

EMA Meeting with OMB December 16, 2021

We support a stringent, implementable National 2027 Low-NO_x Rule. Appropriately stringent national low-NO_x standards will provide the same or better reductions than CARB's separate standards. We also support and want to be part of the solution to zero-emissions. The successful introduction of ZEVs will reduce both NO_x and GHG emissions.

We understand that EPA's upcoming HDOH NPRM will propose to adopt CARB's extremely stringent Omnibus Low-NO_x Rule and reopen the GHG Phase 2 Rule including:

- a two-step NO_x reduction (in 2027 and 2031)
- a 90% reduction (to 0.02) from the already 90% reduced levels (overall 99% reduction)
- extended UL and Warranty periods
- new, more stringent GHG standards

CARB's standards have never been demonstrated to be technically feasible. No OEM has said they can produce complying product.

EPA's rule would:

- increase the cost of a truck (estimated to be ≈ \$38,000) -- far in excess of any benefits
- disrupt the market for new trucks (because of extensive pre-buy, low buy, no buy) – a market phenomenon that occurred in 2006/2007
- create significant job losses and economic harm
- have adverse environmental impacts, including especially in disadvantaged communities (because old products will be kept longer; delayed fleet turnover)
- would divert OEM resources from the R&D needed for GHG reductions and ZEV development
- undermine critically needed regulatory certainty and stability
- establish a precedent that a new Administration can cavalierly change existing rules. The HD industry strongly and successfully opposed previous efforts to reopen the Phase 2 Rules
- undermine OEMs ability to comply with both the existing Phase 2 GHG standards and the potential new NO_x standards

The President's EO directs EPA to consider a Phase 3 GHG rule beginning in 2030. Reopening Phase 2 for at most 3 years provides little benefit and causes significant harm. Adopting a second stage ultra-low NO_x standard in 2031 undermines the opportunities for meaningful GHG reduction in 2030 (because of NO_x/GHG trade-offs).

EPA should prepare and finalize a 30 g/bhp-hr voluntary clean idle sticker program (which EMA requested in 2019 and for which EPA asked comments in the ANPRM). Such a standard is especially important for disadvantaged communities where trucks often idle.

CARB like standards should not be considered. CARB's extended warranty and useful life provisions are not cost-effective, and their tailpipe standards are not feasible. That approach will lead to substantial job losses, and economic and marketplace disruption associated with the massive pre-buy, low-buy, no-buy that will occur. A national rule requiring the same engine technology as will be required by CARB's rule - - but allowing for the needed tailpipe standard compliance margin and with less extreme extended warranty and useful life periods - - will address the Nation's needs and will provide more benefits to California than their stand-alone program.