PNGV helping identify the most important areas of research and eliminating duplication. 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 "21<sup>st</sup> 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.

Question # 6: Does this initiative cover SUVs? Didn't you already agree to expand PNGV to cover SUVs.

Answer # 6: This initiative covers only vehicles not covered by the PNGV agreement. The 21<sup>st</sup> Century Truck partnership applies only to classes of "light trucks" that are exceed the 8500 pound limit. These are almost entirely commercial vehicles and are not covered by the CAFÉ fuel economy standards. The fuel economy goals of the new partnership differ from the PNGV goals -- and potential SUV goals -- in two critical ways : (i) The tuck goals are measured in ton-miles per gallon instead of miles per gallon. (a one mile is a one ton-mile per gallon vehicle uses one gallon to move a ton of freight). This can be achieved by reducing the weight of an empty vehicle weight with advanced materials. The loaded weight of the vehicle would not change but the ton miles per gallon would increase, and (ii) commercial trucks, delivery vans and buses use a different driving than cars.

Question#7: Don't some SUVs fall into categories covered by the new agreement?

Answer #7: Yes, a small number of the very largest SUVs now being produced exceed 8500 pounds and are not regulated as passenger vehicles. They currently represent only a small fraction of the class 2b trucks covered by the new agreement. The partnership is unlikely to focus on this class of vehicles but will instead concentrate on heavy commercial pickup trucks, HMVS or similar vehicles.

Question #8: Why is funding proposed for this program lower than PNGV funding levels?

Answer #8: Many PNGV technologies can be applied to heavy trucks. We will insure close coordination between the two programs.

Question #9: Is this going to increase the cost of trucking?

Answer #9: On the contrary the goal is to reduce the cost of delivering freight by using advanced technologies to improve overall productivity of the vehicle and the manufacturing process.

Question #10: Why isn't Ford a member of the partnership?

Answer #10: The founding partners of the agreement represent the core of truck and truck component producers in the US. Ford has told us that it would like to be an active participant in individual research projects conducted under the initiative.

Question: #11 Can you quantify the environmental benefits this initiative will lead to?

Answer #11 David G. has talked to you about working something up on this

Question #12 You say the initiative will make highways safer -- for who? the truckers or the passenger cars because the trucks will be lighter?

Answer #12???

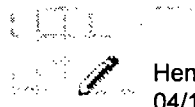
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Answer #13 trucks aren't subject to CAFE

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Henry C. Kelly  
04/18/2000 05:05:34 PM

Record Type: Record

To: John D. Gibson/WHCCTF/EOP@EOP, Roger S. Ballentine/WHO/EOP@EOP, David Gardiner/CEQ/EOP@EOP



Subject: truck hqs

- Mack Trucks, Inc., Allentown , PA
- Volvo Trucks North America, Inc., Greensboro , NC
- Paccar, Inc., Bellevue , WA
- Navistar International, Chicago, IL\* ~~NY~~
- Detroit Diesel Corporation, Detroit, MI ~~Y~~
- Freightliner Corporation, Portland, , Oregon ~~Y~~
- Cummins Engine Company, Inc., Columbus,, IN
- Ford Motor Company, Dearborn, MI ~~W~~
- 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 factorie

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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 "21<sup>st</sup> 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.

**THE WHITE HOUSE**  
**Office of the Vice President**

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**For Immediate Release**  
**April 22, 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 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 21<sup>st</sup> Century Truck Initiative develops 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);
- 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 NO<sub>x</sub>, 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 under the 21<sup>st</sup> 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.

The 21<sup>st</sup> 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.

The Administration's FY2001 budget proposes to increase spending in areas supporting 21<sup>st</sup> Century truck research by \$37.6 Million to a total of \$115.4 Million--a 49.5% 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 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, Navistar (International)(?), Allison Transmission Division, Ford (?), and Lockheed Martin Control Systems.

###

## Summary of Proposed Rule on Water Heater Energy Efficiency Standards

The Energy Policy and Conservation Act, as amended, specifies that any new or amended energy conservation standard the Department of Energy (DOE) prescribes shall be designed to “achieve the maximum improvement in energy efficiency ... which the Secretary determines is technologically feasible and economically justified.” Section 325(o)(2)(A), 42 U.S.C. 6295(o)(2)(A). Furthermore, the amended standard must “result in significant conservation of energy.” Section 325(o)(2)(B)(3)(B), 42 U.S.C. 6295(o)(2)(B)(3)(B).

In accordance with the statutory criteria discussed in this notice, DOE is proposing to amend the water heater energy efficiency standards. The proposed standards represent performance consistent with: electric water heaters with heat traps, 2.5 inches of insulation and an insulated tank bottom; and gas-fired water heaters with heat traps, flue baffles that achieve a 78% recovery efficiency (RE) and 2 inches of insulation. DOE has proposed no change from the current standard for oil-fired water heaters.

The proposed standard is estimated to save 4.75 quads of energy over 27 years, a significant amount. This amount is more than the primary energy used for heating water in all U.S. buildings (residential, commercial and industrial) in 1997 (3.82 quads). The economic impacts on consumers (i.e., the average life-cycle cost (LCC) savings) are positive. We identified and conducted analyses on two subgroups of the population, senior-only and low income consumers, because of concern that these groups might potentially be affected differently by the standards than the rest of the population. Our analyses showed no difference.

The national net present value (NPV) of trial standard level three is \$3.4 billion from 2003-2030. This is the estimated total value of future savings discounted to 1998 minus the estimated increased equipment costs also discounted to 1998. The water heater industry net present value (INPV) today is estimated to be \$322 million. We expect manufacturers may lose 5 percent of the INPV, which is approximately \$15 million. Other government actions that require the phase out of current insulation blowing material and the prevention of ignition of flammable vapors by gas-fired water heaters will result in losses of an estimated \$28 million in INPV. The cumulative effects of all government actions is an estimated loss of \$43 million of INPV, or about 13 percent. However, the present value of future energy savings for the U.S. are projected to be \$3.4 billion. These substantial energy savings exceed industry losses due to energy efficiency standards by 227 times or, due to all Federal actions, by 79 times. Additionally, based on our interviews with four of the five major manufacturers, we do not expect any plant closings or loss of employment because the manufacturers stated that they would stay in business. During the interviews, the manufacturers all stated that only trial standard level four (incorporating plastic tanks and side-arm heaters) would severely impact employment levels and require new facilities.

The proposed standard has significant environmental benefits, addressing global climate change and reducing air pollution. This proposed standard level would result in cumulative greenhouse gas emission reductions of 83 million metric tons (Mt) of carbon equivalent. Additionally, air pollution would be reduced by the elimination of 229 thousand metric tons of nitrous oxides (NO<sub>x</sub>) from 2003-2030.

The proposed standard has several other benefits. First, it maximizes the LCC savings to consumers, which means that total consumers' benefits are higher as a result of this standard level than any of the other standard levels analyzed. Second, this trial standard level causes similar cost increases between gas-fired and electric water heaters so the impacts in the market are fuel neutral.

Record Type: Record

To:

cc:

Subject: Vice President Gore Releases Earth Day Report Highlighting Environmental Gains Under Clinton-Gore Administration

**THE WHITE HOUSE**

**Office of the Vice President**

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**For Immediate Release**  
**Thursday, April 13, 2000**

**Contact:**  
**(202) 456-7035**

**VICE PRESIDENT GORE RELEASES EARTH DAY REPORT HIGHLIGHTING  
ENVIRONMENTAL GAINS UNDER  
CLINTON-GORE ADMINISTRATION**

Washington, D.C. -- Vice President Al Gore today released a White House report highlighting environmental progress over the past seven years, including improved air and water quality, accelerated toxic cleanups, dramatic reductions in toxic releases, and increased protections for millions of acres across America.

Since 1993, the report shows, the number of Americans breathing clean air has grown by 44 million, the number receiving clean drinking water has grown by nearly 34 million, the pace of Superfund cleanups has more than tripled, environmental technology exports have more than doubled, and spending on key environmental priorities has risen dramatically.

The report, prepared for the 30th anniversary of Earth Day, highlights Administration initiatives providing significant new resources to communities to build public transit, clean up and redevelop brownfields, and preserve farms and other local green spaces. In addition, it notes that the Administration is on track to protecting more land in the lower 48 states than any Administration since the time of Theodore Roosevelt.

"For my entire career, I have believed very deeply that a strong economy and a clean environment go hand in hand," Vice President Gore said. "These past seven years, our Administration has proven it: our economy is booming, with nearly 21 million new jobs. And our air and water are cleaner and healthier than they have been in decades."

The Council on Environmental Quality report, *A Healthy Environment for the 21st*

*Century*, highlights dozens of Administration initiatives to improve public health, restore endangered wildlife, promote "green" business, protect oceans and coasts, strengthen environmental enforcement, and combat global warming.

Success stories from around the country show how these initiatives are helping citizens and communities improve their drinking water, preserve open space, restore native salmon, conserve energy, redevelop brownfields, protect children from lead poisoning, and reduce other toxic threats. The report also describes how the U.S. government is working to promote sustainable development overseas -- for instance, helping Indonesian tribes protect their traditional lands, and helping forge consensus to protect Ecuador's famed Galapagos Islands.

"The real story here is how government can help communities build a healthier, more livable future," the Vice President said. "This Administration has forged new partnerships -- with communities, with industry, with farmers and other landowners -- to protect our environment as we grow our economy. This report shows how these efforts are producing real benefits for communities across America."

The report also shows how the Administration has improved environmental practices within the federal government, the country's largest energy user and its largest consumer of paper and other products. As a result of these efforts, toxic releases from federal facilities have been cut 50 percent, 98 percent of the copier paper used last year by federal agencies contained recycled fiber, and taxpayers are saving almost \$600 million a year in energy costs.

Along with the report, the Vice President released data showing how each of the 50 states has benefited from Administration programs supporting drinking water protections, wastewater treatment, toxic cleanups, land conservation, and coastal protection.

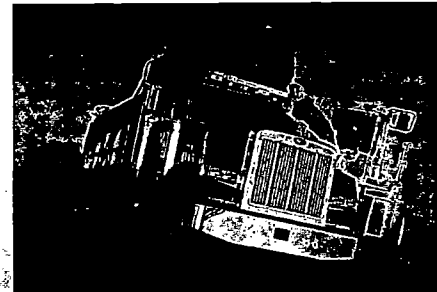
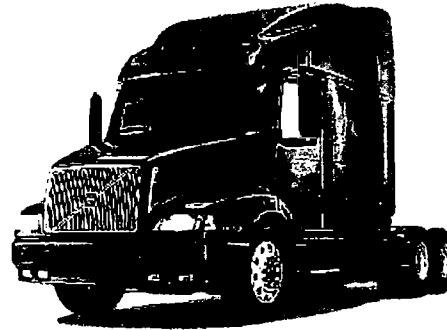
The Council on Environmental Quality report can be viewed on the Web [www.whitehouse.gov/CEQ](http://www.whitehouse.gov/CEQ).

###

# **21<sup>ST</sup> 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.**

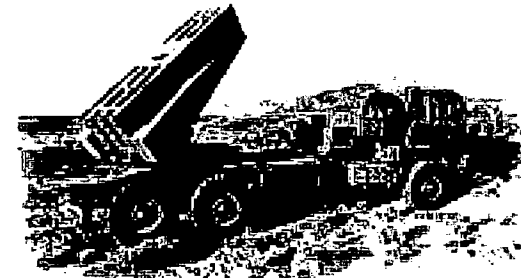
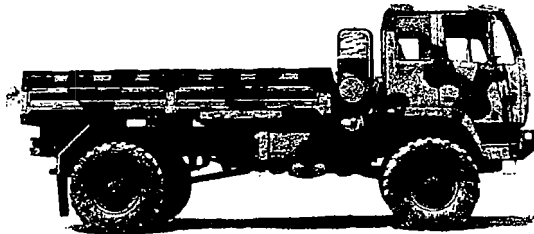
**There were over 19.8 million commercial trucks registered in 1997.**

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

# **21<sup>ST</sup> 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.**

**- Fuel Efficient AAN Task Force**

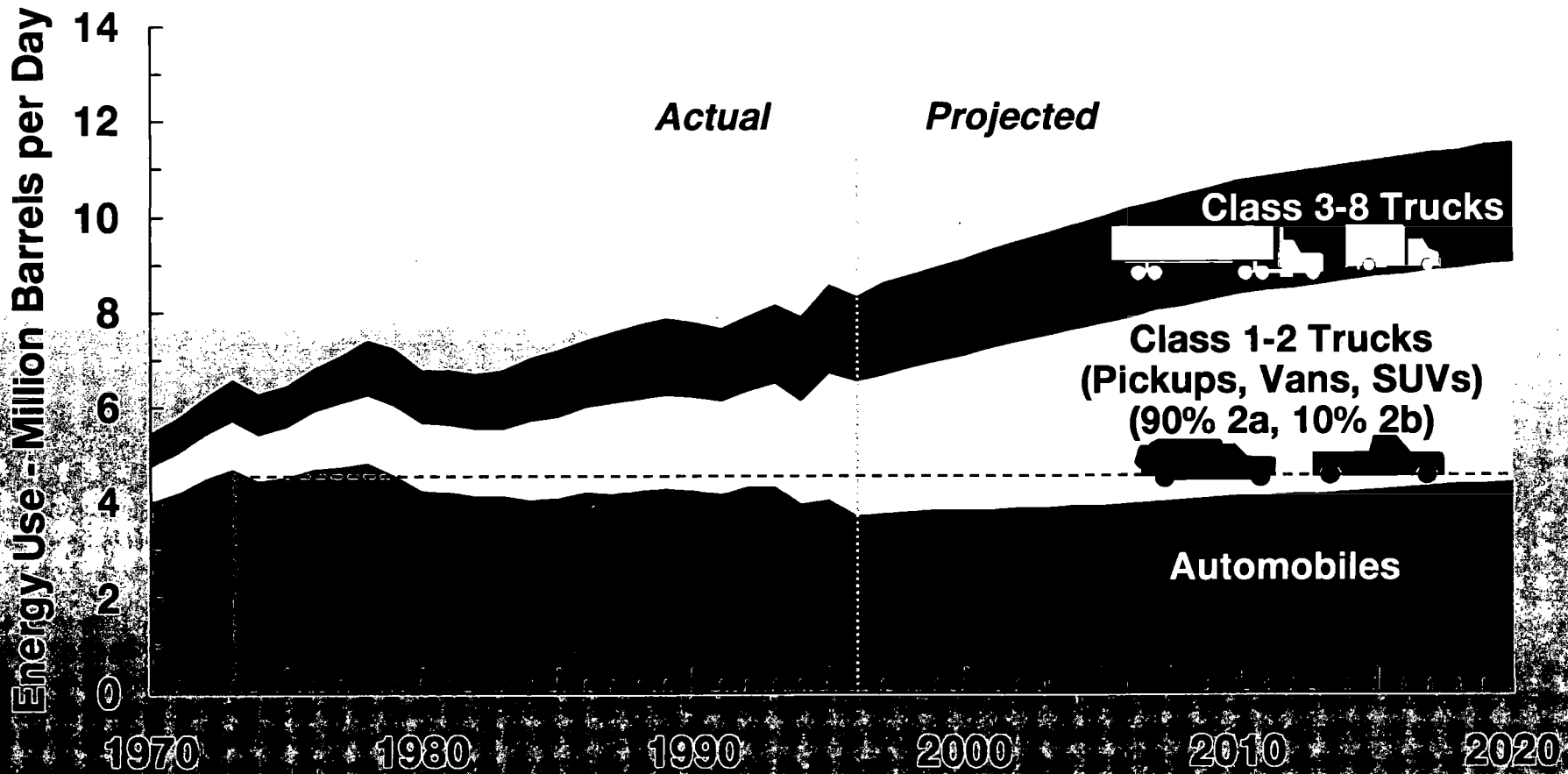
**The US Army has a fleet of over 246,000 tactical wheeled vehicles and drives 823 million miles annually.**

**Army After Next Goal:**

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

# 21<sup>ST</sup> Century Truck Initiative

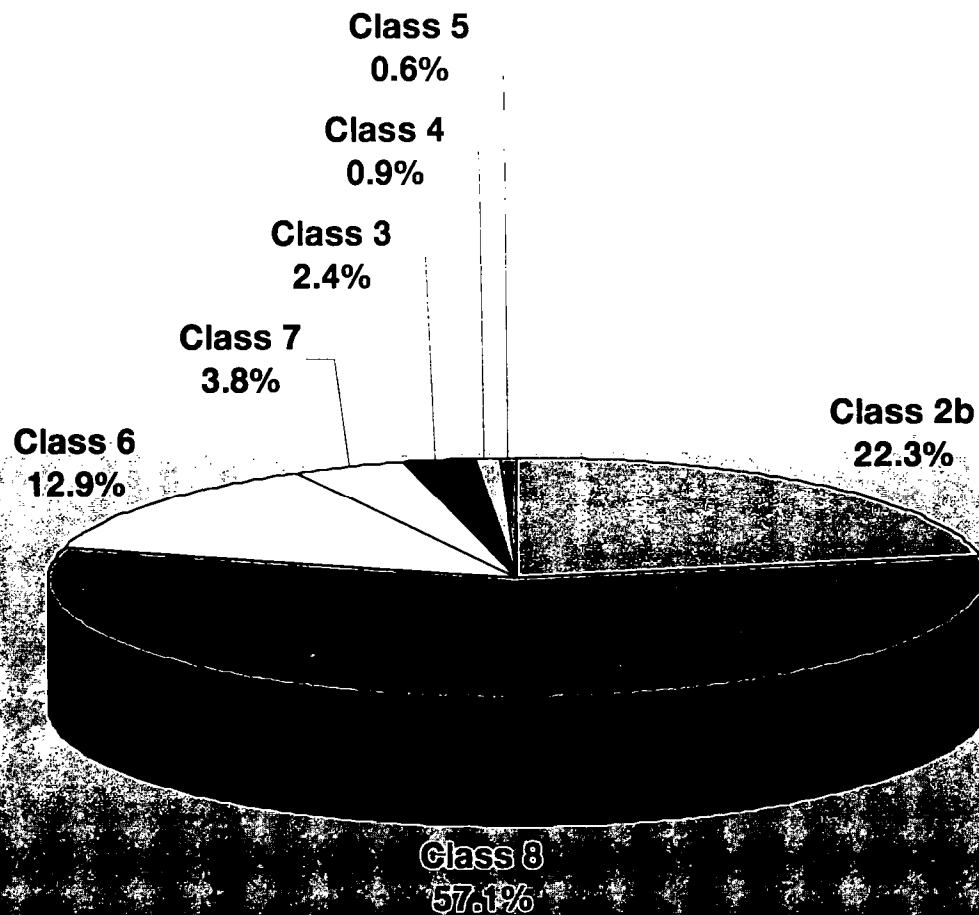
Since the 1973 Oil Embargo Essentially All of the Increase in U.S. Highway Fuel Consumption has been due to Trucks



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

# 21<sup>ST</sup> Century Truck Initiative

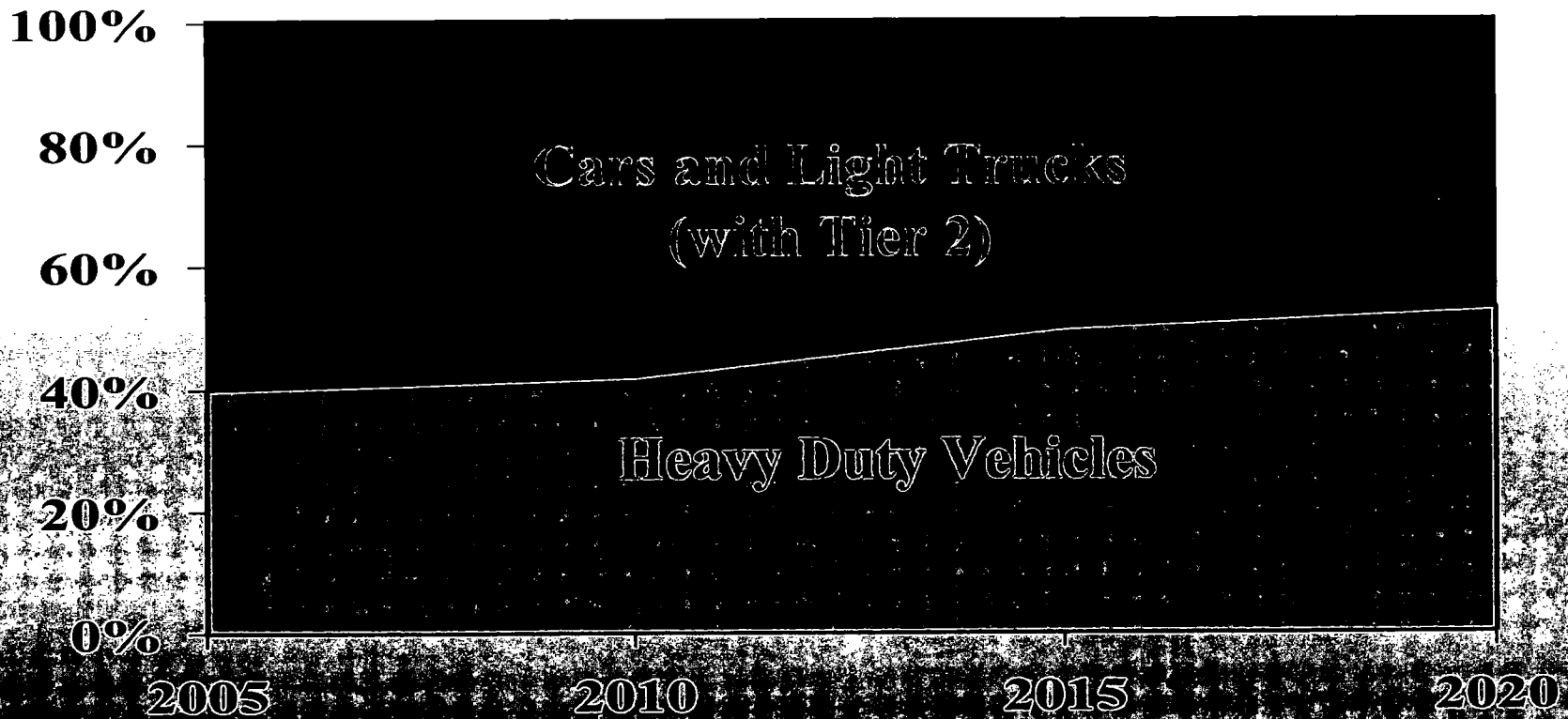
## Class 2b - 8 Truck Fuel Use



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

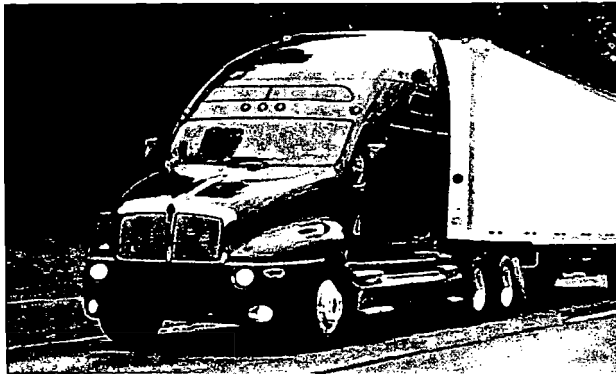
## 21<sup>ST</sup> Century Truck Initiative

# Highway Vehicle NO<sub>x</sub> Emissions

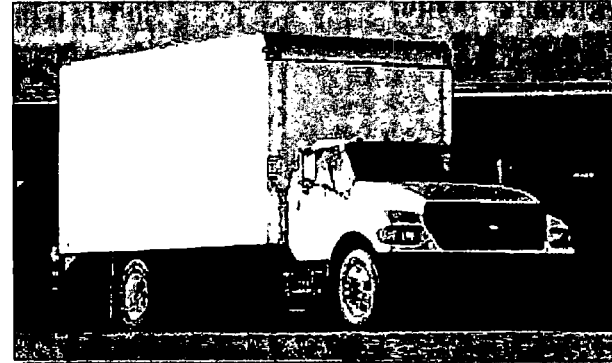


## 21<sup>ST</sup> Century Truck Initiative

# Representative Commercial Trucks



**Class VIII Line Haul Rig  
(Kenworth T-2000)  
430hp Diesel, 80,000 lbs GVW  
67,500 lbs simulated**



**Class VI Enclosed Delivery Truck  
(Ford F-650)  
190hp Diesel, 26,000 lbs GVW  
22,000 lbs simulated**



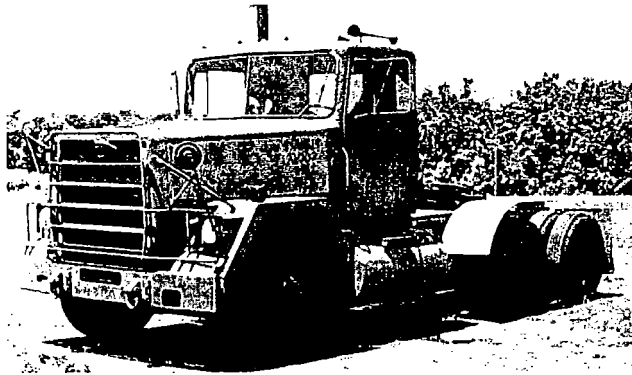
**Class VII Transit-Bus  
(Nova RTS)  
275hp Diesel, 40,000 lbs GVW  
36,500 lbs simulated**



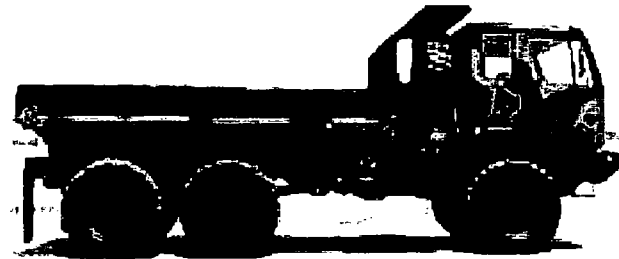
**Class IIB Utility Truck  
(Ford F-350)  
235hp Diesel, 10,000 lbs GVW  
8,500 lbs simulated**

# **21<sup>ST</sup> Century Truck Initiative**

## **Representative Military Trucks**



**Class VIII - M915 Line Haul Rig**  
430hp Diesel, 105,000 lbs GVW  
67,500 lbs simulated



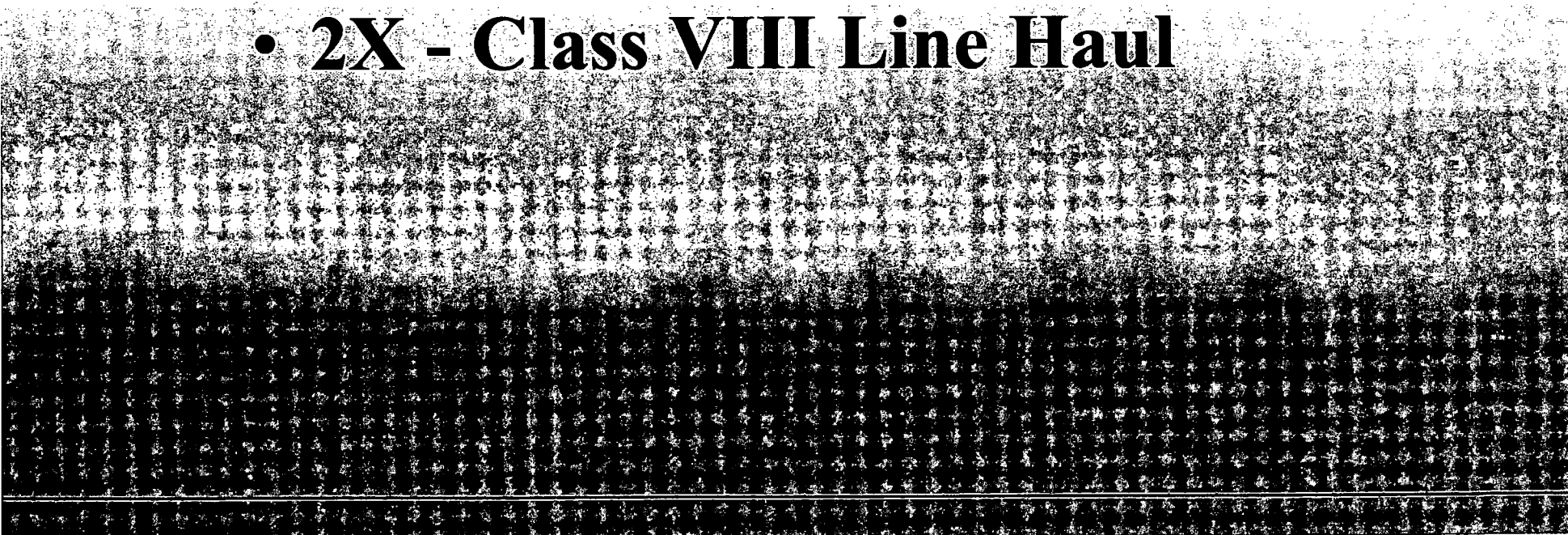
**Class VI - FMTV Tactical Truck**  
225hp Diesel, 26,000 lbs GVW  
21,100 lbs simulated



**Class IIB - HMMWV M998 Utility Vehicle**  
190hp Diesel, 10,000 lbs GVW  
8,500 lbs simulated

## ***21<sup>ST</sup> Century Truck Initiative***

### ***Fuel Efficiency Goals (mpg)***

- ***3X - Class IIB & VI***
  - ***3X - Class VIII Bus***
  - ***2X - Class VIII Line Haul***
- 

## **21<sup>ST</sup> Century Truck Initiative**

# **Technology Improvements to Achieve Fuel Efficiency Goals**

- **50 - 60% Engine Maximum Efficiency**  
(current engine maximum efficiency is 44-46%)
- **60-70% with Bottoming Cycle Efficiency**
- **86 - 90 % Overall Drivetrain Efficiency (e.g. Continuously Variable Transmissions)**  
(current overall drivetrain efficiency is 77-82% automatic for Class II, VI, and VIII Bus and 84-87% manual for class VIII Line-haul)

## **21<sup>ST</sup> Century Truck Initiative**

# **Technology Improvements to Achieve Fuel Efficiency Goals**

- **55 % Recovery of Vehicle Energy Normally Lost to Braking**  
(Current Recovery of Vehicle Kinetic Energy is 30 % for Recovered and Re-applied)
- **21 - 35 % Reduction in Aerodynamic Drag and Rolling Resistance (e.g. Streamlining Vehicles and Reducing Wheel Bearing Friction)**
- **21 - 45+ % Reduction in Empty Vehicle Weight (e.g. Composite Materials)** *Note: These savings would translate into increased payload per truck.*

## **21<sup>ST</sup> Century Truck Initiative**

# **Emissions Goals (grams per horsepower-hour)**

	2002/4	Current
NO <sub>x</sub>	2.0	4.0
Particulate Matter	0.1	0.1
Carbon Monoxide	15.5	15.5
Hydrocarbons	0.5	1.3

Note: NO<sub>x</sub> and hydrocarbon emission regulations for 2002/4 are additive requirements for non-methane hydrocarbons plus NO<sub>x</sub>.

## *21<sup>ST</sup> Century Truck Initiative*

# ***Technology Improvements to Achieve Emissions Goals***

- **Use of EGR for Near-term NOx Reduction**
- **Selective Catalytic Reduction (SCR) for Mid-term NOx Reduction**
- **Particulate Matter Trap Required**
- **Oxidation Catalyst Required for Class IIB Vehicles**
- **NOx Adsorber for Far-term NOx Reduction**
  - requires ultra-low sulfur fuel

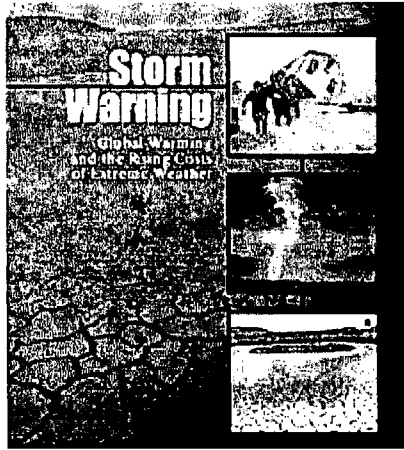
## *21<sup>ST</sup> Century Truck Initiative*

# Federal Budget

(in \$millions)

	FY1999	FY2000	FY2001*
DOE	39.9	59.5	67.4
DOT	32.8	0.0	10.8
EPA	0.0	0.0	7.0
DDA/Army	5.5	18.3	30.2
TOTAL	78.2	77.8	115.4

\* President's Proposed Budget



# STORM WARNING

## GLOBAL WARMING AND THE RISING COSTS OF EXTREME WEATHER

U.S. Public Interest Research Group Education Fund

April 6, 2000

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### Executive Summary

Global warming may be the most serious environmental threat we face today. The Red Cross has warned, "Few scientists now

"Climate change will be

doubt that climate change will be among the most pervasive environmental threats of the coming century.”(6) Caused primarily by power plant, industry, and automobile pollution, scientists predict that global warming will lead to rising sea levels, the spread of disease and hunger, species extinction, and increases in extreme weather events. Many of these projected impacts of global warming are by nature slow and gradual. Small changes in average global temperatures can, however, produce dramatic changes in extreme weather.

manifested in a catalogue of disasters such as storms, droughts and flooding unparalleled in modern times.”

Scientists have linked rising global temperatures to increases in the frequency and severity of weather phenomena such as extreme heat, droughts, fires, intense precipitation, floods, hurricanes, and El Niño. And recent increases in such extreme weather events are consistent with scientists’ predictions. Weather-related disasters have devastated American communities in every part of the country, and killed tens of thousands of people around the world. This report looks in depth at the rising rates of a number of extreme weather phenomena and their link to global warming. This report also documents a portion of the growing economic costs due to extreme weather, and their impact on American communities in the 1990s, and in 1999 in particular.

International Federation of Red Cros and Red Crescent Societies (5)

A powerful coalition of electric power producers, auto manufacturers, and oil and coal companies have worked for years to slow any efforts to control global warming pollution. This coalition claims that efforts to reduce greenhouse gas emissions are too expensive to contemplate. These arguments blatantly ignore the enormous economic and human costs of living with the impacts of a warming planet. The reality is that the tragic destruction of homes, businesses, and lives surpasses economic analysis. Nevertheless, the economic costs of extreme weather events can be used as a crude measure of a portion of the price exacted by our changing climate. Economic impacts can show that, as global temperatures continues to rise, the costs too expensive to contemplate are the costs of doing nothing.

Among the major findings of this report are:

- Weather-related deaths and economic losses:

	<b>1990-1999</b>			<b>1999</b>	
	<b>Deaths</b>	<b>Economic Loss</b>		<b>Deaths</b>	<b>Economic Loss</b>
<b>U.S.</b>	3,997	\$197.6 billion	<b>U.S.</b>	450	\$14 billion
<b>Worldwide</b>	330,129	\$625.2 billion	<b>Worldwide</b>	52,000	\$68 billion

- Worldwide, the number of great weather disasters in the 1990s was more than 5 times the number for the 1950s, and damages were more than 10 times as high (adjusted for inflation).

- In the 1990s American communities experienced more than \$84 billion in weather-related insured losses, and the government spent more than \$63 billion in weather-related assistance, including more than \$8.1 billion in insured losses and more than \$7.2 billion in government assistance in 1999.
- The average number of weather-related disaster declarations has more than doubled in recent years, the 47 declarations in 1999 far exceeding the average 21.7 disaster declarations per year during the 1980s.
- Weather-related damage in the 1990s, and in 1999 in particular, was not centralized in one area of the country. The five states experiencing the most damage for the decade were, in descending order: Florida, Texas, California, North Carolina, and Minnesota.
- Farm states and states struck by hurricanes bore the largest burden per capita. States with the most damage per capita in the 1990s were, in descending order: North Dakota, South Dakota, Hawaii, Florida, Kansas, and Oklahoma.

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**Washington News**

*CEQ Daily Clips*

*4/12/00*

## **Clinton to visit Sequoia forest Saturday**

By **MICHAEL DOYLE**  
*Scripps-McClatchy Western Service*  
*April 11, 2000*

**WASHINGTON** - President Clinton has scheduled a quick morning trip to the southern Sierra Nevada this Saturday to announce creation of a new sequoia-protecting national monument.

Clinton's expected trip would include an overnight stay Friday in Northern California and a subsequent helicopter jaunt Saturday morning to the Sequoia National Forest. While there, Clinton would designate the new national monument that could span as much as 355,000 acres.

White House officials confirmed the trip early Tuesday evening but would only say the president planned a "major environmental announcement" on his first-ever visit to the Sequoia forest. Informed sources, though, expressed confidence that the monument announcement is a done deal.

The new monument's name as well as its final size and the exact timing of Clinton's Saturday visit still remain unclear. Some park officials have suggested possibilities from the California Big Tree National Monument to the Sierra Nevada National Monument, in order to avoid confusion with the Sequoia National Forest and Sequoia National Park.

"I'm really excited," Tehachapi, Calif. resident and longtime sequoia activist Joe Fontaine said Tuesday. "This is probably the biggest step forward in protecting the sequoias in the 40 years that I've been working on it."

A retired science teacher from Bakersfield's Foothill High School, the 66-year-old Fontaine has been working on sequoia preservation issues since he stumbled on a forest clear-cut while leading a 1962 Boy Scout hike. He's also a past national president of the Sierra Club, whose members have joined the Natural Resources Defense Council in pressing Clinton to create the new sequoia monument.

The environmentalists have not yet been advised about the president's plans, and even local Forest Service officials say they've been left in the dark.

"We have not been told the president is coming," Sequoia National Forest Supervisor Art Gaffrey said Tuesday afternoon. "I believe I'm going to be the last one to know."

While planning could still change, the California trip is said to follow a scheduled presidential

appearance in Atlanta on Friday.

The area's congressmen, including Hanford Democrat Cal Dooley, Mariposa Republican George Radanovich and Bakersfield Republican Bill Thomas, all strenuously oppose creation of the new monument.

"This might be politically popular in San Francisco and Los Angeles, but it's bad for the Central Valley and represents an economic threat to the area," Dooley said last Friday, following Agriculture Secretary Dan Glickman's recommendation that Clinton declare the new monument.

Clinton on Saturday will go to a snow-free part of the 1.2 million-acre Sequoia National Forest. After the photo-friendly announcement, Clinton would fly to southern California for two Democratic fundraising events.

"We'll do our best to be there en masse, so the president could see us and hear us," Auberry resident Barbara Ferguson, vice president of the 4,000-member Backcountry Horsemen of California, promised Tuesday while lobbying against the monument in Washington.

The new monument's name, though not the highest priority issue, has already incited serious debate. In a March 9 letter to Gaffrey, obtained under the Freedom of Information Act, Sequoia National Park Supervisor Michael Tollefson urged a name "that will not further confuse a public that already must contend with both a Sequoia National Forest and Sequoia National Park." Tollefson floated six alternatives, with the first mentioned being the California Big Tree National Monument.

For their part, Ferguson and Fresno, Calif. resident Chris Oberti have been stumping Capitol Hill this week, seeking to build opposition to the sequoia monument. The organizations they represent dropped \$8,400 on a Washington Post ad that tried to call Clinton's attention to the opposition on Monday. But the same day, a 30-minute appointment with Democratic Sen. Dianne Feinstein's resources staffer was cut to a frustrating five-minute chat in the hallway.

Ferguson and Oberti had better luck connecting with other congressional staffers, and at least one congressman. Still, House Republican leaders are showing little interest in scheduling a vote for Radanovich's long-shot legislation to postpone a monument decision.

"I wish we had something encouraging to say," Ferguson said. "But we don't."

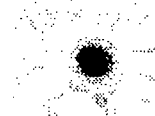
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(Michael Doyle is a Washington reporter for Scripps-McClatchy Western Service.)

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WASHINGTON NEWS


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## White House ready to act on safety of pipelines

[Background and Related Info.](#)

 by **John Hendren**  
 Seattle Times Washington bureau

WASHINGTON - Frank King was frustrated with the response to his letters asking for tougher pipeline-safety laws. He got no answer from President Clinton. Vice President Al Gore kept mum. Attorney General Janet Reno wasn't talking.

So when a presidential adviser visited a conference on pipeline safety yesterday, King saw his chance.

He pulled out a photo of his son Wade, who burned to death last year after a pipeline exploded at Whatcom Creek in Bellingham, and handed it to Gabrielle Tenzer of the White House Council on Environmental Quality.

"Show Bill Clinton that picture and ask him what he would have done if Chelsea had been standing by that creek," King said.

Tenzer and the two other administration officials at the Washington, D.C., conference remained silent. But the president's answer could come as soon as this week, when the Clinton administration offers its own pipeline-safety plan. (See related story below.)

Administration officials have wrapped up a final draft of the proposal, which is similar to Sen. Patty Murray's Pipeline Safety Act of 2000. In a sign that members of Congress are taking the measure seriously, Senate Commerce Committee Chairman John McCain, R-Ariz., has agreed to hold hearings on the issue next month.

According to a 22-page draft obtained by The Seattle Times, the administration plan would increase "right to know" provisions for communities near pipelines, increase grants for state enforcement and give states more authority to oversee lines within their borders.

It also would give the Transportation Department \$30.1 million to run pipeline-safety programs in fiscal 2001, including about \$17 million for grants to states.

"This proposal adopts an approach to critical areas - densely populated or unusually sensitive to environmental damage - that immediately benefits the public," Transportation Secretary Rodney Slater said in a letter to House Speaker Dennis Hastert, R-Ill., and Vice President Al Gore, who also serves as Senate president.

Both Murray and Sen. Slade Gorton, R-Wash., had pressed McCain for hearings. The administration's plan would be considered along with Murray's bill.

Rep. Jack Metcalf, the Republican whose 2nd District seat includes Bellingham, has authored a House version, supported by all nine Washington representatives.

Any pipeline-safety bill faces significant obstacles. Senate Majority Leader Trent Lott, R-Miss., recently sent senators a list of 50 bills for the legislative calendar. Pipeline safety wasn't on the list.

"This is a short legislative session, and unless there is a strong grass-roots movement, it will be hard to pass the laws we need to pass to improve safety," Murray said in a draft of a speech to be given today.

The administration proposal would raise fines to \$500,000, from the current \$25,000, for companies that cause pipelines to fail by subjecting them to excessive pressure.

One clause in the administration's plan is likely to draw opposition from Gorton and consumer advocates. It would let Transportation Department officials decide whether a given state could help monitor interstate pipelines.

States now have oversight of pipelines within their borders, but the federal Office of Pipeline Safety oversees interstate pipelines like the one that burst in Bellingham.

Although state pipeline regulators have about 300 inspectors - more than double the federal number - they can oversee interstate pipelines only as federal agents. State and local officials say the department has stymied their efforts in the past.

The department last year rejected Virginia's request to act as a federal agent and inspect liquid pipelines running through the commonwealth. The state had sought that authority in part because pipelines owned by Colonial, the same company whose pipe burst in Bellingham, ruptured in Fredericksburg, Va., in 1980 and 1989.

Reacting to the Bellingham tragedy, the Washington state Legislature approved stricter pipeline-safety requirements to be enforced by the state's Utilities and Transportation Commission.

But the bill, signed into law by Gov. Gary Locke last month, can be applied to the Bellingham pipeline only with federal approval.

Consumer advocates and government officials from 15 states, including Washington, planned to canvas lawmakers' offices today, urging them to back pipeline reform.


The issue struck home for legislators on Saturday when a Potomac Electric Power pipeline ruptured in Maryland, spilling 100,000 gallons of fuel into the Patuxent River, within commuting distance of Capitol Hill.

Reform measures are likely to see opposition not only from operators of large interstate oil and gasoline pipelines, but also from local operators who say they have fewer problems.

"The reason most people aren't hearing about this is because we're doing our jobs," said Douglas Freberg, a lobbyist for the American Gas Association, a coalition of local natural-gas-pipeline operators that are largely regulated by the states.

Several recent incidents have spawned the recent calls for legislation.

In addition to the Bellingham rupture, 500,000 gallons of crude oil spilled in Kentucky in January. One month later, 200,000 gallons of crude spilled into the John Heinz National Wildlife Refuge near Philadelphia.



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Wednesday, April 12, 2000, 08:18 p.m. Pacific

## Judge bars relaxing of dolphin-safe standards

by Seattle Times news services

SAN FRANCISCO - A federal judge yesterday blocked the Commerce Department from loosening the standards under which tuna sold in U.S. stores can be labeled "dolphin safe."

U.S. District Judge Thelton Henderson said Commerce Secretary William Daley had failed to assess whether the proposed change in labeling would have any impact on dolphin population levels.

Henderson's decision blocked the Commerce Department from allowing the use of "dolphin safe" labels on tuna caught by purse-seine nets, huge encircling nets used in the eastern tropical Pacific to catch yellowfin tuna swimming below dolphins.

Use of the nets once was responsible for the death of more than 100,000 dolphins a year. But the dolphin death toll has declined to no more than 3,000 annually in recent years.

The ruling came in a lawsuit filed by some environmental groups and dolphin-protection activists.

It was not immediately clear what impact the ruling will have, if any, on grocery shelves. The judge did not address Congress' decision in 1997 to lift the import ban on tuna caught with the nets, only whether the label could be used when tuna is known to be caught in that way.

The three major tuna processors - Star-kist, Chicken of the Sea and Bumble Bee - all have said they would continue using only tuna caught by methods other than net encirclement. The three processors share about 90 percent of the U.S. tuna market.

The issue has divided environmental groups. David Phillips, director of Earth Island Institute's marine mammal project, was pleased with the court ruling.

"This is a tremendous rebuke to President Clinton, Vice President Gore and the free-trade bureaucrats who sold out dolphin protection to accommodate a handful of foreign fishing companies, killing dolphins to catch tuna," Phillips said.

But the labeling change has had the support of such groups as Greenpeace, the Center for Marine Conservation and the Environmental Defense Fund. These organizations argue that strict adherence to when the label can be used has blocked international cooperation aimed at protecting dolphins. Some countries like Mexico will not participate in dolphin-protection measures unless U.S. markets are opened without restrictions, these groups say.

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## **GOP leaders urge Clinton to ship nuke waste, much to Ensign's dismay**

SCOTT SONNER, Associated Press Writer

Wednesday, April 12, 2000

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URL: <http://www.sfgate.com/cgi-bin/article.cgi?file=/news/archive/2000/04/12/state0424EDT0354.DTL>

(04-12) 01:24 PDT RENO, Nev. (AP) -- Republican Senate hopeful John Ensign found himself on the defensive again as GOP leaders in Congress staged a high-profile call for President Clinton to sign a bill sending nuclear waste to Nevada.

"Sign this bill because it makes plain common sense to have one location for the nation's nuclear waste," House Speaker Dennis Hastert, R-Ill., urged Clinton, who already has promised a veto.

"Only by opening a safe storage location for nuclear fuel can we continue to enjoy low-cost nuclear energy in the next century," he said as congressional leaders signed the bill Tuesday and ceremoniously sent it to the White House.

Ensign's Democratic opponent, Ed Bernstein, and the three Democrats in Nevada's congressional delegation seized on the opportunity to hammer home their message that Democratic votes in Congress are the only thing keeping nuclear waste out of Nevada.

Ensign said the GOP leadership gathering was a "waste of time" given President Clinton's pledge to veto the legislation that would send the waste to Nevada's Yucca Mountain.

"I don't understand why they are wasting so much energy on making a spectacle of this when they just don't have the votes," Ensign campaign spokesman Mike Slanker said of the Republican leaders.

"The leadership knows John is on the other side of this issue and is going to fight them."

Ensign, a former congressman making his second Senate bid after narrowly losing to Sen. Harry Reid in 1998, is considered one of the GOP's best chances of picking up an open seat this year.

But he continually has had to explain why Nevada would be better represented by a Republican in Congress when Republicans are leading efforts to build the nuclear waste dump at Yucca Mountain.

Ensign arrived in Washington on Tuesday afternoon for a fund-raiser but was unaware Hastert and Sen. Strom Thurmond, R-S.C., president pro tem of the Senate, had scheduled the bill enrollment ceremony.

"It is bad enough that Republicans are determined to dump their garbage in Nevada, but now they are throwing a party to celebrate," Bernstein said. "John Ensign should be embarrassed that he let this happen."

Reid, Sen. Richard Bryan and Rep. Shelley Berkley joined in a statement condemning the

GOP leaders for holding the "rare and high-profile" enrollment ceremony in the ornate Rayburn Room just off the House floor.

"To orchestrate this type of dog-and-pony show, for a nuclear waste bill that is already dead on arrival at the White House, clearly shows where the priorities of the Republican leadership are on this issue," said Bryan whose retirement at the end of the year will create the open seat that Ensign and Bernstein seek.

"If the Republican leadership wants to pat themselves on the back for putting millions of Americans at risk, and in the path of nuclear waste, let them go right ahead," Reid said.

Berkley said the GOP leadership's ceremony was a "bizarre spectacle" that "would be laughable if the issue weren't so serious."

"The speaker, in my opinion, is using this so-called ceremony to send a message to all Republicans under him that he thinks a nuclear dump in Nevada is his top issue, and that every member in his party better support him," Berkley said.

Reid defeated Ensign by just 428 votes in 1998, due in part to Reid's claim that a vote for Ensign was a vote for shipping the waste to Nevada.

Ensign addressed the issue head-on when he announced his candidacy, arguing that Nevada needs a Republican in the Senate to help persuade fellow party members to oppose the shipment of nuclear waste to Nevada.

"He has been forced to fight his party and members of his own party over the last six years on this. This is not going to stop his ability to fight them," Slanker said.

Peter Ernaut, Ensign's campaign manager, said the first nuclear bill that would have sent waste to Nevada was crafted by Democrats and approved by a Democrat-controlled Congress in the late 1980s.

"This whole discussion that the Republican leadership is somehow out there pushing this neglects the history of the bill," he said.

Ernaut said if Ensign were elected, he'd have the ear of Republican leaders.

"When those doors shut and those decisions are made, there isn't a Republican senator from the state of Nevada sitting there," Ernaut said.

"What vote can Ed Bernstein get that the minority whip, Harry Reid, hasn't already gotten?"

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## Hastert hunting Yucca votes

GOP leaders still hope to push a bill that would dump nuclear waste in Nevada as early as 2007.

By Tony Batt  
Donrey Washington Bureau

WASHINGTON -- House Speaker Dennis Hastert, R-Ill., said Tuesday he is rounding up votes to override a promised veto of a bill targeting Nevada for nuclear waste storage.

"I've got 16 votes in my pocket," Hastert said when asked about prospects for the legislation that cleared the House last month but fell short of a veto-proof majority.

That would leave the bill 21 votes shy of the number that would guarantee a veto override.

Hastert and Sen. Strom Thurmond, R-S.C., signed the bill Tuesday at a formal enrollment ceremony in the august Rayburn Room of the House. Four other lawmakers, including the measure's chief Senate sponsor, Frank Murkowski, R-Alaska, also attended.

The unusual event aimed to pressure President Clinton to sign the bill, which the House passed 253-167 on March 22. The Senate also fell short of the two-thirds majority required to override a veto when it passed the bill 64-34 on Feb. 10.

The White House on Tuesday showed no sign of wavering.

"The president has made it abundantly clear that he will veto this legislation because it does not provide the necessary environmental safeguards," White House spokeswoman Elizabeth Newman said.

After receiving the legislation, Clinton will have 10 days to veto it. If he does nothing, the bill will become law.

The measure directs the Department of Energy to begin storing nuclear waste at Yucca Mountain, 100 miles northwest of Las Vegas, as early as 2007 -- three years ahead of the current schedule.

"It's the right thing to do," Hastert said against a blue backdrop with the phrase "Protecting the Environment" displayed multiple

times.

"I've been working on this thing for 12 years," he said. "Ratepayers of Illinois have \$800 million that they've paid in their electric bills to make sure that this (nuclear waste) is disposed of in a safe and good way."

Hastert, who traveled to Las Vegas for a fund-raiser on the weekend after he scheduled a vote on the nuclear waste bill, said he isn't concerned about a backlash against GOP candidates in Nevada.

"That's not the issue," he said. "People blocked this bill for political purposes over the years. It's time to get it done."

State Sen. Jon Porter, R-Nev., who is challenging Rep. Shelley Berkley, D-Nev., in this year's election, said he does not support the GOP leadership's support of the nuclear waste bill but blamed Democrats for Yucca Mountain.

"I really believe that there's been a real charade when you have a Democratic administration that has a Department of Energy that is, as we speak today, going out to bid to construct Yucca Mountain," said Porter, who was in Washington on Tuesday to attend an endorsement reception by the National Federation of Independent Business.

Berkley called Porter's comments inaccurate and misleading.

"It shows how little he knows about the issue," she said. "The fact is the speaker has moved heaven and earth to move this legislation. If not for (the Clinton) administration, nuclear waste would be heading for Nevada now."

This story is located at:

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## Denial of hearing for Calvert Cliffs foes upheld

Whistleblowers missed deadline to challenge BGE plant's relicensing

*By Shanon D. Murray  
Sun Staff*

The U.S. Court of Appeals for the District of Columbia ruled yesterday that the Nuclear Regulatory Commission was correct in dismissing a hearing request by a Washington advocacy group that opposed the license renewal of the Calvert Cliffs Nuclear Power Plant in Southern Maryland.

The NRC voted unanimously last month to extend the life of the Calvert Cliffs complex for another 20 years, making Baltimore Gas and Electric Co. the nation's first electric utility to win relicensing of its nuclear power plant.

In its decision yesterday, the court said the NRC properly denied the National Whistleblower Center's petition to intervene in the Calvert Cliffs relicensing because the group "failed to submit the required contentions within the prescribed deadline."

The National Whistleblower Center said it will appeal the court's decision.

"Nuclear safety was the big loser today," Stephen Kohn, an attorney for the Whistleblower Center, said in a statement yesterday.

"Under the new commission rules, the ability of citizens to challenge the NRC's current rush to re-license old nuclear power plants is completely undermined," Kohn said.

Utility officials, however, applauded the decision.

"We are pleased with this decision because it confirms that the Nuclear Regulatory Commission's license renewal process provides ample opportunity for public participation," Robert E. Denton, executive vice president of Constellation Energy Group, BGE's parent, said in a statement.

Yesterday's decision by a three-judge panel reverses a Nov. 12 decision by U.S. Court of Appeals Judge Patricia Wald that favored the Whistleblower Center, ruling that the NRC's actions were improper.

However, after Wald retired within days of issuing the decision, the court vacated her ruling and ordered that the case be argued again.

Calvert Cliffs' operating licenses would have expired in 2014 for Unit 1, which began operating in 1974, and in 2016 for Unit 2, which began operating in

1976. The licenses expired date was later extended to 2034 and 2036, respectively. BGE filed to license renewal of Unit 1 with the NRC in April 1998.

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## Species legislation too weak to prevent extinction, groups say

Environmentalists contend emphasis should be on habitat and scientists should decide

ANNE McILROY

Parliamentary Bureau Chief; With reports from Alanna Mitchell in Calgary  
Wednesday, April 12, 2000

Ottawa -- Environmentalists across the country slammed the federal government's proposed species-at-risk legislation yesterday, arguing that it is so weak it will make no difference for plants and animals on the brink of extinction.

"This is a very weak bill. It will leave endangered species with no assurance of protection, and that is something that should be of great concern to Canadians who care about our wildlife heritage," said Stewart Elgie, a lawyer with the Sierra Legal Defence Fund.

The proposed Species at Risk Act will for the first time offer federal protection to endangered species, including the Vancouver Island marmot and the drooping trillium. It will make it illegal to kill species Ottawa deems are worthy of legal protection, and envisages a co-operative regime with the provinces and land owners and users to design and implement recovery plans.

Environmentalists complain the bill leaves crucial decisions about protecting species to the cabinet, which they argue has a poor track record on environmental issues.

While a scientific committee will decide which species in Canada are slipping away, it will be up to the cabinet to decide which ones deserve legal protection

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cabinet to decide which ones deserve legal protection under the bill.

The cabinet will also decide whether the act will apply to species on provincial or private lands, where many of the country's endangered species live. It will also make decisions on whether to protect the critical habitat that species in trouble need to survive.

Kevin Scott, director of Canadian programs for Defenders of Wildlife, called the act "an environmental embarrassment on an international scale." He said it will give Canadians the false sense of security that species are being protected without actually doing anything to help them.

Sarah Dover, director of the Canadian Endangered Species Campaign, said the bill requires Ottawa to do nothing to help endangered species.

Stephen Hazell, with the Canadian Parks and Wilderness Society, urged the government to consider amendments.

Environment Minister David Anderson, who tabled the bill in the Commons yesterday, said later he is not interested in major changes to the bill. He described it as a careful balancing act between the need to protect species and the rights of landowners. It will offer limited compensation to property owners who lose income because they have protected species on their property.

The government will also spend \$90-million over three years on programs to encourage Canadians to help species.

But if someone is willfully eliminating a species, Mr. Anderson said, "the bill has fines of over \$1-million and for second offences \$2-million, they say this has no teeth? They must be joking."

Environmentalists, including lawyer Mr. Elgie, say the fines will mean very little in the struggle to save endangered species. They argue the key is protecting habitat, and say the bill leaves that to the discretion of politicians rather than making it mandatory.

The environmentalists don't trust the federal government to protect species that need help. Ottawa's trustworthiness will be known 30 days after bill

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becomes law.

That is when the Committee on the Status of Endangered Wildlife in Canada, which does an annual list of species at risk, will submit its updated findings to the cabinet. There are 340 plants and animals on the list. The cabinet will decide how many of them deserve legal protection.

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## Vermont, northeastern states sue Ohio utility over acid rain

By David Gram, Associated Press, 4/11/2000 17:15

MONTPELIER, Vt. (AP) Vermont on Tuesday joined with eight other northeastern states in a suit charging that an Ohio-based utility and its affiliates are a major cause of the region's air pollution problems.

Attorney General William Sorrell said the state had joined a suit first brought by the Environmental Protection Agency in November charging that power plants owned by American Electric Power Co. and its affiliates had violated the federal Clean Air Act for years.

"We want these plants to operate legally," Sorrell said. "We expect our power plants in Vermont to follow the law and to minimize harmful environmental impacts. We ask the same of these plants in the Midwest."

In papers filed at the U.S. District Court for the Southern District of Ohio, the northeastern states said power plant emissions from the Midwest are major contributors to acid rain, harmful ozone levels in the summer and the failure in many parts of the region to meet EPA air-quality standards.

The suit charges that AEP has made major modifications to its plants, which should have brought them under new and tougher requirements of the Clean Air Act.

An AEP spokesman, Pat Hemlepp, sharply contested the charges made in the suit. He said the company had installed anti-pollution devices in its power plants, and that what the company's adversaries were calling major modifications were really just routine maintenance.

"What's happening here is that the EPA is attempting to do some sort of retroactive reinterpretation of the Clean Air Act," Hemlepp said. "And frankly, we don't think they're going to be successful."

In a related development Tuesday, the EPA asked the U.S. Circuit Court of Appeals for the District of Columbia to lift a court-imposed delay in pursuing a separate line of attack against pollution that crosses state lines. That's an effort to require states to submit plans to reduce pollution coming from coal-fired power plants within their borders.

The appeals court ruled last month that the EPA has the authority to impose the requirement.

It would apply to Alabama, Connecticut, Delaware, Georgia, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, West Virginia, Wisconsin and the District of Columbia.

Vermont officials said the Green Mountain State is a case in point in the debate over air pollutants crossing state lines. It has no major power plants or other sources of the pollutants that cause acid rain, and does not violate the EPA's air quality guidelines. Yet several Vermont lakes are so acidic that they are nearly devoid of aquatic life, said Dianne Sanford, an assistant attorney general.

The EPA has targeted 29 power plants owned by three major utility holding companies: American Electric Power, Cinergy and the Southern Co. The plants are spread across 10 states: Alabama, Florida, Georgia, Illinois, Indiana, Mississippi, Ohio, Tennessee, Virginia and West Virginia.

Vermont did not join the suits against Cinergy and the Southern Co. because of limited resources, said Erick Titrud, an assistant attorney general.

Vermont and EPA officials said Tuesday that the suit against AEP addresses what they called a perverse effect of the Clean Air Act, passed in 1970. They said the law's aim was to require state-of-the-art anti-pollution technology in new power plants; less stringent requirements were applied to older plants in the expectation they would be shut down in the coming years.

Instead, said Gary Guzy, the EPA's general counsel, AEP's older plants were retooled to extend their lives specifically to avoid the tougher requirements that would have applied if they were replaced with new power plants.

"Changes were made to them to avoid the pollution-control requirements," Guzy said. "That's not what Congress had in mind" when it passed the Clean Air Act.

## U.S. Plans To Pay for Ills From Radiation

By Joby Warrick  
Washington Post Staff Writer  
Wednesday, April 12, 2000 ; A01

The Clinton administration, vowing to "right the wrongs of the past," will unveil plans today to compensate thousands of ailing workers who were exposed to radiation while helping to build the nation's nuclear arsenal.

The unprecedented national compensation plan offers payments of \$100,000 to workers with certain cancers, in the first tangible acknowledgment of responsibility for decades of unsafe working conditions in dozens of nuclear bomb factories around the country.

Thousands of other workers would receive help in applying for compensation under liberalized policies that reverse decades of government antagonism to workers' medical claims, according to a draft of the plan obtained by The Washington Post. In addition, workers would receive the benefit of the doubt when plant medical records are missing or flawed, the draft states.

"The government is done fighting workers and now we're going to help them," said Energy Secretary Bill Richardson, confirming details of the plan crafted by the White House National Economic Council. "We're reversing the decades-old practice of opposing worker claims and moving forward to do the right thing."

The plan would cost the federal government an estimated \$400 million over the first five years, officials familiar with the plan said. After that, the cost is expected to decline as cases are settled.

The production of 70,000 nuclear weapons over 50 years employed more than 600,000 men and women at 16 major sites and dozens of smaller ones. Workers have testified in a series of recent hearings that they were frequently exposed to high levels of radiation as well as hazardous chemicals.

In January, the same White House panel concluded--based on the largest-ever review of worker health studies at weapons plants--that workers suffered higher rates of disease from exposure to radiation and toxic chemicals. That decision reversed decades of official denials and began the process of deciding how to compensate workers who became ill.

Under the new proposal, parts of which would require congressional approval, the Energy Department would set up a workers' advocacy office, effective next month, to help current and former employees who believe they suffer from job-related illnesses. Breaking with a long-standing practice of fighting compensation claims in court, the new Occupational Illness Compensation Office would expedite claims, using independent physicians to determine if illnesses are work-related. Once that link is established, the DOE would accept responsibility for the illness.

Under a separate program, workers or survivors of workers who contracted a "radiogenic" cancer after being exposed to radiation on the job could choose between a lump-sum payment of \$100,000 or a negotiated compensation package that covers all medical costs as well as lost wages and job retraining. Common radiogenic cancers include leukemias and myelomas as well as cancers of the bone, lung and thyroid.

If reliable exposure records are not available, the government "will assume [the workers] were exposed to the highest amount of radiation associated with the tasks they performed," the draft states. While the

lump-sum payment would be offered only to workers diagnosed with cancer before the compensation plan is enacted into law, all workers exposed to radiation would be eligible to apply for a compensation package.

Identical coverage would be offered to workers who were exposed to beryllium, a highly toxic metal used in nuclear weapons production.

In recent months, Richardson has announced pilot programs to compensate several relatively small groups, including uranium workers who were exposed to radioactive plutonium at the government's gaseous diffusion plant in Paducah, Ky.

Government-funded medical surveys since 1960 have shown higher rates of at least one type of cancer--varying from thyroid tumors to leukemia--at most of the major facilities that produced nuclear weapons.

Yet, in part because of the cloak of secrecy that enshrouded weapons production, the federal government never acknowledged a link between the cancers and working conditions in the plants. The White House panel in January found "credible evidence" of increased health risks due to "ionizing radiation and chemical and physical hazards."

In draft remarks prepared for today's announcement, Vice President Gore acknowledged that compensation "cannot undo" the suffering of injured workers. But "today this administration begins the process of compensating workers for their suffering and becoming an advocate for all contract workers no matter where they worked."

Recent revelations about workplace hazards in weapons factories also has spurred calls in Congress for compensation. At a Senate Governmental Affairs Committee hearing last month, Sen. Fred D. Thompson (R-Tenn.) termed worker illnesses a "national problem" and urged the administration to be generous in crafting its solution.

"The burden of proof has to be on the government," he said. "If the federal government made mistakes that jeopardized [workers'] health and safety, then we need to do what we can to make it right."

Early reaction to the new proposal was generally positive. Rep. Ted Strickland (D-Ohio), who sponsored compensation legislation with Rep. Edward Whitfield (R-Ky.) earlier this year, credited Richardson with fighting for workers despite resistance within the administration. "This is just one step along the way to making this an accomplished fact," Strickland said. "But I can tell you, the workers are terribly concerned about what's going to happen to them if they don't get some help."

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# Boston's 'Big Dig' Buried in Cost Overruns

*Task Force Assails Concealed Data, Mismanagement; Project Chief Quits*

By PAMELA FERDINAND  
Special to The Washington Post

BOSTON, April 11—In an explosive report condemning lax oversight of the largest public works project in U.S. history, a federal task force today charged that managers of Boston's multibillion-dollar highway project intentionally concealed cost overruns, and recommended their ouster. Within an hour, the chief of the project—known as the "Big Dig"—was asked to resign. And he did.

Task force members grimly spread the blame among state and federal officials alike, concluding that budgetary sleights of hand and secretive bookkeeping by project managers kept cost estimates artificially low while federal highway officials failed to examine the financial forecasts on their own. As a result, what has been sardonically called America's gift to Massachusetts will be even more generous than originally intended, with a new price tag of up to \$13.6 billion—a cost increase of about \$6 billion in the past decade.

The repeated and deliberate failure by Central Artery/Tunnel Williams Tunnel Project managers to disclose the full financial picture stands as one of the most flagrant breaches of the integrity of the Federal/State partnership in the history of the nearly 85-year-old Federal-aid highway program, the report said. The federal government, which has contributed \$5.8 billion, will ultimately assume as much as 70 percent of the cost of moving Boston's downtown highway underground and completing related construction.

The breakdown in trust led Republican Gov. Paul Cellucci to immediately seek the resignation of Massachusetts Turnpike Authority Chairman James J. Kerasiotes, the project's mastermind. Kerasiotes was replaced by state Administration and Finance Secretary Andrew S. Natsios.

"It is my goal to do the job and complete the project. I think he did something very badly in the process,



Richie Mckeon sweeps debris at the "Big Dig" tunnel construction project in Boston. The huge undertaking is designed to relieve the city's traffic woes by moving the downtown section of Interstate 93 underground.

raey—you can't withhold information," said Cellucci, who pledged to "open the windows, open the doors" of the project after being briefed in Washington. "We need to restore credibility to the numbers."

"What the Big Dig needs now is a change of culture," Natsios agreed.

"If I have misled anyone, I am sorry," Kerasiotes said in a statement. "Clearly, people felt that I did mislead them. I must accept that verdict and move on."

That the Big Dig is in a big mess is no surprise to political observers here. Warnings have been sounded for years about the huge project's soaring budget, and the federal report confirms what many have long suspected: Management has failed, and construction costs are as tangled as the traffic woes the endeavor was meant to solve.

Year after year, warnings about cost overruns and mismanagement went unheeded. Official cost estimates mushroomed from \$7.7 billion in 1992 to \$10.8 billion several years later, even as the General Accounting Office and the Federal Highway Administration, among others, predicted costs in excess of \$11 billion.

Agencies seeking project details were kept off or given incomplete information, task force members and others said. Direct access to information was not permitted, and some officials refused to monitor the project's progress.

agement, they said.

"We've been predicting for quite some time that costs were going to be higher than identified," said Raymond DeCarli, deputy inspector general for the U.S. Department of Transportation. "Last May, we were sitting at \$13 billion in costs, and the only reason that wasn't public sooner was that managers in Boston said it wasn't possible, and [that] we were some kind of crazy people."

Even the Federal Highway Administration division here, which recently knew of at least \$500 million in additional costs, relied on state reporting.

"We were asking questions and reviewing things, but if people are not forthcoming, then naturally you get misled as to what is actually occurring," said Federal Highway Administrator Kenneth R. Wykle. Still, he said, "we should have done an independent verification instead of accepting [the figures] at face value."

No one is suggesting that the project, now in its final stages and with a scheduled completion date of 2004, should be abandoned—leaving Boston with a gaping hole in its center. But the massive financial shortfall has sent Massachusetts politicians and bureaucrats scrambling to raise the much-needed cash while simultaneously trying to close another kind of gap—involving their credibility—here and in Washington.

Fourteen task force members first swooped into town after news reports forced Big Dig managers to confirm a \$1.4 billion funding gap in February. The surprise announcement came just hours after federal highway administrators approved their latest annual finance plan, which did not mention the shortfall.

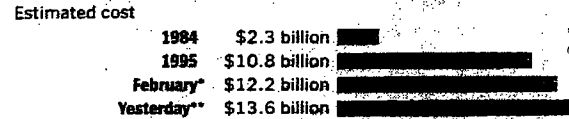
The Securities and Exchange Commission launched a probe into whether project officials misled investors and bond agencies. U.S. Transportation Secretary Rodney E. Slater threatened to freeze federal funding for the project, whose managers had consistently maintained that costs were holding steady at \$10.8 billion. A federal highway official overseeing the project was reassigned, and Cellucci hired accounting firm Deloitte & Touche to conduct an audit.

Though they sent a vitriolic memo to federal officials last fall denying a rise in costs, Big Dig managers knew by then that there would be a "significant" overrun. But they did not want to reveal it until they had calculated an exact figure and recovered the costs. "We felt it was very important that we come up with a number and it be accurate," said project manager Patrick J. Moynihan in a recent interview. "Once you establish a number, it's the number. . . . I regret that people believe they were misled."

Having exposed one of the worst failures in public checkbook balanc-

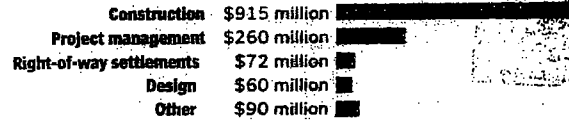
## Runaway Costs

The cost to complete the Boston Central Artery/Tunnel Project has increased tremendously since the initial 1984 estimate.

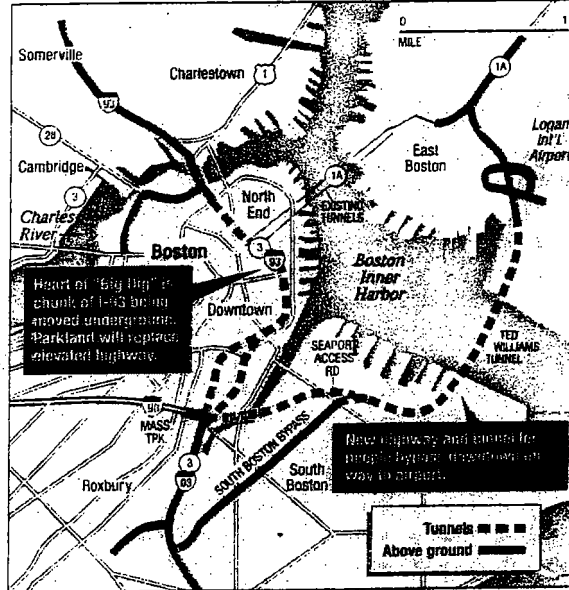


\*Includes \$1.4 billion in overruns  
\*\*Federal task force estimate

Here is how the Massachusetts Turnpike Authority breaks down its estimated \$1.4 billion in cost overruns. A federal task force said the overruns will go much higher.



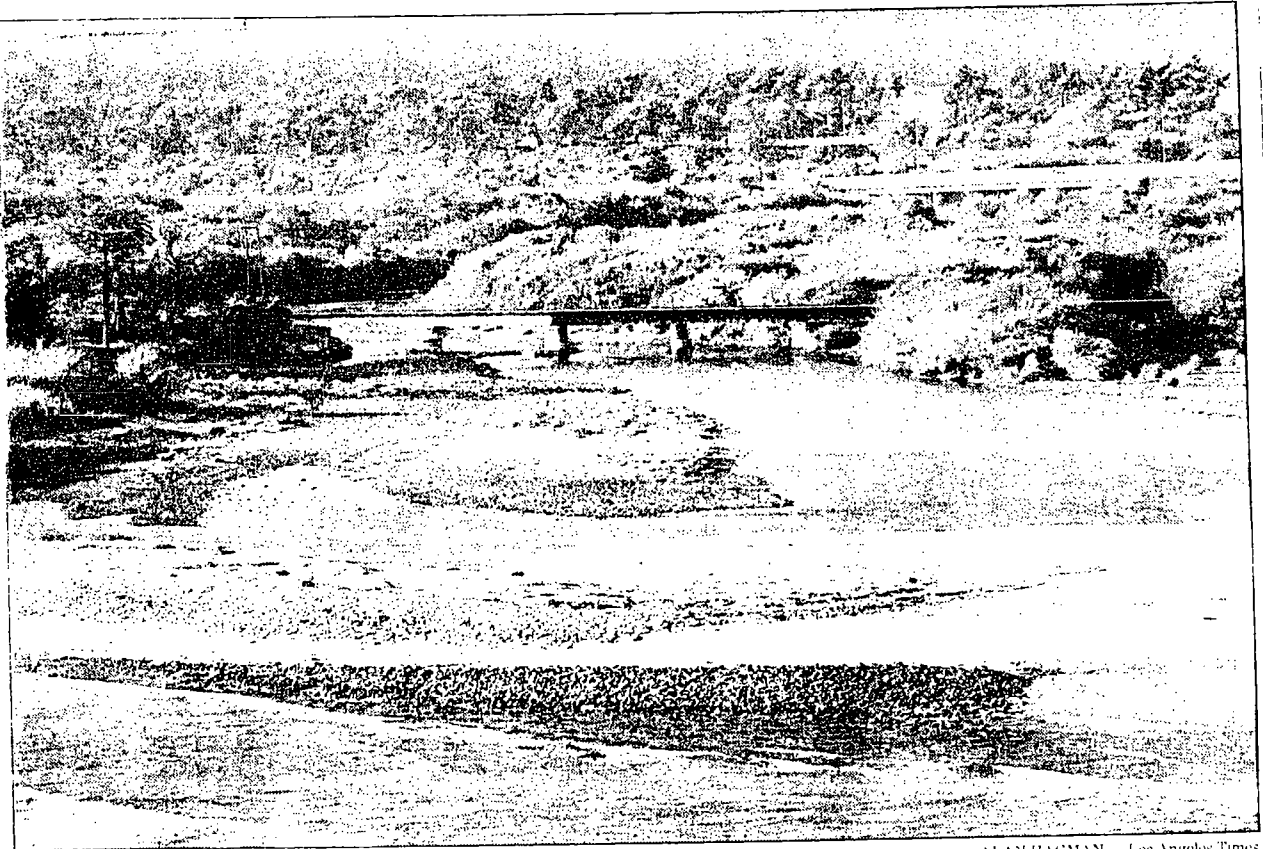
SOURCE: Federal Task Force on the Boston Central Artery Tunnel Project



ing in recent history, the task force today issued 34 recommendations, including a rejection of the Cellucci administration's bailout plan as up-sound and an investigation by federal transportation officials into whether Big Dig managers, including Kerasiotes, should be banned from federally funded projects. The report also raised concerns about the close ties between private con-

sultants and project managers, whom officials here and in Washington accused of dismissing outside criticisms as acts of betrayal.

"There seemed to be an arrogance that they were always right, we were wrong," said state auditor Joseph DeNucci, who issued 11 audits since 1993 alleging mismanagement and financial waste. "For 10 years, no one was paying attention."



ALAN HAGMAN Los Angeles Times

An environmental group says Matilija Dam prevents sand from replenishing beaches. Above, the mouth of the river.

# Rivers Group Demands Removal of Dam

**OJAI**—The Ventura River is among the nation's most endangered rivers and its only hope for recovery is the removal of the Matilija Dam, according to a study

The group American Rivers declared the river as endangered Monday and hopes to spur agencies in Sacramento and Washington to allocate money to tear down Matilija Dam near Ojai.

The dam and other alterations to the river have contributed to the disappearance locally of the steelhead trout, an endangered species. It also has blocked sand from reaching beaches.

With the decaying gray edifice as a backdrop, a coalition of surfers, business leaders, fishermen and envi-

ronmentalists held a press conference in conjunction with American Rivers to identify 13 of the nation's most imperiled waterways. This year, they ranked the Ventura River third. The Lower Snake River in Idaho topped the list, and the north fork of the Feather River near Oroville, the only other California stream, ranked ninth.

"The Matilija Dam has outlived its usefulness. It's a silt tub," said Jim Edmondson, conservation director for California Trout Inc. "Gov. Davis, President Clinton, tear down this dam, tear down this public nuisance."

In Ventura County, where the dam was built to serve farmers and growing young cities just after World War II, it is difficult to find anyone who supports Matilija Dam anymore.

The 190-foot structure filled up with mud and rock years ago, rendering it virtually useless for water storage for irrigation. It holds back about 6 million cubic yards of silt—enough to cover 3,000 football fields with a foot of sand.

"There's 50 years' worth of beach trapped behind this dam, enough sand to widen all the south Ventura County beaches by 30 feet," said Paul Jenkin of the Surfrider Foundation.

The dam is cracking because the concrete used to build it was improperly mixed. State seismic safety officials keep a close eye on it, but it does not appear to be in danger of collapse. The top 30 feet of the dam have been removed because of decay.

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# Anchorage Daily News

Tuesday, April 11, 2000

## Battle vowed on mine

Coal plan eyes Chugach region

By ELIZABETH MANNING  
Daily News reporter

A Korean businessman says he wants to develop a coal mine near the Bering River and the Copper River Delta, inside an area the U.S. Forest Service recently proposed as designated wilderness.

The move, though apparently still in the talking stage, has dismayed environmentalists and other people who value the delta and surrounding land for their scenery and wildlife habitat.

Hyun Joo Shin, chairman of the Korea Alaska Development Corp., said he plans to build a coal mine on Chugach Alaska Corp. land inside Chugach National Forest within five years. Shin predicts the price of coal will be higher then, and he thinks Korea will want to buy more of the resource from Alaska as China exports less.

He said the mine would export 2 million to 3 million tons of coal annually.

"We have to prepare for sunny days when it's raining," Shin said.

Shin flew from Korea to Alaska last week to talk with government agencies about the mine proposal and to tour the Usibelli coal mine, the state's only operating coal mine, near Healy. He also met with Alaska environmentalists to discuss a possible buyout of his company's mining rights.

A number of coal-exporting plans have been proposed in Alaska in recent years, but none have come through. Though Shin said he's serious about developing the mine, he said he has always been willing to consider selling the company's development rights to

conservationists - for the right price.

He would not say exactly how much that would be but said \$10 million would be in the neighborhood.

"Mining is a very risky business," he said. "If someone is going to pay enough to satisfy what we are trying to achieve, there is no reason to object."

Environmentalists worry about the mine but are encouraged by Shin's willingness to sell. If he doesn't sell, they vow to fight the project.

"I can't imagine this project coming to fruition," said Rick Steiner, a University of Alaska professor and member of the Copper River Delta Coalition, a group working to preserve the Copper River Delta.

In recent months, both development and conservation efforts have heated up around the Copper River delta. First the Forest Service granted Chugach Alaska a long-promised easement to timberland around the delta. Chugach says it has no plans to immediately log the area but won't sell its development rights.

Then the Forest Service recommended in a working draft of its forest plan revision that the eastern half of the delta area be designated wilderness.

In a separate action Monday, American Rivers, a national environmental group, named the Copper River the country's fourth-most endangered river. It cited the proposed logging road as the reason, but the mine would also threaten the delta, said Scott Anaya of the National Wildlife Federation.

Shin said the mine would operate under careful environmental standards. He said that if he goes forward with the mine, he plans to work closely with the Copper River Delta Coalition.

Shin's company bought the coal rights from Chugach Alaska in 1987. He proposes shipping the coal to the coast by rail. At Controller Bay, the coal would be transported by barge or a floating bridge to deeper water, where it could be loaded onto ships.

Steiner said potential environmental problems with the mine range from visual scars in what is now de facto wilderness to the potential of coal storage pits leaching into groundwater and eventually into the Bering River.

He notes that some of the earliest environmental battles were fought over the delta after President Theodore Roosevelt designated the area

a national forest in the early 1900s in part to stop a coal mine proposed by the Guggenheims and J.P. Morgan.

"This is one of the wildest places in North America," Steiner said.

Reporter Elizabeth Manning can be reached at [emanning@adn.com](mailto:emanning@adn.com).

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Wash Post 4/12/00

# Initiative to Encourage Telecommuting

## Regional Goal Is to Double Number of People Working From Home or in Centers

By ALAN SIPRESS  
Washington Post Staff Writer

An ambitious initiative aimed at more than doubling the number of telecommuters in the next five years is likely to win approval today from the Metropolitan Washington Council of Governments, which fears that rapid development could further choke the region's roads.

The goal would be to increase the proportion of area employees who work at least one day a month from home or in telecommuting centers to 20 percent, representing more than 600,000 people. The number of employees who now telecommute at least once a month is 250,000, or 12 percent of the current work force, according to a study by COG, which includes representatives of 17 local governments across the region.

"We're talking about really big increases here, but they're not beyond the pale," said Ronald F. Kirby,

COG's chief transportation planner.

The drive to increase telecommuting has assumed a new urgency because of revised projections this spring that show the region's population in 2005 will be 1 percent higher than the prediction made last year. With much of that growth in outer suburbs where residents are completely dependent on cars for transportation, the growth in traffic is likely to be dramatic, planners say.

The region must move decisively to moderate this increase by 2005, when Washington will have to comply with new federal air-quality standards or freeze the construction of highway and transit projects.

Although the initiative led by Fairfax County Supervisor Gerald E. Connolly (D-Providence), who chairs the COG board, does not set aside new money, it endorses legislation introduced in Congress last month by Rep. Frank R. Wolf (R-Va.) to offer a \$500 tax credit to employers or workers who purchase equip-

ment for telecommuting.

Kirby said COG also would back state efforts, such as the proposal by Virginia Gov. James S. Gilmore III (R) this winter to spend \$10 million over two years on tax incentives for companies that encourage their employees to telecommute. That measure was defeated in the General Assembly. But the Gilmore administration continues to encourage the practice, and Highway Commissioner Charles D. "Chip" Nottingham said yesterday that he plans later this month to begin telecommuting one day a week from a federally funded center in Woodbridge, about 25 minutes from his Fredericksburg home.

Much of the effort to boost telecommuting will involve persuading governments and companies to foster this practice among their employees, officials said. As part of COG's public relations campaign, Connolly has scheduled a news conference after the council's meeting

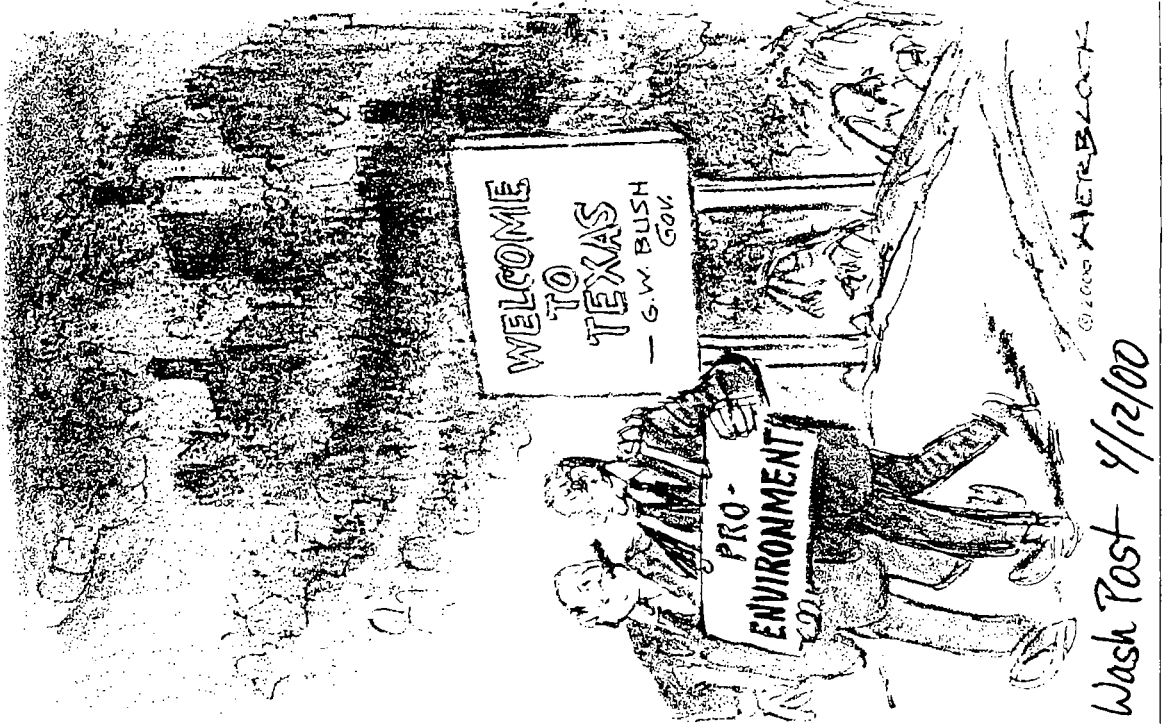
today to highlight steps that executives can take to promote telecommuting.

At the news conference, a top official from the U.S. Department of Energy is to announce that the federal government will seek to substantially increase the proportion of its employees who telecommute. The Office of Personnel Management reported about a year ago that slightly more than 1 percent of federal workers do so.

The goal proposed by COG would require that about 6 percent of the region's labor force, or 186,000 employees in 2005, work from home or telework centers on any given day.

While this would represent a vast increase in the number of telecommuters, Kirby said the popularity of working from home is already growing rapidly as computer and communications technology improves. The region's rapidly worsening traffic is also persuading more employees to telecommute, he said.

"IT'S GOOD TO GET OUT OF THAT DAMN SMOG  
SO PEOPLE CAN SEE WHAT I'M FOR"



# Senate Scraps Lott-Led Bid to Roll Back Federal Gasoline Tax

By **PHILIP DUNBAR**  
Washington Post Staff Writer

The Senate yesterday scuttled a bill championed by Majority Leader Trent Lott (R-Miss.) to suspend at least part of the federal gasoline tax, as a dozen Republicans joined Democrats in blocking further action on the measure.

Despite assertions by Lott and supporters that Americans wanted a tax cut to help reduce high gasoline prices, many senators said they were more concerned that a tax

rollback might jeopardize popular highway and transportation projects.

"Yes, there's anger at the pump. But there's also anger behind the wheel" because of congestion that could be relieved by transportation spending funded by the gasoline tax, said Sen. John W. Warner (R-Va.), a leader in the bipartisan effort to head off Lott's proposal.

The 56 to 43 vote against the initiative left it 17 votes short of the 60 needed to put it on track for passage and appeared to doom the leg-

islation—at least "for now," Lott conceded.

But Lott, brushing off a high-profile defeat at the hands of the GOP-controlled Senate, said the debate had been valuable in focusing a spotlight on what he called the administration's lack of an energy policy and the country's continued dependence on foreign oil.

Some of Lott's GOP allies were even more pointed in their attacks, hammering at what they called the "Gore fuel tax"—a reference to the vice president's tie-breaking vote

that led to passage of the most recent gasoline tax increase in 1993.

Lott's bill would have rolled back that increase of 4.3 cents a gallon for the rest of this year and suspended the remainder of the 18.4 cents-a-gallon levy through year's end if average gasoline prices exceeded \$2 a gallon.

It was the first of several tax bills being considered by both houses as the deadline to file federal income taxes approaches Monday night. After the gasoline tax vote, the Senate moved on to legislation that

would reduce taxes for married couples, only to run into a partisan squabble over how to proceed.

Lott said no highway projects would have been jeopardized by his bill because it would have used funds from the anticipated budget surplus to replenish the highway trust fund, which is financed by gasoline tax revenue.

But Minority Leader Thomas A. Daschle (D-S.D.) argued that Republicans had already used up the surplus with other proposed tax cuts and warned that highway pro-

jects were in jeopardy. Critics also said there was no guarantee that oil companies would pass any savings to customers and argued that the relatively small tax cut would have little effect on prices.

All Washington area senators voted against proceeding with the bill. The 12 Republicans who joined Democrats to oppose the measure ranged from New England moderates to western conservatives representing sparsely populated states that are heavily dependent on federal highway money.

GENETICALLY MODIFIED PRODUCTS EXPLICIT LIABILITY FOR CONTAMINATION 'UNACCEPTABLE', SAYS ENVIRONMENT COMMISSIONER

Financial Times 4/12/00

## Brussels seeks backing on biotech laws

By **Michael Smith and Michela Wrong** in Strasbourg

The European Union's environment commissioner last night urged the European parliament to approve new legislation on genetically modified (GM) products, but to reject proposals introducing an environmental liability regime specifically for biotechnology companies.

Addressing the assembly before a vote today on modi-

fied products, Margot Wallström said the EU, whose approval of GM organisms has been in effect deadlocked for two years, urgently needed a new licensing framework. However, she described an amendment seeking to introduce explicit liability for GM contamination as "unacceptable".

She also criticised two amendments which require member states to prevent "genetic pollution" and ban antibiotic resistance marker

genes used in some GM products, markers suspected of spreading antibiotic resistance. The commissioner's words will disappoint consumer groups, who earlier this week called for the amendments to be adopted.

In a letter to all members of parliament, the European Consumer's Organisation said it would be watching events closely to see whether MEPs put the interests of consumers or the biotechnology companies first.

Parliament has a decisive role in determining new legislation for GM products, whose licensing in Europe has been stalled by the public furore over the new technology.

The final shape of the legislation will be decided later this year after conciliation involving representatives of the assembly and EU member states.

Ms Wallström said the issue of liability for environmental contamination

caused by the controversial new organisms had already been tackled in legislation drafted by the European Commission on environmental liability affecting all products. "I can assure you that I will do my utmost to be able to present this new legislation before the end of next year," she said.

Acknowledging that antibiotic markers clearly needed to be phased out and replaced, Ms Wallström said the Commission could not

agree to a general ban as there was no scientific evidence that all GM organisms of this type threatened health or the environment.

She called for case-by-case risk analysis and said the same approach should be used when tackling the issue of potential gene transfer.

The commissioner's intervention will be welcomed by European biotech companies, which say specific liability would increase insurance costs.



THIS STORY HAS BEEN FORMATTED FOR EASY PRINTING

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## Canada moves to help wildlife

By Colin Nickerson, Globe Staff, 4/12/2000

**M**ONTREAL - Long criticized for its failure to protect rare wildlife, Canada yesterday introduced its first federal endangered-species legislation, more than a quarter-century after the United States.

Environmental Minister David Anderson said the long-awaited bill, if passed by the House of Commons, will impose stiff penalties on corporations and private landowners that kill endangered species or destroy their habitat.

"We are losing species today at a much faster rate, and that is due to human activity," Anderson told Parliament in Ottawa, the capital. "We must turn this trend around and ensure species will not become extinct or endangered in Canada."

Most controversially, the law would impose fines of up to \$700,000 or jail terms for executives of companies that harm endangered animals or plants. Mining and logging are highly important sectors of the Canadian economy, and the bill has been fought by natural resources companies, which enjoy far greater political clout in Canada than in the United States.

For all the government rhetoric surrounding the bill - years in the making, and still likely to undergo modification in Parliament - leading environmental organizations criticized it as too lenient and riddled with loopholes.

"It's not a strong bill, and on the whole we're quite disappointed," said Gregory Hamara, spokesman for the World Wildlife Fund Canada. "Canada is still falling far short of endangered-species laws in the US and even Mexico. We're behind nearly every country in the Western world on this."

In the environmentalist view, the most glaring problem with the proposed law is its failure to provide consistent and uniform protection for the 340 species at risk in Canada. These species include the beluga whale, swift fox, burrowing owl, piping plover, and northern cricket frog, as well as such plant species as the pink coreopsis of southwestern Nova Scotia.

Roughly 70,000 species of animals and plants exist in Canada, many found nowhere else on earth.

The bill applies only to federally owned lands, not provincial lands or private land. And in a gigantic exemption, federal lands north of 60 degrees latitude - a swath encompassing more than a third of the country - will not come under the law, an apparent sop to aboriginal

people who claim a "traditional" right to hunt any creature they please.

"It doesn't give broad protection to species or, most critically, to their habitats," said Rita Morbida, biodiversity coordinator for the Sierra Club of Canada. "It's a step forward, but a timid little step. It leaves too much to the politicians."

Critics were especially unhappy that the bill leaves it to Cabinet ministers, not scientists, to determine what species of flora and fauna will receive protection under the law, more or less on a case-by-case basis. Cabinet ministers oversee the day-to-day workings of Canada's government under the direction of the prime minister.

Environmental Minister Anderson defended the bill at a news conference. "I don't see any better legislation anywhere else in the world," he said.

Environmental activists did praise the government for its approach of seeking common ground among environmentalists, industry, and private landowners, especially farmers and ranchers.

"The government is really striving to encourage cooperation, and trying to defuse confrontation," Morbida said. "But at some point, you have say 'Look, such-and-such a species is endangered, so you can't kill it in Canada, period.' This bill doesn't even do that."

But Anderson said Canada has no need for such a tough and uncompromising law as that in the United States, where the Endangered Species Act has been accused of occasionally going to extreme lengths to defend a handful of salamanders or obscure fish against any development.

"An automatic system which allows no involvement of people whose interests might be affected is clearly unacceptable in a democracy," he said. "Our legislation is a great deal better than the American law."

This story ran on page A5 of the Boston Globe on 4/12/2000.  
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# Greenwire

NATIONAL JOURNAL'S ENVIRONMENTAL NEWS SERVICE

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Thursday, April 13, 2000

## ► SPOTLIGHT

### On The Decline

The world's amphibian populations are continuing a decline first noticed in the 1980s, according to a University of Ottawa-led study.

The overall number of amphibians dropped 15 percent per year from 1960 to 1966, and continued to decline about 2 percent per year through 1997, says the study, published in today's issue of the journal *Nature*.

The researchers say their findings provide conclusive proof of a widespread decline. Previous evidence was mostly anecdotal or derived from short-term studies covering small areas. [\(#1\)](#)

#### QUOTE OF THE DAY

"It's like trying to keep Jell-O molds together at an outdoor wedding."

*Potomac Electric Power Co. spokeswoman Nancy Moses on the company's efforts to contain a 111,000-gallon fuel spill. [\(#7\)](#)*

#### TOP NEWS

##### Moving Foreword

New foreword to **Gore's** book "Earth In The Balance" reaffirms call for activism. [\(#5\)](#)

##### Double Trouble

Price of Hanford cleanup likely to double, causing more delays. [\(#8\)](#)

##### All Mine

21 enviro groups ask **Clinton** to support court ruling on mountaintop removal mining. [\(#10\)](#)

##### Royal Flush

Move to repeal mandates for low-flow showers and toilets fails in House subcommittee. [\(#11\)](#)

##### Amazon.gone

Brazil report says illegal farming and logging is destroying Amazon at a continual rate. [\(#14\)](#)

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### **The Kicker**

## ▶ **SPOTLIGHT STORY**

- 1** **AMPHIBIANS: World Populations Continue Decline -- Study**

The world's amphibian populations are continuing a decline first noticed in the 1980s, according to a University of Ottawa-led study.

But the decline may have started well before "scientists first sounded the alarm" in the 1980s. The overall number of amphibians dropped 15 percent per year from 1960 to 1966, and continued to decline about 2 percent per year through 1997, says the study, published in today's issue of the journal *Nature* (Jeff Barnard, AP/Albany Times Union/others, April 13).

The researchers say their findings provide conclusive proof of a widespread decline. Previous evidence was "either anecdotal or derived from short-term studies at small geographical scales," the researchers said (Alex Kirby, BBC News online, April 12). The study is the biggest statistical analysis ever done on amphibians, using data conducted on 936 populations and 157 species in 37 countries and eight regions around the world.

The cause of the decline is not known, but scientists suspect many factors, including loss of wetlands; use of fertilizers and pesticides; increased ultraviolet radiation exposure due to ozone layer depletion; and the introduction of exotic predators (Australian Associated Press, April 13). -- **MB**

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## ► POLITICS & SOCIETY

### 2 CAMPAIGN 2000: LCV Announces \$6 Million Bipartisan Effort

The League of Conservation Voters plans to announce a \$6 million effort today to support several candidates in both parties with independent advertising campaigns and organizing efforts (James V. Grimaldi, Washington Post, April 13).

The group will kick off its "Earth Day to Election Day" political program by launching a new "Environmental Champions" campaign, announcing endorsed congressional candidates and those named to the group's "EarthList" (LCV release, April 10).

LCV President Deb Callahan: "Frankly, we had been targeting a lot of anti-environmental Republicans, which didn't help support some of our good friends on both sides of the aisle. This way we can tip our hats to both sides."

The group will run ads for its "Environmental Champions," Reps. Christopher Shays (R-CT), Jay Inslee (D-WA) and Joseph M. Hoeffel III (D-PA). And Reps. Jim Ramstad (R-MN), Marge Roukema (R-NJ), Sherwood Boehlert (R-NY), David Bonior (D-MI), Mark Udall (D-CO) and Rush Holt (D-NJ) and Sen. James M. Jeffords (R-VT), the LCV's "EarthList" candidates, will receive aid (Grimaldi, Washington Post). -- **MB**

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### 3 PROTEST: Criticism Continues Of World Bank, IMF

"Third World debt relief and better environmental policies for developing nations are the common threads running through the welter of protests in Washington this week," in anticipation of the upcoming meetings of the World Bank and International Monetary Fund, the Baltimore Sun reports.

Critics say the sister institutions "promote environmental destruction" by requiring economic programs that force countries to deplete their natural resources and agree to capital programs such as oil pipelines and dams. World Bank President James Wolfenson defended the institution yesterday, saying, "We're putting a huge amount of money into environmental

issues. We're putting money into solar, into wind, into water" (Jay Hancock). He added: "I worry about tearing down the institutions at a time when the poverty challenges are the greatest" (Merrill Goozner, *Chicago Tribune*).

The bank recently has instituted more stringent rules regarding the environmental impacts of their projects. But environmentalists still "give the bank mixed marks" (John Burgess, *Washington Post*).

*Portland [ME] Press Herald* columnist Jack Beaudoin: "The protesters in Washington this week may not always look like the rest of us, but they're fighting for the things we say are important. ... People who live in developing nations deserve the same environmental protections, wage and labor safeguards, civil rights and sovereignty as people living in highly industrialized states" (April 12).

### **Damned If You Do, Damned If You Don't**

The Cato Institute criticizes the World Bank in a new report, "The Greening of the World Bank: A Lesson in Bureaucratic Survival." James M. Sheehan says the bank "has appeased its critics" by "enlisting environmental advocacy groups in its projects" (Cato release, April 12).

### **Raffi ... Redefined?**

Musician and environmental activist Raffi Cavoukian has taken some flak from environmental groups for his appearance at a World Bank conference, "Investing in Our Children's Future," earlier this week. Brent Blackwelder, executive director of Friends of the Earth: "I think that Raffi may not be aware of the serious human rights and environmental abuses that have been occasioned by World Bank projects."

Raffi: "I was sticking up for children" (Lloyd Grove, *Washington Post*, April 12). (All cites April 13 unless noted.) -- **JD**

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## **4 EPA: Survey Gives Agency High Favorability Rating**

The U.S. EPA received "relatively high" marks for overall performance, though support for the agency differed dramatically among respondents, according to a new survey by the Pew Research Center.

The survey targeted constituents of five government agencies. For input on the EPA, Pew asked favorability questions of environmental advocates, business regulatory officers and the general public. Sixty-two percent of the public and 88 percent of environmental advocates said stricter environmental laws are worth the cost, but only 44 percent of business officers agreed. Of the business officers rejecting the EPA's mission, only 25 percent had a favorable view of the agency.

The EPA, along with the other surveyed agencies, received low marks for bureaucratic slowness. Only 14 percent of environmental advocates felt the agency "doesn't work too slowly" (Stephen Barr, *Washington Post*, April 13). -- **RP**

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## **5 GORE: Book Reissue Reaffirms Call For Activism**

The foreword to the new edition of Vice President Al Gore's book, "Earth in the Balance," contains a "stirring new call to environmental activism," including several controversial assertions, the *Los Angeles Times* reports.

Gore's new foreword "makes clear that he intends to wage a campaign as an ardent environmentalist -- and reclaim his mantle as the Paul Revere of the movement." Gore says environmental protection is the most urgent challenge after the threat of nuclear war. "Global pollution not only risks our quality of life but could rend the fabric of life itself," Gore writes.

In the new foreword, Gore reaffirms perhaps the most controversial point in the book: that "completely eliminating" the internal combustion engine needs to be done. Gore defends his stance, saying "I was calling not for an end to the car industry but for new types of cars." Gore also warns of the dangers posed by global warming, calling on the Senate to ratify the Kyoto Protocol on Climate Change.

The reissue of "Earth in the Balance" on Earth Day, April 22, "will be a sharp reminder that the environment looms as perhaps the trickiest issue" before Gore and Texas Gov. George W. Bush (R) as they campaign for the presidency.

But Republicans "are looking forward to promoting Gore's book." Scott Reed, who managed former Kansas Sen. Bob Dole's (R) 1996 White House campaign: "This is an issue Republicans plan to wrap around his neck" (Edwin Chen, April 13). -- **MB**

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## ▶ AIR & WATER

### 6 WATER POLLUTION: EPA To Investigate Cruise Ship Pollution

The U.S. EPA is launching a review of the cruise ship industry to determine whether tighter rules are warranted to reduce cruise ship pollution.

Fifty-four environmental groups petitioned the EPA to examine how cruise ships dispose of sink and shower waste, sewage, hazardous wastes and bilge water.

An EPA memo dated March 31 said that "rapid response to this petition is necessary" because of the importance of the issue. Steve Torok of the EPA: "We'll be looking at every point in the petition."

EPA offices in Alaska, California and Florida will spearhead the investigation, since those states host a large number of cruise ships (Paula Dobbyn, Anchorage Daily News, April 13). -- **DAF**

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### 7 OIL SPILLS: EPA Chastises Pepco For Response

Potomac Electric Power Co. "did not know whom to call" after a storm spread oil from a ruptured pipeline into Maryland's Patuxent River, according to the U.S. EPA's on-scene coordinator.

Colby E. Stanton, the federal official in charge of the cleanup, said Pepco was unprepared to deal with the April 7 spill and should have begun removing the 111,000 gallons of fuel oil sooner. Pepco crews also had several problems in cleanup efforts that involved laying booms to protect two other creeks. All of the creeks ended up polluted.

Pepco defended their cleanup but conceded some of Stanton's complaints. Pepco spokeswoman Nancy Moses: "It's like trying to keep Jell-O molds together at an outdoor wedding ... and it becomes 95 degrees all of a sudden. Nature overcame us."

Cleanup efforts reached a "satisfactory" point yesterday, Stanton said. Four barges

skimmed oil from the Patuxent, and workers mopped oil from the beaches. Maryland state officials are still assessing the impact on wildlife (Shields/McCaffrey, *Washington Post*, April 13).

Pepco hand-delivered letters to southern Maryland residents yesterday, apologizing "profusely for the acts of nature and human errors that created the mess" (Joel McCord, Baltimore *Sun*, April 13). -- **RP**

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## ► WASTES & HAZARDOUS SUBSTANCES

### 8 HANFORD: Cleanup Estimates Skyrocket

The cost of cleaning up 54 million gallons of radioactive waste at the Hanford Nuclear Reservation in Washington state could nearly double, which likely would cause another delay, the Energy Department said yesterday.

The government's lead contractor, BNFL, Inc., recently informed the DOE that its cost estimate two years ago of about \$7 billion was "flat wrong." BNFL now predicts the price could reach \$13 billion. But the DOE says Congress may not accept the higher price.

The new cost estimates could put cleanup deadlines recently set by the state Department of Ecology "in serious jeopardy" (Robert Gavin, *Seattle Post-Intelligencer*, April 13). -- **RP**

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## ► NATURAL RESOURCES

### 9 EVERGLADES: GAO Audit Finds Land Purchase Procedures Ineffective

Government agencies empowered to buy and preserve land as part of the Everglades restoration project are going about it in a "haphazard and sometimes ineffective way," according to a General Accounting Office [report](#).

Jim Wells, director of energy, resources and science issues at the GAO, said agencies are "buying land wherever they can find it, whenever they can find it, paying whatever price they can get it for."

The South Florida Ecosystem Restoration Task Force coordinates land-buying efforts but does not purchase land itself. The report, released on April 5, asks the task force to adopt plans that would not only expedite land purchases, but also ensure the deals will actually help the Everglades. A plan should include the number of acres needed to meet restoration goals, proposed uses for the land and an estimated time frame for purchases.

The report also criticizes the Interior Department for not purchasing as much land as it could have. After Congress allocated the DOI \$200 million to buy Florida land during a three-year period, the department developed a policy requiring Florida to pay half the cost of each land purchase. But the matching policy was not consistently applied, the report says, adding that the DOI should have had \$77 million more available for land purchases.

Peter Umhofer, policy advisor for the DOI: "We believe we met the intent of Congress in acquiring key tracts of land as quickly as possible" (Rafer Guzman, *Wall Street Journal*, April 12). -- **RP**

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## 10 MINING: Enviros Ask Clinton To Support Court Ruling

Twenty-one environmental groups asked President Clinton yesterday to support a federal court ruling that mountaintop removal coal mining violates the Clean Water Act (Ken Ward, *Charleston Gazette*, April 13).

Federal Judge Charles H. Haden II ruled last year that the practice violated the Clean Water Act but stayed his decision upon appeal. In a letter to Clinton yesterday, the groups asked that Clinton ensure no federal agency "takes any action that would compromise our clean water laws by allowing the continuation of dumping of millions of tons of mining waste into our waterways."

The groups also met with administration officials this week but called the meeting "discouraging." Lois J. Schiffer, assistant attorney general for the environment, said of the letter to Clinton: "We think it misses that what we are doing is really interpreting two complicated and interrelated statutes in a way that protects both the environment and jobs" (Francis X. Clines, *New York Times*, April 13).

Esten F. Perez of Friends of the Earth: "We would hope that with Earth Day just weeks away, the Clinton-Gore Administration would stand up for the environment and communities of West Virginia -- not broker a deal with the coal industry to permanently destroy our rivers and streams and forever weaken the Clean Water Act" (FoE release, April 12).

A *Washington Post* editorial agrees with the environmentalists and a collection of 23 House members from both parties who wrote Clinton to oppose an appeal of the ruling. The paper: "They've got it right. The administration ought to be looking for ways to protect the streams and valleys in West Virginia and other mining regions, not to facilitate their burial" (April 13). -- DAF

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## 11 CONSERVATION: Water Restriction Bill Goes Down The Drain

The House Commerce subcommittee on water and power voted down a bill yesterday that would have eliminated 1992 federal water conservation regulations that sharply restrict the water flow of shower heads and toilets.

The current standards are thought to save up to 14,000 gallons of water per toilet per year. Supporters of the restrictions say problems with low-flow toilets stem from poor design, not the lower capacity (Michael Steel, *National Journal News Service*, April 12).

Congressional Republicans had pushed a measure to repeal the restrictions, but it was defeated yesterday by subcommittee Democrats and two Republicans from fast-growing states with limited fresh water: Reps. Heather Wilson (NM) and Michael Bilirakis (FL) (Matt Kelley, *AP/Boston Globe*, April 13). -- DIL

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### ► IN THE STATES

## 12 NEW YORK: Deal Stipulates Cleaner Buses For NYC

New York City's bus fleet -- by far the nation's largest -- will shift gears under a deal struck yesterday that will move the vehicles away from diesel power and toward cleaner

burning fuels in "the most sweeping environmental change in the history of the city's transit system."

New York lawmakers reached a deal with the Metropolitan Transportation Authority directing 44 percent of buses purchased in the agency's next capital plan to be powered by natural gas or hybrid-electric technology instead of diesel. The MTA also agreed to install pollution traps on the exhaust pipes of every diesel-powered bus by 2003 and use low-sulfur fuel.

The deal does not rank New York as high as cities such as Los Angeles, Atlanta or Tempe, AZ, which have discontinued all purchases of diesel buses. Still, New York Gov. George E. Pataki (R) said it was "probably the most important step the MTA has ever made toward cleaning up the city's environment" (Randy Kennedy, *New York Times*, April 13). --

**RP**

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## ▶ INTERNATIONAL

### 13 GENETIC ENGINEERING: Parliament Rejects Enviro Amendments

The European Parliament approved new biotechnology legislation that avoids tougher regulation on the licensing of genetically modified products.

Endorsed by European Union Environment Commissioner Margot Wallstroem, the plan supports a licensing system already approved by European Union governments. The parliament rejected proposals supported by environmentalists that would have held companies responsible for damage to human health and the environment. The parliament also rejected measures to fight "genetic pollution" (Smith/Wrong, *Financial Times*).

U.K. Member of European Parliament David Bowe, who proposed the liability amendment: "They say their products are safe, but today's vote shows they are clearly not prepared to put their money where their mouth is" (Andrew Osborn, *London Guardian*)

Paul Muys, communications director at EuropaBio, a lobbying group representing about 700 biotechnology companies, described the vote as "a huge yes vote for us" (David Lister, *London Times*). (All cites April 13.) -- **DIL**

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### 14 BRAZIL: Rate Of Amazon Loss Remains Unchanged -- Report

The Amazon rainforest is being destroyed at a continuing rate, with about 6,300 square miles lost in 1998-99 due to illegal logging and farming, a Brazilian government report says.

The loss is nearly identical to the 1997-98 figure of 6,700 square miles, which was almost a third more than the previous year. But Brazilian officials "took comfort in the fact" that it had not increased (Alex Kirby, *BBC News* online, April 12). Mary Allegretti of the environment ministry: "It is still a fragile situation, but at least the rate has been stabilized."

Environmentalists said changing consumer habits in Brazil is essential to reversing the trend, as Brazilians purchase more than 80 percent of the Amazon timber. Environmentalists have helped organize a coalition of 40 Brazilian companies that have pledged to buy only timber certified as having been legally logged (Geoff Dyer, *Financial Times*, April 13). --

**MB**

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# 15 CHINA: Disney Urges Hong Kong To Improve Air Quality

Walt Disney chairman Michael Eisner warned Hong Kong Chief Executive Tung Chee-hwa on April 10 the city should do more to address its air pollution.

But Eisner did not say whether the company's concerns were enough to threaten a new theme park scheduled to open in Hong Kong in five years.

Hong Kong environmental groups opposed to the Disney park "said they found it ironic the company was now criticizing" Tung. Ho Wai-chi of Greenpeace: "Now Disney is telling Hong Kong to clean up the environment. They have a point; Hong Kong will pay a price for not doing what should have been done years ago" (Jennifer Ehrlich, *South China Morning Post*, April 12).

## Conference Cancelled Due To Pollution

Concerns over worsening air pollution has forced organizers to cancel an international business conference in Hong Kong, officials said on April 11.

Hong Kong Tourist Association spokesman Peter Randall said it was the first such cancellation due to air pollution. Randall: "We are surprised by the withdrawal. ... But we can't solve pollution overnight."

The name of the conference organizer was not disclosed (Singapore *Straits Times*, April 12). -- MB

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## ► THE KICKER

### Gone To The Dogs

National Park Service officials are having a hard time keeping the dogs out of Fort Funston park, one of the few "off leash" dog runs in San Francisco. Last month, they fenced off a six-acre area of dunes and bluffs, saying the dogs disrupt the threatened bank swallow, which migrates there each year. Dog owners convinced a judge to reopen part of the park and later this month the judge will decide whether the rest of the park should be opened. Anne Farrow of the group Fort Funston Dog Walkers says the dogs may be beneficial for the birds, noting that there are now fewer birds living in two restricted areas of the park. Farrow: "Maybe they like the social life" (Jim Carlton, *Wall Street Journal*, April 12). -- MB

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## FEDERAL WORKFORCE TRANSPORTATION

By the authority vested in me as President by the Constitution and the laws of the United States of America, including the Transportation Equity Act for the 21<sup>st</sup> Century (Public Law 105-178), section 1911 of the Energy Policy Act of 1992 (Public Law 102-486), section 531(a)(1) of the Deficit Reduction Act of 1984 (26 U.S.C. 132), and the Federal Employees Clean Air Incentives Act (Public Law 103-172), and in order to reduce Federal employees' contribution to traffic congestion and air pollution and to expand their commuting alternatives, it is hereby ordered as follows:

Section 1. Mass Transportation and Vanpool Transportation Fringe Benefit Program. (a)

By no later than October 1, 2000, Federal agencies shall implement a transportation fringe benefit program that offers qualified Federal employees the option to exclude from taxable wages and compensation, consistent with section 132 of title 26, United States Code, employee commuting costs incurred through the use of mass transportation and vanpools, not to exceed the maximum level allowed by law (26 U.S.C. 132 (f)(2)). These agency programs shall comply with the requirements of Internal Revenue Service regulations for qualified transportation fringe benefits under section 1.132-9 of title 26, Code of Federal Regulations, and other guidance.

(b) Federal agencies are encouraged to use any non-monetary incentive that the agencies may otherwise offer under any other provision of law or other authority to encourage mass transportation and vanpool use, as provided for in section 7905(b)(2)(C) of title 5, United States Code.

Sec. 2. Federal Agencies in the National Capital Region. Federal agencies in the National Capital Region shall implement a "transit pass" transportation fringe benefit program for their qualified Federal employees by no later than October 1, 2000. Under this program, agencies shall provide their qualified Federal employees, in addition to current compensation, transit passes as defined in section 132(f)(5) of title 26, United States Code, in amounts approximately equal to employee commuting costs, not to exceed the maximum level allowed by law (26 U.S.C. 132(f)(2)). The National Capital Region is defined as the District of Columbia;




Montgomery and Prince George's and Frederick Counties in Maryland; Arlington, Fairfax, Loudon, and Prince William Counties in Virginia; and all cities now or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of said counties.

Sec. 3. Nationwide Pilot Program. The Department of Transportation, the Environmental Protection Agency, and the Department of Energy shall implement a "transit pass" transportation fringe benefit program, as described in section 2 of this order, for all of their qualified Federal employees as a three-year pilot program by no later than October 1, 2000. Before determining whether the program should be extended to other Federal employees nationwide, it shall be analyzed by an entity determined by the agencies identified in section 4 of this order to see, among other things, if it is effective in reducing single occupancy vehicle travel and local area traffic congestion. ( )

Sec. 4. Guidance. Federal agencies shall develop plans to implement this order in consultation with the Department of the Treasury, the Department of Transportation, the Environmental Protection Agency, the Office of Personnel Management, the General Services Administration, and the Office of Management and Budget. Federal agencies that currently have more generous programs or benefits in place may continue to offer those programs or benefits. Agencies shall absorb the costs of implementing this order within the sums received pursuant to the President's FY 2001 budget request to Congress.

Sec. 5. Judicial Review. This order is not intended to and does not create any right or benefit, substantive or procedural, enforceable at law by any party against the United States, its agencies or instrumentalities, its officers or employees, or any other person.

THE WHITE HOUSE,

 **SCHEDULE FOR VICE PRESIDENT AL GORE**  
 **FRIDAY, APRIL 21, 2000**  
 **DRAFT #7**

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- 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  
10:30 AM

**GREET TBD**

10:35 AM  
10:40 AM

**HOLD FOR PHONE CALL**

Hold  
Contact: Michael Feldman

10:45 AM  
11:45 AM

**21<sup>st</sup> CENTURY TRUCKS EVENT**

Location: Freight Room  
Participation: 200 guests TBD – Trucking Cos, labor, enviros  
Podium: WHCA Toast  
Electeds: TBD – Sen. Levin, Reps Conyers, Kilpatrick, Dingell,  
Mayor Archer, Cty Exec McNamara  
Remarks: Eli Attie  
Attire: TBD  
Call Time: 9:45am  
Event Contact: Roger Ballentine  
DOE Contact: Dave Leiter: (202) 586-1404  
Staff Contact: Mike Feldman

**OPEN PRESS**

Format:

LEVIN?

- Pre-program TBD: Congressional District Rep TBD, Admin. Browner remarks, Secretary Slater remarks, Arm General Caldwell (TBD) remarks  
NOTE: Sec. Richardson to serve as MC (TBD)
- Sec. Richardson introduces **The Vice President** and trucking company rep TBD (Volvo CEO) into the room
- Trucking company rep. TBD makes remarks, introduces **The Vice President**
- **The Vice President** delivers remarks
- **The Vice President** works a ropeline and departs

11:50 PM  
12:00 PM

**BRIEFING**

Hold  
Contact: Laura Quinn

12:05 PM  
12:45 PM

**HOLD FOR PRESS INTERVIEWS**

On Site Location TBD  
Contact: Laura Quinn

- 12:05 – 12:15PM **INTV W/ CNN** (on camera, on site)  
*Interviewer: Natalie Pawleski*
- 12:20 – 12:30PM **INTV W/ NPR** (by telephone)  
*Interviewer: John Nielson*
- 12:35 – 12:45PM **INTV W/ NYTIMES** (by telephone)



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OA/Box Number: 41301

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2017-1094-F  
jp3920

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- b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

# TWENTY-FIRST CENTURY TRUCKS INITIATIVE EVENT

Alvan Motor Freight 9911 Harrison Road Rd. Romulus, MI  
Friday, April 21, 2000

Event Requested by Roger Ballantine and Morley Winograd  
Briefing Prepared by Morley Winograd, Paul Bledsoe and Henry Kelly

## EVENT

The Vice President will join approximately 200 representatives from the trucking industry, members of the environmental community, members of Congress and agencies in announcing the 21<sup>st</sup> Century Truck Initiative. This initiative creates a joint public/private research partnership, analogous to PNGV, with a ten year target to triple the mileage of heavy duty pick up trucks, delivery vans and buses and to double the mileage of eighteen wheel long haul trucks while improving all performance aspects, including safety, and meeting all emission requirements in that timeframe. The Vice President will also reinforce his ideas for preserving our environment as outlined in Earth in the Balance and the environmental policies of the Clinton/Gore administration in anticipation of the thirtieth anniversary of Earth Day.

**Role and Contribution:** The Vice President will focus on the following themes:

**OUR ENVIRONMENT IS CLEANER THAN IT HAS BEEN IN A GENERATION, WHILE WE HAVE ENTERED THE LONGEST PERIOD OF ECONOMIC GROWTH IN OUR HISTORY.** America has almost 21 million new jobs. We're preserving our natural environment while strengthening our clean air standards and reducing greenhouse gas emissions.

**A CLEAN ENVIRONMENT AND GOOD ECONOMY GO HAND-IN-HAND**  
The Vice President will announce that this latest initiative proves once again that it is possible to both have a clean environment and a good economy by using innovative technology.

**THIS GENERATION HAS THE RESPONSIBILITY TO SAVE OUR ENVIRONMENT FOR FUTURE GENERATIONS.** The next ten years must be the Environment Decade in America and around the world to turn the tide against pollution and global warming. We must ratify the Kyoto agreement, ban ozone depleting chemicals, invest more in conservation and make the market the friend not the enemy of the environment. The future of earth hangs in the balance.

*\* TO DAY'S ANNOUNCEMENT IS FURTHER INDICATION THAT*

*Strong*

## BACKGROUND

Vice President Gore and senior executives from 10 of the nation's largest manufacturers of trucks, buses, and truck equipment will launch the 21<sup>st</sup> Century Trucks Initiative to cut fuel use and greenhouse gas

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

### Basic Facts on 21<sup>st</sup> Century Trucks Initiative

**Aggressive Goals.** The 21<sup>st</sup> Century Truck Initiative is designed to develop revolutionary new technologies for increasing the fuel economy and safety of four classes of vehicles which, together, account for more than 90% of all fuel used by U.S. trucks. The program's cost-share investments in advanced technologies is designed to produce, within 10 years, "production prototypes." Compared to today's vehicles, these prototypes will:

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

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

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

**Increased Federal Investment.** The President's FY2001 budget proposes \$33.6 million in increased spending in areas supporting 21<sup>st</sup> Century Truck research, for a total of \$111.4 million--a 43% increase.

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

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

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

## **PARTICIPANTS**

- 1. You will be introduced on stage with the P resident and CEO of Volvo Trucks, North America, Inc. Mr. Marc Gustafson. He will introduce you before being seated in the audience.**

### **Mr. Marc Gustafson, CEO, Volvo Trucks**

Mr. Gustafson became President and CEO of Volvo Trucks, North America, Inc. in September of 1996. Unit sales have increased 93% since then with 1999 results showing both record unit sales and operating income levels. In 1998 he was also asked to chair the Global Marketing and Business Development Board for the Volvo Truck Group to expand Volvo's global revenues and pursue strategic acquisitions. He was named "Boss of the Year" by the Greensboro, N.C. Junior Chamber of Commerce (where Volvo is headquartered) in 1997, and named in 1995 as one of the Top 10 Business Marketers of the year by Business Marketing Magazine. He has been involved in the commercial truck industry since 1974 serving as Executive Vice-President for Sales and Marketing of Mack Trucks prior to joining Volvo. He earned his Bachelor of Science degree from Berry College in Rome, GA. He and his family reside in Greensboro, N.C .

- 2. After the event, you will have a chance to meet and greet the industry and labor representatives present along with members of the Cabinet and Congressional and other elected officials.**

**Secretary of Transportation Rodney Slater  
 Secretary of Energy Bill Richardson  
 EPA Administrator Carol Browner  
 Commander John Coburn , Army Material Command  
 Senator Carl Levin  
 Congressman Carolyn Cheeks Kilpatrick  
 Congressman John Conyers  
 Congressman John Dingell  
 Mayor Dennis Archer  
 Wayne County Executive Ed McNamara**

**Industry executives:**

**Keith Brandis, Vice-President, Business Offer Development, Volvo**  
**Tina Vujovich [voy (like boy) oh vitch], Vice President, Cummins Engine**  
**Jim Patten, Executive Director Materials Engineering, Cummins**  
**James Scanlon, President, Lockheed Martin**  
**Denyse LeFever, Director, Power and Drive Systems, Lockheed Martin**  
**Sherril West, Vice President Technical Service, Caterpillar Inc.**  
**Rita Castle, Issues Analysis Manager, Corporate Public Affairs, Caterpillar Inc.**  
**Steve Homcha, Executive Vice President, Mack Trucks**  
**Guy Rini, Chief Engineer for Electronic Products, Mack Trucks**  
**Michael von Mayenburg, Senior Vice President, Freightliner**  
**S. William Gouse III, Executive Engineer, Technical Planning, Freightliner**  
**David Hovind, President, Paacar, Inc.**  
**Jeff Corey, Advanced Concepts Engineering Manager, Peterbilt Motors Co.**  
**(note: Mr. Corey had twins Tuesday)**  
**John Stoddard, Vice President, Defense, Oshkosh Trucks**  
**Nabil Hakim, Director, R&D and Materials Engineering, Detroit Deisel**

### **ATTACHMENTS**

Pictures of the Civilian and Military Trucks covered by the program  
Q&A on the Initiative  
Remarks to come from Speechwriting

# OFFICE OF THE VICE PRESIDENT

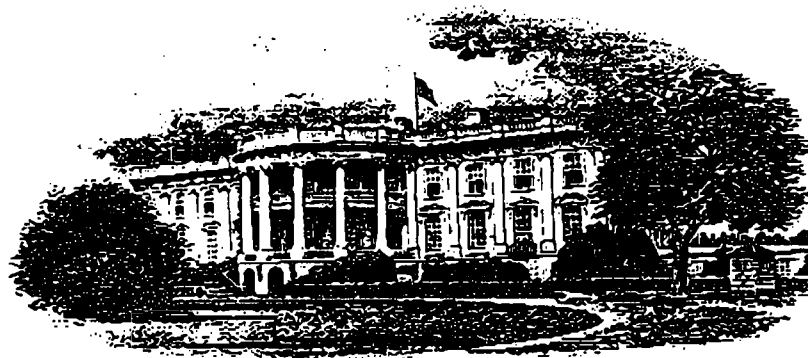
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Reinventing Government*

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TO: Paul

Fax Number: 15.2342

From: Morley

Date: \_\_\_\_\_ Number of pages including cover: \_\_\_\_\_



Neil K. Shapiro  
04/20/2000 02:25:16 PM

Record Type: Record

To: Paul Bledsoe/WHCCTF/EOP@EOP, David Gardiner/CEQ/EOP@EOP  
cc: Linda Ricci/OMB/EOP@EOP, Gillian J. Foster/OMB/EOP@EOP  
Subject: Re: Draft Trucks Backgrounder, Q&A, press release

In the fact sheet, under **Multiple Benefits**, etc., we'd say "trucks account for more than .. -- you don't "use" emissions. Also, is that one third of all emissions, or just mobile sources?

In the Q&As, under "What are the potential environmental benefits of this initiative?" the statement that trucks produce one third of regulated air pollutants seems high.

In the press release, on the second page, the total spending should be \$115 million rather than 111.4.

I'm out the rest of today and tomorrow, so Gillian Foster will be the contact here (x53445).