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What They're Saying: EPA Rule Could Slow Progress Toward Zero-Emission Future

In public comments, industry experts warn that an overly-stringent truck emissions rule will present obstacles to reaching zero-emissions

CHICAGO, IL – America's trucking industry is working diligently and investing heavily in technology to build and deploy zero-emission commercial vehicles that will be cleaner and healthier for communities across the country. However, [a rule](#) currently under development by the U.S. Environmental Protection Agency (EPA) may interrupt this progress.

In an effort to further reduce tailpipe emissions, a goal supported by the nation's truck and engine manufacturers, EPA has proposed two potential regulatory pathways, "Option 1" and "Option 2," the first of which many fear will increase emissions by slowing the sale of new vehicles, disrupt the nation's trucking industry, and frustrate the transition to zero-emissions.

In public comments submitted to EPA, industry stakeholders warned the EPA's [cost-prohibitive](#) Option 1 will divert resources away from the research and development of zero-emission vehicles (ZEVs). Further, representatives of trucking fleets, manufacturers, and environmental organizations noted the lack of a crucial national infrastructure to meet the needs of zero-emission trucking fleets. The Truck and Engine Manufacturers Association's (EMA's) [comments](#) noted that Option 1 includes "multiple requirements [that] are duplicative, and burdensome, and possibly counter-productive to accelerating the deployment of zero-emissions vehicles, and the realization of the attendant emissions reductions."

Here's what others are saying about the proposed rulemaking's potential impacts on a ZEV future:

- "NWRA does not want to have a regulation that limits the strides our manufacturers and operating companies are already taking to incorporate zero emission vehicles (ZEV) into our fleets. An overly burdensome prescriptive standard could limit or slow down the momentum that is currently occurring in the transition to battery electric vehicles." – [National Waste and Recycling Association \(NWRA\)](#)
- "TCA is concerned that the proposed standards could potentially disrupt the pathway to a zero-emissions future, by prematurely diverting industry investment into incremental, short-term fleet transitions and away from long-term solutions. As it stands now, considerable investment, innovation, and testing is required to lower costs and expand capacity for zero-emission trucks, as well as strengthen our national charging infrastructure to ensure accessible and reliable power. TCA holds that a more comprehensive strategy is needed to guide fleet advancements that realistically accounts for and encourages solution-maximizing technology in the long run." – [Truckload Carriers Association](#)
- "The zero-emission vehicle technologies do present considerable challenges. They have a combination of near- and long-term barriers, issues, and questions that will have to be addressed before they can become widespread replacements for conventional trucks and tractor-trailers that are typically diesel fueled." – [International Council on Clean Transportation](#)

- “Promulgating regulations that would significantly increase the cost of replacing older, less environmentally friendly trucks while forcing manufacturers to divert critical R&D resources away from further development of zero-emissions technology trucks seems counterproductive.” – [NTEA: The Association for the Work Truck Industry](#)
- “Other challenges also remain for engine and vehicle manufacturers as consumers and fleet owners may need to make significant investments in charging infrastructure necessary to support zero-emitting vehicles.” - [U.S. Chamber of Commerce](#)

While manufacturers are working hard to get large numbers of zero-emission trucks on the road, we aren't quite there yet. Continued research and development is needed to ensure ZEVs can meet the diverse performance needs of the U.S. trucking industry. Moreover, massive investments are needed to build a national network of electric charging points and hydrogen refueling stations, as well to upgrade the grid to meet surging electricity demand. EPA must look to Option 2 to provide the foundation for a workable and cost-effective final rule in order to [meet environmental goals](#) and keep on our path toward a zero-emission future.

To learn more about the rulemaking, read the latest research and insights from industry leaders, and sign up for updates on the rulemaking process, 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.

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