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NEWS RELEASE

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AUTOMOTIVE FUEL SYSTEMS – TECHNICAL AND LEGISLATIVE DEVELOPMENTS AT A TIME OF EXTREME COST PRESSURES

The automotive fuel systems market is at an important crossroads. Significant technical innovations are required at a time when there are intense OEM cost pressures. Leading suppliers are struggling to find the resources in terms of both funding and time to devote to R&D while still meeting OEM cost reduction requirements.

Exhibit One outlines some of the recent developments in automotive fuel systems. Concerns with the potential of fuel system initiated fires have led Ford and General Motors to require conductive fuel system components onboard the vehicle. These requirements cover components that are typically in direct contact with flowing fuel. In these locations, it is claimed that electrostatic charge may build-up. Conductive components allow such charge to dissipate. Fuel system industry participants, including component, system and material suppliers, have been developing conductive componentry in response to this need.

In response to the OEMs development of improved gasoline and diesel vehicles, requirements for vehicle fuel systems have changed. Some of these requirements include increased system pressures and requirements for higher temperature resistance especially on direct injection diesel systems in Europe. A number of European vehicles now have cooling systems for the excess fuel that returns to the fuel tank from the engine.

As companies have moved to reduce their overhead costs and improve their profitability, there have been a number of important industry restructurings in the last few years. These have included the formation of Inergy from the merger of Plastic Omnium's and Solvay's fuel system businesses, the financial restructurings of Pilot Industries and the subsequent acquisition of Pilot by Martinrea International. TI Automotive's acquisition of Pierburg's fuel pump business provides TI with increased vertical integration between fuel pumps and fuel tanks.

As part of its zero emission vehicle (ZEV) program, the California Air Resources Board has developed a partial zero emission vehicle (PZEV) category. Such vehicles have overall exhaust emission levels comparable with the equivalent emissions from a powerplant producing electricity for an electric vehicle. Allowed evaporative fuel system emissions are limited to 54 mg per 24 hours in a diurnal emission cycle. A number of OEMs have now introduced commercial PZEV vehicles. To date, all these vehicles have steel fuel tanks despite the continuing move to plastic fuel tanks amongst current vehicles (refer to Exhibit Two).

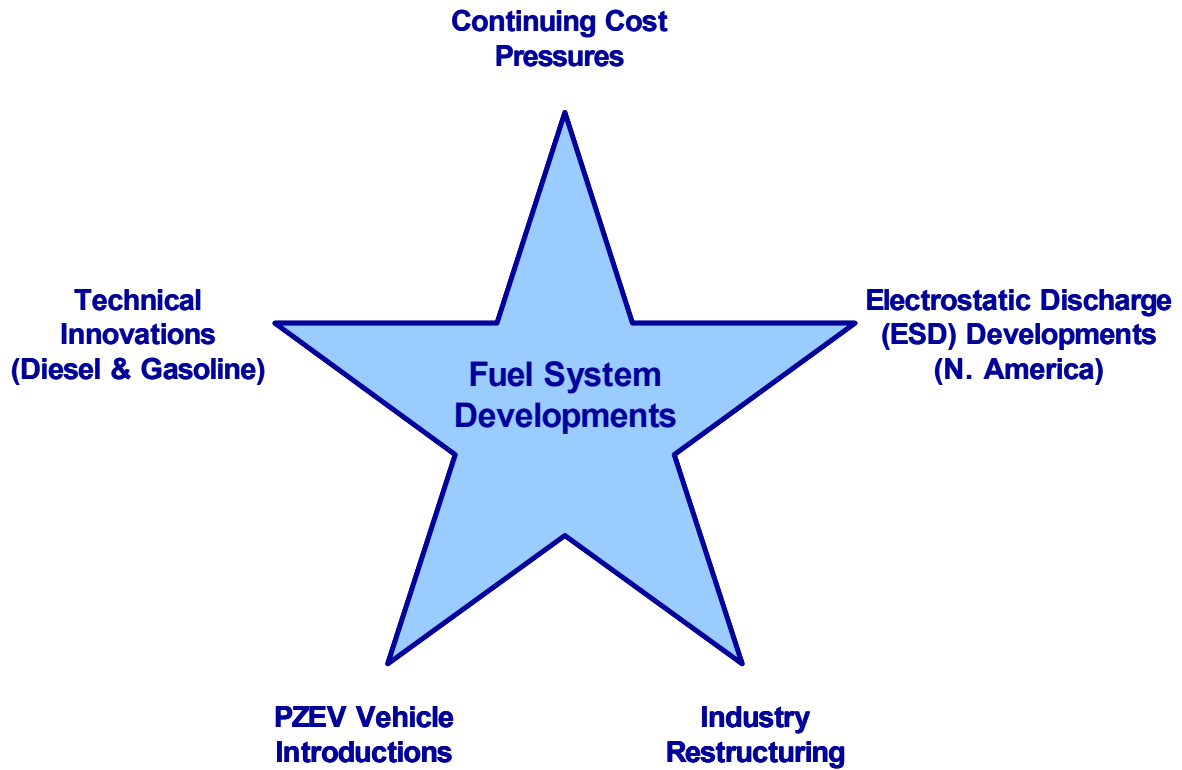
PZEV vehicles still constitute a small proportion of US vehicles. It has been estimated that approximately 140,000 PZEV vehicles will be sold in California this year. Most OEMs now show a preference for plastic fuel tanks but have taken a somewhat conservative approach with their initial PZEV vehicle introductions. Over the next few years we expect to see the first introductions of selected PZEV vehicles with plastic fuel tanks. However, how widespread this will be is still uncertain as there is still some uncertainty with some of the specifics of the California emission requirements for PZEV vehicles.

The fuel system market is estimated at \$10.5 Billion (Exhibit Three). OEMs will continue to place extreme cost pressures on suppliers in this business. At the same time, we continue to ask how will these suppliers maintain their financial wellbeing while developing future systems for PZEV vehicles, electrostatic discharge requirements and other OEM needs.

The ITB Group, Ltd. (Novi, Michigan) has completed a new report analyzing the global fuel system market. This report considers industry dynamics, evaporative emission regulations, trends in fuel compositions, system design, fuel tank and fuel line technical and market developments, and evaporative emission control system developments. Descriptions and analysis of key engineering, material and process deployments by vehicle in Europe, Japan and North America is provided.

Exhibit One

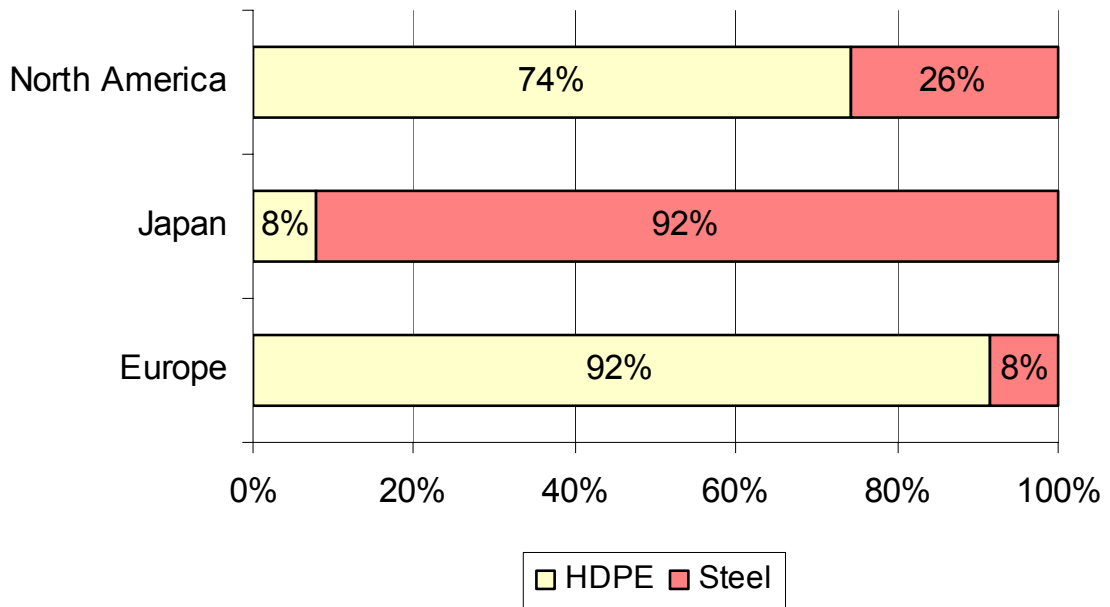
Some Recent Developments in Automotive Fuel Systems



Source: The ITB Group, Ltd.

Exhibit Two

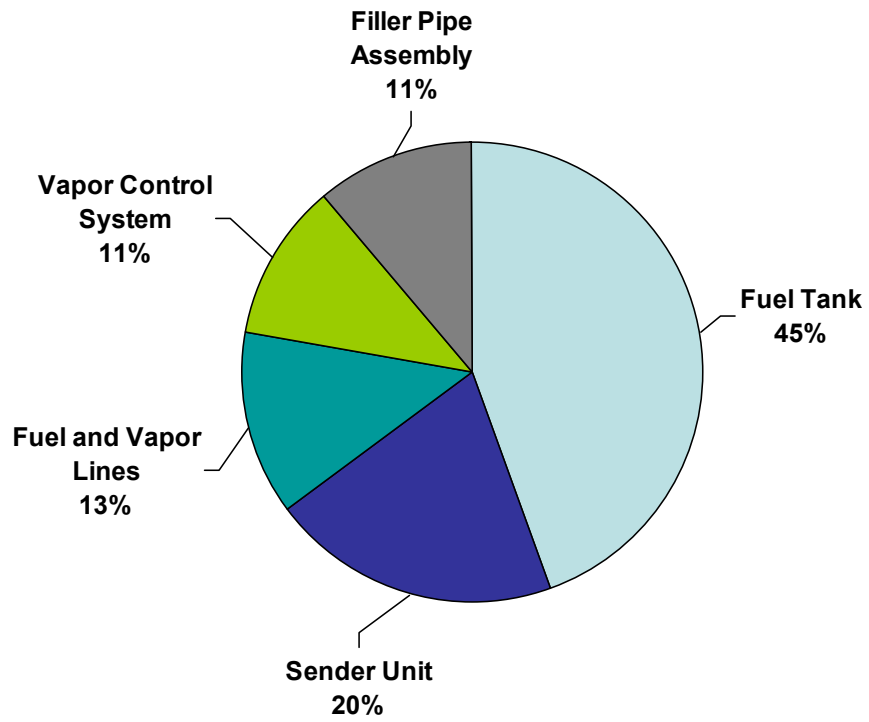
Fuel Tank Materials Breakdown (2003)



Source: The ITB Group, Ltd.

Exhibit Three

Estimated 2002 Global Fuel Storage and Delivery Market



Total \$10.5 Billion

Source: The ITB Group, Ltd.