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CONTACT

press@emamail.org

In Case You Missed It: North Carolina Chamber of Commerce CEO Warns of Consequences of Unworkable Emissions Rule

With EPA emissions rulemaking underway, a new op-ed in The Charlotte Observer highlights concerns of consequences of an unworkable rule

CHICAGO, IL – A [new op-ed](#) from NC Chamber President and CEO Gary J. Salamido highlights local business concerns related to the U.S. Environmental Protection Agency’s (EPA) [proposed new rule](#) to further reduce nitrogen oxide (NOx) emissions from medium-and heavy-duty trucks.

In the op-ed, Salamido describes the important role of the trucking industry in North Carolina’s economy. As the author notes, North Carolina has “the largest concentration of commercial vehicle companies, suppliers and employees in America, making us especially interested in the continued success of this critical sector.” It is also the home state of EPA Administrator Michael Reagan.

“North Carolina’s job creators believe that protecting the environment and running a successful business aren’t mutually exclusive. Our state was recently recognized by CNBC as the top state for business with the nation’s strongest economy,” **Salamido** writes. “As we work to meet the state’s future needs, it is imperative that we strike a smart balance between supporting the growth requirements of job creators in the state and providing common sense safeguards for a healthy environment.”

Salamido offers several recommendations to support a workable final rule that will reduce truck emissions without harming the economy or local businesses. An excerpt reads:

To be effective, the proposed options need to be amended to reduce emissions, protect jobs and produce cleaner air and healthier communities for all. We need a final rule that is:

- **Customer acceptable:** *If truck owners and operators choose not to purchase new trucks due to reliability concerns, older and dirtier trucks will stay on roads longer.*
- **Economically viable:** *If the final rule results in higher costs for manufacturers, fleet owners, and small business owners, they may have no choice but to lay off workers and eliminate jobs in the state.*
- **Environmentally beneficial:** *An unworkable rule will keep old trucks on the road and delay environmental progress, creating greater harm in the most at-risk communities for air pollution.*
- **A bridge to a zero-emission future:** *EPA’s rule must not end up diverting critically needed resources away from further zero-emission vehicle (ZEV) development.*

To learn more about the 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.