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**FOR IMMEDIATE RELEASE**

**TRUCK AND ENGINE MANUFACTURERS WELCOME THE OPPORTUNITY  
TO PROVIDE INPUT ON EPA AND DOT PROPOSAL TO FURTHER REDUCE  
GREENHOUSE GAS EMISSIONS**

CHICAGO, IL, June 19, 2015 - The U. S. Environmental Protection Agency (EPA) and U. S. Department of Transportation (DOT) today proposed the second round of regulations to improve fuel efficiency and reduce greenhouse gas (GHG) emissions from medium and heavy-duty trucks and buses. The regulatory proposal follows President Obama's direction last year that EPA and DOT jointly develop the second phase of the standards. EPA and DOT finalized the first greenhouse gas reduction and fuel efficiency standards for heavy-duty vehicles in 2011.

The Truck and Engine Manufacturers Association (EMA) continues to support efforts to assure that the EPA and DOT coordinate efforts and propose a single, national GHG reduction and fuel efficiency improvement program.

“As the primary manufacturers of medium and heavy-duty engines and vehicles in the United States, EMA members successfully implemented the Phase I GHG reduction and fuel efficiency improvement standards promulgated in 2011,” stated Jed Mandel, EMA President. “The success in implementing the Phase I requirements was based on the fact that the 2011 standards were well aligned with EMA member efforts to meet customer demand for more fuel efficient vehicles. We look forward to reviewing the current proposal to ensure that the EPA and DOT Phase II proposal continues to align with manufacturers’ efforts and customer needs.”

Today’s release of the proposed regulation is the start of the formal rulemaking process. EMA members will actively participate in that process to assure that the final rule achieves realistic and cost-effective greenhouse gas reductions and fuel efficiency improvements while continuing to allow manufacturers to provide customers with the variety of commercial vehicles required to meet their needs.

In additional comments on today’s proposal, Mr. Mandel said: “The Phase II EPA and DOT proposal is intended to build on the principles and strengths of the Phase I regulations. We will review the proposal to ensure that it provides adequate lead time, assures regulatory compatibility with the commercial engine and vehicle marketplace, utilizes proven effective technologies, and avoids potential unintended consequences. We look forward to working with EPA and DOT to finalize a rule that builds on the success of the Phase I program.”

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The Truck and Engine Manufacturers Association is the trade association representing worldwide manufacturers of internal combustion engines used in applications such as trucks and buses, farm and construction equipment, locomotives, marine vessels, and lawn, garden, and utility equipment as well as the manufacturers of medium and heavy-duty trucks greater than 10,000 pounds gross vehicle weight.. EMA works with government and other stakeholders to help the nation achieve its goals of cleaner fuels, more efficient engines, cleaner air and safer trucks and roadways.