UNITED STATES OF AMERICA ENVIRONMENTAL PROTECTION AGENCY

Greenhouse Gas Emissions Standards

Docket No.: EPA-HQ-OAR-2022-0985

for Heavy-Duty Vehicles – Phase 3

Public Hearing: May 2, 2023

TESTIMONY OF THE TRUCK AND ENGINE MANUFACTURERS ASSOCIATION

I am Jed Mandel, speaking on behalf of the Truck and Engine Manufacturers Association.

EMA's members manufacture the heavy-duty vehicles and powertrains that are the subject to

today's proposal. They have a long history of successfully implementing EPA's technology

forcing rules. Today's proposal would establish regulations designed to transition the market for

new commercial vehicles to zero-emissions. We fully support that goal – demonstrated by the

billions of dollars already invested by EMA members to develop and bring to market zero-

emission powertrains and vehicles.

In that regard, EPA's historic goal – forcing new technology to lower emissions – already

is being met. Unlike previous technology forcing rules, the challenge is not in forcing the

development of zero-emission vehicles and powertrains, the challenge is forcing the development

of the infrastructures needed to recharge and refuel them. Without electricity recharging and

hydrogen refueling infrastructures in place, our customers are not likely to make the needed

investment to purchase the zero-emission vehicles that EMA members will have for sale.

To successfully achieve a zero-emission future, the infrastructure 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.

EPA has the authority to force ZEV technology, but EPA has no authority to assure the

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necessary infrastructures are in place. That presents unique regulatory challenges and unique implementation problems. We need a whole of government approach to solve the problem and meet the challenge. But, EPA still has a role to play. EPA must adopt a final rule that includes a requirement to assess progress on the development of the needed infrastructure and a commitment to adjust the projected ZEV penetration rates or timelines as required.

Transitioning to heavy-duty ZEVs requires a regulatory program with a much more expansive approach than just mandating the manufacture of new technologies. To be successful, the government's approach to transitioning the commercial vehicle industry to ZEVs must address the market conditions essential to enable their deployment. We cannot afford a scenario where manufacturers must sell ZEVs but fleets won't purchase them because there is no infrastructure in place to operate them. That is a recipe for disaster.

We also note that the rule proposes to reopen the current 2027 GHG Phase 2 standards. EMA and its members defended against reopening and rolling back those standards in the previous Administration. 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.

We are fully committed to working with EPA and other stakeholders to support a GHG Phase 3 rule that will accomplish our shared objective of a zero-emission commercial vehicle future. We will provide data and comments to help EPA modify its proposal to achieve that goal.

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