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What They're Saying: Misguided EPA Truck Emissions Rule Could Have Costly Consequences

Stakeholders warn EPA that an overly stringent rule could result in negative market impacts

CHICAGO, IL – Dozens of organizations representing the industries that drive America's economy worry an overly aggressive heavy truck tailpipe emissions rule could result in the elimination of hundreds of thousands of blue-collar jobs, adding to economic hardships affecting families across the country.

Proposed by the U.S. Environmental Protection Agency (EPA), the rulemaking could force manufacturers to significantly redesign engines and exhaust aftertreatment systems, [increasing the cost](#) of new commercial vehicles by more than \$31,000 and potentially sparking thousands of layoffs throughout the trucking industry as fleet owners struggle to afford the more expensive new trucks. According to [ACT research](#), if EPA finalizes its more stringent "Option 1" proposal, it could result in the loss of approximately 220,700 jobs. The Truck and Engine Manufacturers Association [urged EPA](#) to instead consider "Option 2," which could be the foundation for a [workable rule](#) that will [meet environmental goals](#) without stalling [progress toward zero-emissions vehicles](#) or adversely affecting the nation's economy.

Here's what others are saying about the rule's potential economic impacts:

- "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 ... This proposed rule would multiply the supply chain, inflationary and input pressures New York farmers and consumers are already facing. More needs to be done to invest in infrastructure, vehicle and engine technology advancement and incentive programs before this rule is considered." – [New York Farm Bureau](#)
- "Additionally, the longer-term impact of the driver shortage has increased the cost of moving goods across this country, and it is unlikely that the trucking industry will be able to increase the supply of drivers in order to meet the demand for goods. If EPA adopts Option 1, it will cause artificial increases to the cost of a new diesel truck through the regulatory process." – [Truck Renting and Leasing Association \(TRALA\)](#)
- "History has shown that dramatic changes in emissions standards materially drive costs up. That creates an economic "perfect storm" whereby customers either pre-buy trucks or defer the purchase of new vehicles entirely. Both effectively circumvent the objective of getting new technology on the road. More important, both are highly detrimental to efforts to preserve and grow employment in North Carolina. In other words, there will be

a dramatic loss of jobs in North Carolina (and in America) if the proposed rule by EPA is adopted as written.” – [North Carolina Chamber of Commerce](#)

- “Together, the higher CMV [Commercial Motor Vehicle] prices and operating costs that directly stemmed from EPA’s 2002-10 HDE NOx standards led to a significant disruption of the new CMV marketplace, leading to lost employment, lost profits, and even the shuttering of some businesses... It would be unconscionable for EPA to adopt new NOx mandates that would result in a similar scenario given the negative economic and employment impacts that would result and, as importantly, the lost emissions reduction benefits associated with a slowdown in fleet turnover.” – [American Truck Dealers](#)

America’s trucking fleets carry the vast majority of the nation’s goods to consumers each year – every American is served by the trucking industry. The nation’s fleets – [92%](#) of which are small businesses made up of 6 or fewer trucks and operating with slim margins – will struggle to absorb additional costs, and, if EPA does not carefully craft an effective final rule, the impacts could trickle down to everyday Americans through higher costs, job losses, and greater fiscal hardships for families around the country. To learn more about the rulemaking, read the latest research and insights from industry leaders, and sign up for updates on the rulemaking process, 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.