

Truck and Engine Manufacturers Association President Highlights
Need for Infrastructure to Ensure Successful Transition to Zero-Emission Vehicles
EMA leader recommends a whole of government approach to reach environmental goals

CHICAGO, IL – Representing leading manufacturers of heavy-duty vehicles and powertrains, Truck and Engine Manufacturers Association (EMA) President Jed Mandel testified before the U.S. Environmental Protection Agency today on the proposed rule [Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3](#) (GHG Phase 3).

EMA members have invested billions of dollars to develop and manufacture zero-emission vehicles (ZEVs) and are committed to transitioning the country’s commercial trucking fleet to ZEVs, the stated goal of the GHG Phase 3 rule. However, as Mandel stressed in his testimony, the lack of the infrastructures necessary to ensure ZEVs can successfully operate nationwide is a huge impediment to success.

“Without electricity recharging and hydrogen refueling infrastructures in place, trucking fleets won’t be able to operate zero-emission vehicles and, thus, won’t make the needed investment to purchase them. To successfully achieve a zero-emission future, the infrastructures needed to allow commercial ZEVs to complete the important work of hauling the nation’s freight must be in place and trucking fleets must see a positive business case to invest capital in their purchase,” **Mandel said**. “We need a whole of government approach to solve the problem and meet the challenge. EPA should do its part by adopting a final rule that includes a requirement to assess progress on the development of the needed infrastructure.”

Mr. Mandel also emphasized EMA’s significant concerns about the proposal to reopen the current 2027 GHG Phase 2 rule, stating, “This Administration should not set the precedent that established standards can be changed from Administration to Administration thus completely undermining regulatory certainty and stability and undermining manufacturers necessary multi-year investment plans.”

EMA looks forward to working with EPA and other stakeholders to ensure the final GHG Phase 3 rule will successfully facilitate a swift transition to ZEVs, leading to cleaner air and healthier communities. [Click here](#) to read Mr. Mandel’s full testimony on behalf of EMA. To learn more about EMA’s advocacy efforts and positions, visit 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.