

FOR IMMEDIATE RELEASE
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**In Case You Missed It:
New Article Highlights Industry Leaders' Concerns About Proposed EPA
NO_x Rule**

Groups submit comment letter to EPA Administrator expressing shared interest in collaborating on effective & workable final emissions rule

CHICAGO, IL – A [new article](#) from *Transport Topics* highlights industry concerns with the U.S. Environmental Protection Agency's (EPA) proposed rule to reduce nitrogen oxide (NO_x) emissions from medium- and heavy-trucks. The trucks impacted by this rulemaking are responsible for carrying [the vast majority of goods consumed](#) in the United States — and they are also the garbage and recycling trucks, school and city transit buses, concrete trucks, electrical utility vehicles, and food and package delivery vehicles that serve our communities each and every day.

Several leading truck and engine manufacturing companies joined the U.S. Chamber of Commerce, National Manufacturing Association, the Truck and Engine Manufacturers Association (EMA), and other industry groups in sending [a letter to EPA Administrator Michael Regan](#) earlier this week that urges EPA to develop a workable final rule that will help achieve clean air goals without harming the industry, inhibiting fleet turnover, or slowing the transition to zero-emission vehicles (ZEVs).

In the letter, organizations write, “We support the push for cleaner air and healthier communities for all, and stand ready to serve as constructive partners as EPA develops a workable final rule that will achieve those results ... If the new rule does not facilitate the development of affordable, durable commercial vehicles that can meet customer needs, fleet owners are more likely to hold onto their older, higher-emitting vehicles longer – which could result in the loss of good-paying jobs. Most importantly, that also would delay the cleanest trucks and buses from hitting the road ... We must ensure the final rule serves as a bridge, not a potential barrier, to a zero-emissions future.” [Read the letter here.](#)

The *Transport Topics* article further details various concerns from industry stakeholders, ranging from worries about technological feasibility and affordability to fears that a poorly designed rule would hinder fleet turnover and stall the transition to ZEVs.

Excerpts from the *Transport Topics* article read:

“If enacted, the rule would be the first raising NO_x standards since the last rule was finalized in 2001 and implemented in two phases between 2007 and 2010. Glen Kedzie, American Trucking Associations’ vice president of energy and environmental counsel, said memories of the breakdowns and towing bills associated with the last regulation remain... Kedzie stressed the final rule must produce trucks that are affordable, reliable and able to operate in a variety of duty cycles.”

“Kedzie said EPA is trying to create a technology forcing standard that requires the industry to create new capabilities. No diesel engine is currently certified to a .02 NO_x level. At this point, the biggest gains have been achieved, and now the industry is being asked to make ‘minuscule’ gains.”

“With all the success manufacturers have demonstrated in reducing NOx emissions, the real issue is the lack of fleet turnover. Only about half the fleet is operating post-2010 engines, [EMA President Jed] Mandel said. Replacing those older trucks with newer models would reduce overall emissions more than reducing emissions on new trucks from .2 gram to .02. But if those new trucks are too expensive, then truck owners will keep running those older trucks.

“Moreover, Mandel said the manufacturers would have to reduce their investment in zero-emission vehicles like electric trucks so they could dedicate their resources to meeting the NOx regulations.”

A new website, www.cleantruckfacts.org, highlights ways the industry is moving toward a more environmentally-friendly future and underscores the importance of developing a workable emissions rule that will encourage continued progress toward clean air goals while also ensuring manufacturers, fleet owners, and businesses can continue their essential work.

The EPA is accepting comments on the proposed rule through May 16, 2022. Visit www.cleantruckfacts.org to learn more about the rulemaking and [submit a comment](#) to EPA urging an effective and workable final rule. To stay informed on the rulemaking conversation and learn more about the industry’s progress toward a zero-emissions future, follow @CleanTruckFacts on [Twitter](#) and [Facebook](#).

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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 in the forefront of providing clean and efficient products that meet their customers’ business needs and protect the environment.