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Truck And Engine Manufacturers: “Poorly Designed” EPA Emissions Rule Could Delay Fleet Turnover and Cause Environmental Backsliding

Association president urges EPA to work with stakeholders to develop practical and effective final rule

CHICAGO, IL (April 12, 2022) – Representing leading manufacturers of medium- and heavy-duty commercial vehicles, Truck and Engine Manufacturers Association (EMA) President Jed Mandel testified today before the U.S. Environmental Protection Agency (EPA) on a new proposed rule to establish revised standards for nitrogen oxide (NO_x) tailpipe emissions.

EMA has [collaborated with EPA](#) to successfully reduce NO_x and particulate matter emissions by greater than 98% and has [expressed strong interest](#) in continuing to partner with the agency to further reduce the remaining 1-2% of NO_x emissions through this rulemaking effort.

During his testimony, Mandel firmly rejected EPA’s proposed “Option 1” pathway, calling the proposed rule “not technologically feasible, cost-effective or customer acceptable.”

If EPA finalizes that iteration of the rule, Mandel warned, “[C]ritically important fleet turnover will be delayed and customers will keep their higher emitting trucks longer. That not only will delay EPA’s anticipated environmental benefits, it also would cause environmental backsliding which would be especially harmful to disadvantaged communities... Further, a poorly designed final rule will cause market disruptions, will delay or undermine the ability of manufacturers to recoup their investment in developing compliant technologies and, worse, could have significant adverse impacts on the economy and jobs.”

Mandel urged EPA to work with engine manufacturers and other stakeholders to develop a workable final rule that not only will help achieve intended clean air goals, but also serve as a “successful bridge to a zero-emission commercial vehicle future – for which EMA members are investing billions.”

“We are committed to working with EPA and other stakeholders to assure adoption of a final rule that is appropriately stringent, that will address the nation’s needs for reducing heavy-duty on-highway diesel engines’ NO_x contribution to ozone formation, and that will still provide our customers a full range of durable, reliable, and affordable products,” Mandel said, noting that EPA’s “Option 2” proposal “provides a starting point for achieving those goals, although modifications are needed.”

EPA has also proposed reopening the greenhouse gas (GHG) Phase 2 rule, a decision that

Mandel said “surprised and disappointed” EMA members.

“Our members count on the stability and certainty of EPA’s final rules. That is the basis for their investing capital and making business plans for compliance,” Mandel said. “Reopening Phase 2 not only undermines those investments and plans, but also would set a horrible precedent that future Administrations can change rules they don’t like, thereby eviscerating regulatory certainty and stability.”

[Click here](#) to read Mandel’s full testimony on behalf of the Truck Engine and Manufacturers Association.

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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.