



June 24, 2021

The Honorable Michael S. Regan
Administrator
U.S. Environmental Protection Agency
Office of the Administrator, 1101A
1200 Pennsylvania Ave., NW
Washington, DC 20460

Re: Completion of EPA's Heavy-duty Low-NOx Rulemaking

Dear Administrator Regan,

We respectfully urge the Environmental Protection Agency (EPA) to complete the rulemaking for low nitrogen oxide (NOx) emissions standards for medium and heavy-duty vehicles (HD low-NOx rulemaking). We request EPA proceed expeditiously with publishing the notice of proposed rulemaking (NPRM) for the federal HD low-NOx standards with the goal of setting a final rule by no later than the end of 2022. As the motor vehicle industry works toward the future of clean transportation, suppliers strongly support EPA's effort to complete the HD low-NOx rule as an important next step. A HD low-NOx rule can capitalize on currently available technologies in cleaner HD vehicle emissions control and engine efficiency thereby reducing harmful air pollution affecting frontline communities.

Technology suppliers strongly support further greenhouse gas emissions (GHG) reductions from HD vehicles, including deployment of the next generation of advanced clean trucks to meet future CO₂ targets set by EPA under a subsequent HD Phase 3 rulemaking. We are concerned that trying to broaden the low-NOx rule at this late stage of the regulatory process creates significant risk of a delay in the original timeline. Last minute changes could result in missing the 2022 final rule deadline necessary to ensure Clean Air Act lead time requirements for a 2027 implementation date that aligns with CARB's Omnibus and delivers a national program. Further, a model year (MY) 2027 implementation is important for industry as it aligns with the final stage of the HD Phase 2 GHG regulation and enables heavy vehicle manufacturers and suppliers to streamline the engine and aftertreatment integration to simultaneously meet GHG and criteria pollutant standards.

Five years ago, on June 3, 2016, South Coast Air Quality Management District (SCAQMD), and ten states, petitioned the EPA to adopt an ultra-Low-NOx emission standard for on-road HD trucks and engines (the Petition).¹ The Petition sought a proposed low-NOx rule by the following summer and a final rule by the end of 2017.² EPA took no action until November 2018, when the agency announced its intention to set new NOx standards for on-road HD trucks.³ An Advanced Notice of Proposed Rulemaking (ANPR) was issued in January of 2020. The low-NOx ANPR was expected to lead to a national low-NOx NPRM before the end of 2020 and thereby provide the motor vehicle industry with a 50-state solution for low-NOx compliance and provide regulatory certainty for supplier investments.⁴ After the COVID-19 pandemic delayed this timeline, EPA anticipated an October 2021 proposal.⁵

The significant air quality benefits of a federal low-NOx standard, set at the limits in the Omnibus approved by CARB and aligned in their implementation, was published in an analysis in August 2020.⁶ The 2035 inventory impact analysis yields a national average estimated 36.2 percent reduction in on-road NOx emissions or about 330,000 tons of NOx reduced in the year 2035. These reductions in NOx were shown to eliminate ozone nonattainment everywhere east of the Rockies by 2035.⁶

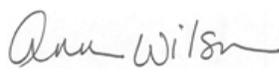
Prioritizing a federal final rule that harmonizes with CARB's Omnibus in MY2027 will ensure the same technologies used to make HD vehicles 90% cleaner in California will be deployed across the country. This is essential for California and Section 177 states that are significantly affected by NOx emissions from out-of-state trucks.

Alignment in MY2027 will provide a national HD regulation that is important to motor vehicle suppliers who provide 907,000 direct jobs in the U.S., making it the nation's largest sector of manufacturing jobs with employees in all 50 states.⁷ Motor vehicle suppliers have invested significant resources in research and development (R&D) in emission reduction technologies to help their customers comply with future lower NOx standards while simultaneously improving efficiency. Now, the U.S. motor vehicle industry needs to make investments, hiring decisions and begin working by next year to prepare for new standards with adequate lead time. Further delay in a HD low-NOx rule might shift those investments to Europe or China where they are also considering similar HD truck criteria pollutant standards sooner as part of Euro VII and China VII. The HD low-NOx rule and its timing is not just about the future of the HD industry in the U.S., it is about the nation's global competitiveness and economic security of the industry's workforce and investments.

Moving forward with a HD low-NOx rule on the current timeline will provide market and investment certainty to the HD industry and begin providing relief to at-risk communities located near transportation and freight hubs as well as busy highway systems. As stated in the Petition, additional delay in reducing ozone poses severe health effects to at-risk populations (especially children) and underserved communities.⁸

We look forward to the opportunity to discuss this matter with you and your staff and appreciate your consideration.

Respectfully submitted,



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Patrick Quinn
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1. Petition to EPA for Rulemaking to Adopt Ultra-Low NOx Exhaust Emission Standards for On-Road Heavy-Duty Trucks and Engines June 3, 2016, South Coast Air Quality Management District et al. <https://www.epa.gov/petitions/petition-epa-rulemaking-adopt-revised-nox-exhaust-emission-standards-highway-heavy-duty>
 2. Petition, p. 3.
 3. EPA Cleaner Trucks Initiative <https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative>
 4. EPA Seeks Pre-Proposal Comments on the Cleaner Trucks Initiative Office of Transportation and Air Quality EPA-420-F-20-003 January 2020 <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100YCET.pdf>
 5. Update on EPA's Cleaner Trucks Initiative Brian Nelson CTI Program Manager, Director of ASD's Heavy-Duty Onroad & Nonroad Center <https://www.epa.gov/sites/production/files/2020-10/documents/cti-update-comvec-2020-09-15.pdf>
 6. Manufacturers of Emission Controls Association: Air Quality Benefits of a Future National Heavy-Duty Truck Standard, June 2020 http://www.meca.org/resources/CTI_MOVESInventoryModelingProjectSummary_0620Final.pdf
 7. U.S. Labor and Economic Impact of Vehicle Supplier Industry, MEMA and IHS Markit. February 2021.
 8. Petition, p. 21.