

FOR IMMEDIATE RELEASE

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In Case You Missed It: “Engine Manufacturers Want Cleaner Trucks”

With EPA emissions rulemaking underway, a new op-ed in The Hill highlights industry commitment to clean air goals

CHICAGO, IL – A [new op-ed](#) from Truck and Engine Manufacturers Association (EMA) President Jed Mandel highlights the industry’s past collaboration with the U.S. Environmental Protection Agency to successfully reduce tailpipe emissions, and underscores EMA members’ commitment to finalizing a new emissions rule that is practical, cost-effective, and helps achieve clean air goals.

In the op-ed, published by [The Hill](#) on April 29, Mandel writes, “We are committed to working with EPA and other stakeholders to assure adoption of a final rule that is appropriately stringent and effective, while also protecting hundreds of thousands of good-paying jobs in the trucking industry and ensuring manufacturers can continue to produce the full range of durable, reliable, and affordable products that our customers demand.”

An excerpt from the op-ed reads:

EMA members recognize the significant economic and social impact of their products and have had a long and successful history of collaborating with EPA to achieve national environmental rules. Claims that our industry is obstructing progress toward clean air goals simply are not true.

In fact, we are at the forefront of urging EPA and the Department of Transportation to reduce the greenhouse gas (GHG) emissions and improve the fuel efficiency of heavy-duty engines and commercial vehicles. Most recently, we stood up and defended EPA’s GHG Phase 2 rules when the previous administration attempted to weaken emission standards. We also have been advocating for further nationwide reductions in NOx emissions for years.

These and other actions have resulted in a greater than 98 percent reduction in NOx and particulate matter (PM) emissions from commercial vehicles. That’s an incredible achievement — especially while simultaneously improving fuel efficiency and reducing GHG emissions.

We’re not done yet.

We fully support EPA’s effort to substantially reduce the remaining 1-2 percent of NOx emissions in a way that is practical and cost-effective. In doing so, we also want to keep our eyes on the prize: eliminating all NOx, PM, and GHG tailpipe emissions.

[Read the full op-ed here](#) and learn what industry experts believe is essential to ensure the success of EPA’s new emissions rule. To learn more about the rulemaking and [submit a comment](#) to EPA urging an effective and workable final rule, visit www.cleantruckfacts.org.

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The Truck and Engine Manufacturers Association (EMA) represents the world's leading manufacturers of medium- and heavy-duty commercial vehicles, internal combustion engines, and zero-emission powertrains. EMA works with governments and other stakeholders to help the nation achieve its goals of cleaner air and lower greenhouse gas emissions, and to ensure that regulatory standards are technology feasible, cost effective, and successful. By continually improving commercial vehicle and powertrain technologies, EMA's members are at the forefront of providing clean and efficient products that meet their customers' business needs and protect the environment.