

Clean Trucks

The EPA has estimated that more than [45 million people in the U.S. live within 300 feet of a major roadway or transportation facility](#). Freight trucks and heavy duty vehicles release nitrogen oxides (NOx) and other pollution into our air—representing a massive public health threat and causing serious harm to our climate. Those living near roadways are more heavily impacted by these emissions and are [disproportionately low-income and communities of color](#).

The administration recently proposed a rule to set new, more stringent standards to reduce pollution from heavy duty vehicles and engines manufactured in 2027 and beyond. The rule aims to reduce emissions from NOx and to set more stringent greenhouse gas (GHG) standards. While a good start, the EPA could go much further to reduce pollution from trucks, ensure that this rule helps achieve 60% reduction in new vehicle greenhouse gas emissions by 2030 and accelerate the adoption of zero emission trucks that are already being made in the U.S.

Consumers need Clean Trucks.

- Buses, trucks, and other heavy duty vehicles make up only 5% of vehicles on the road in the U.S., but generate of a disproportionate percentage of transportation related emissions including [GHG](#) and NOx
 - These vehicles release lung damaging air pollutants including nitrogen oxides (NOx) and particle pollution—posing serious public health risks to us all and damage to our climate.
 - [Diesel emissions](#) increase the risk of cancer, and can lead to premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function.
 - These harmful impacts from heavy duty vehicles fall [disproportionately on communities of color](#) that are often located near heavy duty traffic and trucking corridors.
- Consumers rely heavily on these trucks that deliver goods to warehouses and homes. The growth of e-commerce and the promise of faster and faster delivery times will lead to increased consumer reliance on heavy-duty vehicles. However the

expansion of the heavy duty industry to meet consumer needs should not come at the expense of communities living near roadways.

- Smog and soot air pollution caused by trucks and buses are among the greatest threats to public health for the more than [45 million people in the U.S. living within 300 feet of a major roadway or transportation facility](#).
- We have the technology and ability to cut pollution *and* save money *today*.
 - Cleaner trucks are not only available and ready now, they are also projected to [be cheaper to own and operate](#) than their combustion engine counterparts within 5 years.
 - There are [dozens of zero-emission medium- and heavy-duty truck](#) models already available or coming to the market within a couple of years.
- The EPA should eliminate credits and multipliers that would severely limit the effectiveness of this proposed rule.

NOx standards:

- At a minimum, the EPA should adopt Option 1 in the proposed rule to meet obligations under the Clean Air Act and bring the most benefit to our health, air, and environment. EPA must set standards that achieve a 90% reduction in NOx emissions over the 2010 standard by 2027. CR supports the EPA's proposal to add an additional low load cycle (LLC) standard and test procedure. This is necessary to capture NOx emissions in urban settings, where heavy-duty vehicles operate in stop and go conditions, and at slow speeds.
- CR supports the EPA's proposal to lengthen regulatory useful life and emission warranty periods in order to maintain emission control over a greater portion of an engine's operational life.

GHG standards:

- The EPA's proposed GHG standards simply do not go far enough to reduce GHG emissions. The rule does not accurately reflect the current or future ZEV market, by failing to take into account state level regulations that will require increased adoption of heavy duty ZEV vehicles. Moreover, the proposed rule is not sufficiently "technology forcing," as is appropriate under EPA's Clean Air Act authority. As it stands, the rule would do little to encourage broader adoption of ZEV heavy-duty vehicles.
- The GHG emission standards in the proposed rule are not strong enough to achieve the administration's goal of a 60% reduction in new vehicle greenhouse gas emissions by 2030.