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What They're Saying: "Real Goal" is Zero-Emissions Future

EMA and environmental advocates agree new EPA emissions rulemaking must encourage continued progress toward zero-emissions vehicles

CHICAGO, IL – A new Environmental Protection Agency (EPA) regulatory effort to further reduce harmful nitrogen oxides (NOx) emissions from heavy-duty trucks is generating reactions and commentary from a wide range of stakeholders who share one overarching goal: a zero-emissions future.

As Truck & Engine Manufacturers Association (EMA) president Jed Mandel [said](#), “EMA members have worked collaboratively with EPA to achieve national environmental rules that have resulted in a more than 98% reduction in NOx and particulate matter emissions from commercial vehicles, and our members are investing billions of dollars in technology that will achieve *zero* emissions.”

In an [interview with CNN](#), Mandel added that zero-emissions technology “is coming and we want it to come,” and EPA’s final rule should not “take away the investment needed for the real prize which is zero-emissions vehicles.”

Here’s what others are saying about the need to ensure the final rule is workable, effective, and supports continued development of zero-emissions vehicles:

- “The real goal here is zero-emissions vehicles.” - [California Air and Resource Board Member Daniel Sperling](#)
- “The right rule will enable further improvements in diesel technology and continued investments in new vehicles that will be important to sustain progress toward meeting both clean air and climate goals.” - [Diesel Technology Forum Executive Director Allen Schaeffer](#)
- “If we do not do a good job on this rule, [older, higher-emitting] vehicles are going to be out on the road polluting for many, many years.” - [International Council on Clean Transportation Deputy Director Rachel Muncrief](#)
- “For the sake of our lungs, our health and our climate, the future of trucking in this country has got to be zero emissions.” - [Earthjustice “Right to Zero” Campaign Director Paul Cort](#)

“We’re committed to a zero-emission future for the commercial vehicle industry, but it’s going to take a lot of work that we as manufacturers can’t control,” Mandel told [Inside Climate News](#), noting that EMA members are actively producing zero-emissions vehicles.

EPA’s final rule must allow time for manufacturers to continue developing affordable, customer-acceptable zero-emissions trucks and for the nation to implement the purchase incentives and crucial charging infrastructure necessary to support a zero-emissions future in the heavy-duty trucking industry.

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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.