TRIFECTA OF BENEFITS:
CLEANER TRUCKS, ENERGY SECURITY, FUEL COST SAVINGS

Heavy trucks transport the products we buy every day and perform thousands of other vital services. These vehicles also consume more than 125 million gallons of fuel every day and emit nearly 450 million metric tons of climate pollution annually.[i] Cost-effective technology is available today to reduce fuel consumption 40 percent by 2025, making the American freight industry cleaner, saving consumers money and providing significant public health benefits.

Robust fuel efficiency and greenhouse gas standards for the nation's largest trucks can reduce harmful climate pollution, provide energy security and deliver *direct* cost savings to Americans

- The U.S. Environmental Protection Agency and the Department of Transportation are expected to propose new standards for medium-and heavy-duty vehicles early this summer.
- These second phase standards will build on the first ever heavy-duty fuel economy and GHG program, implemented in 2014. The success of this program is already being demonstrated by the demand for more efficient trucks – model year 2014 heavy-duty trucks saw the highest sales since 2005.[ii]
- If the Administration adopts strong standards this year, the first and second phase standards together could provide significant climate and economic benefits by 2030 that:

  - ✓ Reduce climate pollution by 270 million metric tons annually
  - ✓ Cut fuel use by 1.4 million barrels a day
  - ✓ Save an average tractor-trailer owner $30,000 dollars per year in fuel costs
  - ✓ Reduce harmful criteria and air toxic emissions by hundreds of thousands of tons annually

Increased efficiency provides savings across the supply chain

- The average semi truck today burns 20,000 gallons of diesel a year – the same volume of fuel used by 50 new passenger cars.[iii]
- Fuel has been the largest single cost for trucking fleets, accounting for 39 percent of the cost of ownership in 2013.[iv]
- Stronger fuel-efficiency standards for trucks could lower total per-mile cost of ownership by 22 cents-a-mile by 2025 - savings will be shared with consumers.

Solutions are in production today and can be cost-effectively scaled over the decade

- Trucks developed under the Department of Energy "Super Truck" program have already demonstrated the ability to cut fuel consumption by more than half.[v]
- There are multiple aerodynamic packages already on the market that boost fuel efficiency by 9 percent or more.[vi]
- Significant additional savings can be gained by optimizing technologies currently on new trucks.

Consumers strongly support more efficient trucks

- Rigorous fuel economy and GHG standards could save American households $400 annually on goods and services.
- According to a survey by the Consumer Federation of America, a large majority of Americans – **74 percent** – favor requiring truck manufacturers to increase the fuel economy of large trucks to reduce their fuel costs, much of which is passed on to consumers.

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[i] Energy Information Agency, *Annual Energy Outlook* (2015) Tables A-7 and A-19.
[ii] http://www.truckinginfo.com/channel/fleet-management/news/story/2014/10/healthy-demand-overall-for-trucks-in-september.aspx?ref=rel-recommended (last accessed November 5, 2014)
[iii] Assumes Class 8 truck VMT of 120,000 miles and average fuel economy of 6.1 MPG and sedan VMT of 11,318 and average fuel economy of 31 MPG. EIA AEO 2014 Table 68. Freight Transportation Energy Use. Heavy Duty Fuel Efficiency, Existing Trucks by Size Class. U Michgan Eco-Driving Index at: www.umich.edu/~umtriswt/data/UMTRI_sales-weighted-CAFE_April-2015.xls. Federal Highway Administration Table VM-1 American Public Transit Association's Public Transportation Fact Book Tables 8, 16, and 21.
[iv] American Transportation Research Institute, "An Analysis of the Operational Costs of Trucking," (September 2013). http://truckexec.typepad.com/files/atri-operational-costs-of-trucking-2013-final.pdf
[v] Daimler Trucks North America press release, "Daimler's Super Truck Program Exceeds Goals," (March 25, 2015) Last accessed May 22, 2015 at: http://www.daimler-trucksnorthamerica.com/news/press-release-detail.aspx#daimler-s-supertruck-program-exceeds-goals-2015-03-25
[vi] Transport Topics, "Wabash, Strehl Release New Trailer Aerodynamic Products," February 18, 2015). http://www.ttnews.com/articles/showtemplatetmc2015.aspx?storyid=37417