

FOR IMMEDIATE RELEASE

May 26, 2022

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In Case You Missed It:

Media Coverage Highlights Priorities for Successful EPA Emissions Rule

Industry leaders support cutting nitrogen oxide (NO_x) emissions but warn overly aggressive rule could have severe negative consequences for the environment and the economy

CHICAGO, IL – New media articles highlight concerns laid out by various industry associations around the U.S. Environmental Protection Agency’s (EPA) [proposed rule](#) to reduce nitrogen oxide (NO_x) emissions from medium- and heavy-trucks.

In hundreds of written comments to EPA, industry groups including the Truck and Engine Manufacturers Association (EMA), state trucking associations, and manufacturing companies reaffirmed the industry’s commitment to further reducing emissions and advancing clean air goals, but cautioned against an overly-aggressive, technologically infeasible, and cost-prohibitive final rule that could lead to higher costs, market disruptions, environmental backsliding, and slow progress toward zero-emissions vehicles.

In an article published on May 24, [FleetOwner](#) identified key areas of agreement among industry advocates, writing, “Flexibility. Consistency. Feasible implementation. Not disruptive to the economy or supply chains. Those are just a handful of priorities on the trucking industry’s must-haves list in response to [EPA’s] proposed heavy-duty truck and engine standards rule. Ultimately, those who commented can agree that clean air is a priority for everyone. Consensus, however, is that environmental outcomes could worsen if EPA sets options that are too stringent or limiting for proper compliance.”

[FleetOwner](#) spoke with representatives from Daimler Truck North America, Volvo Group North America, and Navistar, each of whom emphasized the importance of decreasing emissions without slowing turnover of the in-use truck fleet or diverting resources away from further development of zero-emission technologies.

An article published by [Transport Topics](#) on May 19 also underscores common agreement among industry groups on the need for a new nationwide NO_x emission standard that will improve air quality without leading to unintended consequences.

“Transportation groups expressed general support for the goal of reducing nitrogen oxides emissions in comments filed with federal regulators regarding a proposal to set stricter NO_x limits for trucks, but cautioned against an overly aggressive approach that could be harmful to motor carriers’ operations and ability to serve the public,” the article states.

[Transport Topics](#) included excerpts from comments submitted by EMA, American Trucking Associations, The American Truck Dealers Division of the National Automobile Dealers Association, the Owner-Operator Independent Drivers Association, and the Truckload Carriers Association. Each group firmly rejects EPA’s “Option 1” proposal, which would require a 90% reduction in the remaining 1-2% of NO_x emissions by Model Year 2031, citing concerns around technological feasibility, cost, and impact on engine performance and reliability.

As EMA noted in its [comments](#) to EPA, “The stakes of this rulemaking are very high. Indeed, if EPA were to finalize its proposed Option 1, that would, as a practical matter, preclude the production and sale of [heavy-duty] diesel engines starting in 2027. [Manufacturers] cannot and so will not be able to build Option 1-compliant products. Such an unacceptable outcome from this rulemaking must be avoided. EMA is ready to work with the Agency to fashion the necessary revisions that will lead to the finalization, adoption and implementation of the fully optimized low-NO_x program for new [heavy-duty] engines and vehicles that all stakeholders are seeking.”

[Click here](#) for an executive summary of EMA’s comments to EPA and [here](#) to read the comments in full. To learn more about EPA’s truck emissions rulemaking, 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 in the forefront of providing clean and efficient products that meet their customers’ business needs and protect the environment.