

Testimony on EPA Heavy Duty Vehicle Standards
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Thank you for the opportunity to testify on the Environmental Protection Agency's heavy-duty vehicle standards. My name is Dr. Quinta Warren, and I am the Associate Director of Sustainability Policy at Consumer Reports. CR is encouraged to see that the EPA is updating its emissions standards for heavy duty vehicles sold beginning in 2027. We believe that this proposal is a good start, but that the EPA can and should do more to limit NOx and greenhouse gas emissions from these vehicles, and limit their negative impacts on communities and the environment.

Low income communities and communities of color are disproportionately [impacted](#) by heavy duty vehicle emissions due to a national legacy of racist policies that have kept cities across the country segregated for generations. These policies have kept these overburdened communities proximal to roads, transportation corridors, and vehicular traffic. The Biden Administration has previously stated its commitment to environmental justice, and this is an opportunity for it to demonstrate this commitment by addressing discriminatory transportation-related impacts.

Heavy duty vehicles make up less than [5%](#) of vehicles on the road. Yet they account for [25%](#) of greenhouse gas emissions and 60% of tailpipe [NOx](#) and particulate matter emissions. These pollutants dramatically contribute to poor health outcomes including pre-term births, lung cancer, cardiovascular disease, and respiratory diseases such as asthma. [People living](#) in low-income neighborhoods and communities of color are exposed to 28 percent higher nitrogen dioxide concentration on average than people in higher income and majority white neighborhoods. This pattern is repeated in communities throughout the country.

African Americans and Latinos are exposed to 34% and 23% higher levels, respectively, of particulate matter pollution from the transportation sector. Shifting to low- and zero-emissions vehicles would improve air quality in impacted communities, and yield significant avoided costs from public health and climate damage.

For these reasons, we urge the EPA to adopt Option 1, and strengthen it to accelerate the deployment of zero-emission heavy duty vehicles, and achieve a 90% reduction in NOx emissions over 2010 standards by 2027. We also urge the EPA to eliminate NOx- and greenhouse gas-related credits and multipliers to automakers which would allow polluting vehicles to continue to be sold, and severely limit the effectiveness of this proposed rule. We need this heavy duty rule to be as stringent as possible, and to be put in place this year, in order to protect communities across the country, especially the vulnerable among us. Thank you for the opportunity to testify.