

## **PRESS RELEASE**

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### **FORD MOTOR COMPANY'S CLIMATE REPORT: SAYING ONE THING WHILE DOING ANOTHER**

WASHINGTON, DC - Ford Motor Company's first Corporate Climate Change report released today is another example of corporate rhetoric trumping reality. While the report details Ford's contribution to global warming pollution and identifies existing technology that the automaker could implement to reduce its greenhouse gas emissions, Ford's report fails to set any concrete global warming reduction goals by which to judge the company's progress in cutting emissions.

This report comes on the heels of an aggressive ad campaign featuring CEO Bill Ford touting the company's commitment to innovation and the environment, citing Ford's expanded production of hybrid vehicles. However, both the Corporate Climate Change report and the innovation ads stands in stark contrast to the company's recent policy decisions, including its lawsuit to overturn the nation's first ever standards to reduce global warming tailpipe pollution.

"Ford can't have it both ways on global warming, claiming to be responsible while acting irresponsibly," said Dan Becker, Director of the Sierra Club's Global Warming Program. "Ford is a big part of the global warming problem, but they have failed to adopt more than token solutions."

A coalition of environmental and consumer groups including Bluewater Network, Global Exchange, Rainforest Action Network, Sierra Club, and U.S. PIRG are running ads to question how Ford can both be serious about innovation and committed to curbing global warming, while suing states - like California - from enacting policies that encourage the very solutions being identified by the company. A copy of the ad is available at [www.tellbillford.com](http://www.tellbillford.com).

"Last week 30,000 people marched and delegates from around the world met in Montreal to demand US action on climate change. Where was Ford?" asks Jennifer Krill, director of the Zero Emissions Campaign at Rainforest Action Network. "Ford was in places like California and Washington, DC suing and lobbying to obstruct popular public policy aimed at reducing global warming pollution. If Bill Ford wants to put his company back on track, he'll need to hire more engineers and fewer lawyers and lobbyists."

Passed in 2002, California's Clean Car law would require a 30 percent reduction in global warming emissions from vehicles by 2016. In addition to California, ten other states around the country are poised to adopt these standards, representing over a third of U.S. vehicle sales. However, instead of embracing these innovative standards - which would encourage broader production of hybrid vehicles and other advanced technology - Ford is part of an industry lawsuit to block the popular legislation from being enacted.

"We don't need more reports from Ford, we need action," said Danielle Fugere, Global Warming Campaign Director for Bluewater Network. "Rather than suing, a better use of Ford's time and money would be incorporating available off-the-shelf technology fixes into its fleet to curb global warming pollution."

Ford's vehicles release more global warming pollution on average than any other major automaker. While Ford's most recent climate change report fails to inventory the company's total global warming emissions, the

company's 2000 Corporate Citizenship report stated that Ford released approximately 400 million tons of carbon dioxide (CO2) from its vehicles and facilities - an amount that exceeds the total emissions from the entire country of Mexico. Since that date, Ford's fleetwide global warming emissions average per vehicle has not changed significantly.

"With hurricanes raging in the gulf, the warmest temperatures on record, and even more deaths in Iraq, Ford, the auto industry's worst global warming polluter, needs to do more than identify the problem," said Mike Hudema, Jumpstart Ford campaigner with Global Exchange. "They have the technology. Now they need to take the bold steps to ensure America's energy independence."

Using existing solutions like more efficient engines, smarter transmissions, and better materials, Ford could dramatically reduce the global warming emissions from all of its vehicles. According to research by the Union of Concerned Scientists, off-the-shelf technology could reduce global warming emissions from a Ford Explorer SUV by 42 percent over the lifetime of the vehicle. Similar improvements could be made across the company's entire fleet.

"Bill Ford Jr., the CEO of Ford Motor Company, has said that tackling environmental problems is something the company must do to be more profitable," said Anna Aurilio, Legislative Director of U.S. PIRG. "Ford is the auto industry's worst global warming polluter and consumers are shunning the company's gas-guzzling SUVs. The company could cure both problems by dramatically increasing the gas mileage of its vehicles."

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