



## **BROAD SUPPORT ACROSS AMERICA: PHASE II GREENHOUSE GAS AND FUEL ECONOMY STANDARDS FOR FREIGHT TRUCKS AND BUSES**

### **Federal and State Policymakers**

“The actions we take today on climate change will help lessen the impacts on future generations,” said [EPA Administrator Gina McCarthy](#). “This next phase of standards for heavy- and medium-duty vehicles will significantly reduce greenhouse gas emissions while driving innovation, and will ensure that the United States continues to lead the world in developing fuel-efficient technologies through the next decade and beyond.”

“Today’s ambitious but achievable announcement is a huge win for the American people, giving us cleaner air, more money saved at the pump, and real benefits for consumers across the supply chain,” said [Transportation Secretary Anthony Foxx](#). “Today’s action preserves flexibility for manufacturers to deliver on these objectives through a range of innovations and technology pathways.”

“We support this comprehensive effort by USEPA and NHTSA to cut greenhouse gases from heavy duty trucks,” said [CARB Chairman Mary D. Nichols](#). “We will continue our strong partnership with them as we move forward together to establish nitrogen oxide standards that will help address California’s unique air pollution challenges.”

### **Manufacturers**

“We always knew we needed to bring more fuel efficient technology to the market, but it was linked to the price of fuel, and today, there’s less pressure,” said [Mihai Dorobantu](#), director of technology planning and government affairs with Eaton’s vehicle group. “What the rule does is it brings clarity to the entire industry. ... It helps us pace and justify our investments, an investment we are doing anyway.”

“Eaton recognizes the importance of providing environmentally responsible solutions, so we are pleased with the new Phase II standards for medium and heavy duty commercial vehicles which will deliver significant fuel consumption and emissions reductions,” said [Craig Arnold, Chairman and CEO, Eaton](#). “As a leading supplier of advanced transmissions, engine and powertrain components, Eaton is committed to delivering cost effective technologies that will help our customers achieve significant operational savings. These new standards ensure that we both satisfy customers and protect the environment.”

“Cummins products provide power that make people’s lives better around the world, from fire trucks that keep communities safe, to buses that people rely on to take them safely to school and work, to trucks that deliver critical goods, and much, much, more,”

said [Tom Linebarger, Chairman and CEO, Cummins Inc.](#) “When we design and manufacture these products, we work to ensure everything we do leads to a cleaner, healthier, safer environment.” Linebarger added, “Our position as a technology leader allows us to deliver products that reduce both fuel consumption and emissions, which is a win for our customers and a win for the environment. Over the past eight years, we have worked with our customers, technology partners and various other stakeholders to help government regulators develop regulations that drive economic growth while reducing the environmental footprint of our industry. As the Phase 2 rule is finalized, we are ready with the technology to meet and exceed both the goals and expectations of our customers and regulators.”

“Our goal in this process was to work collaboratively with the agencies to simplify compliance while maximizing environmental benefits and overall cost savings for the fleets. I think we’ve achieved that,” added [Dick Giromini, President and CEO of Wabash National](#). “As the innovation leader in our industry, Wabash will continue to pursue new technologies and develop new aerodynamic solutions to further improve fuel efficiency, reduce the operating costs of our customers, and work to develop practical solutions that benefit all stakeholders.”

“It is great how the industry and regulators came together to develop a tough but manageable compromise. GHG2 is still about tweaking existing technologies and improving what is out there now. We have to have the flexibility on how to achieve those targets so we can align with customer real cost of ownership.” - [Martin Daum, CEO, Daimler Trucks North America](#).

“The United States is facing significant challenges regarding GHG reduction as well as its continued dependence on foreign oil. DTNA will continue to work closely with the EPA, NHTSA, and our partners to develop new solutions that will have a positive environmental impact and fuel efficiency gains for our customers that are harmonious with the Phase Two standards,” said [Martin Daum, President and CEO, Daimler Trucks North America](#).

“[Allison Transmission](#) supports new fuel efficiency and emissions standards for commercial-duty vehicles. Company's newest products are already designed to help customers meet goals established by the EPA and NHTSA.”

“The biggest challenges are the levels we have to achieve, but they are the same for everybody and will drive a lot of good change.” - [Kevin Baney, chief engineer of Kenworth Truck Co.](#)

“The Volvo Group strongly supports the objective of reducing greenhouse-gas emissions and fuel consumption through this regulatory process,” spokesman John Mies said, speaking on behalf of [Volvo Trucks North America and Mack Trucks](#). “Improved fuel economy is a goal all stakeholders can unite around. The new targets represent a real challenge for our industry, and we are focused on meeting these very ambitious goals,” he said.

“We applaud the EPA, NHTSA and CARB for listening to public and industry input and raising the GHG emissions standards. This new rule will spur continued innovation in the transportation sector,” said [David Johnson, president and CEO, Achates](#)

[Power](#). "We've seen again and again that regulation is useful – perhaps even essential – to drive the industry to embrace innovative technology to improve fuel economy, reduce petroleum consumption, and reduce greenhouse gas emissions."

"Many businesses view the term 'good regulation' as the ultimate oxymoron. But the latest fuel efficiency standards are a good example of government and industry working together to address a critical societal challenge. The new rule lays out an aggressive, yet realistic, blueprint for shrinking the environmental impact of the heavy trucks that are the workhorses of commerce in this country. That's a positive step forward, for our industry and our planet," said [Alex Stark of Kane is Able](#).

## **American Trucking Association**

"While today's fuel prices are more than 50% lower than those we experienced in 2008, fuel is still one of the top two operating expenses for most trucking companies," said [American Trucking Association President and CEO Chris Spear](#). "That's why our industry has worked closely with both the Environmental Protection Agency and the National Highway Traffic Safety Administration over the past three-and-a-half years to ensure these fuel efficiency and greenhouse gas standards took into account the wide diversity of equipment and operations across the trucking sector."

## **Fleets and Shippers**

"The continued focus on improving fuel efficiency will unlock new innovations that protect our environment and spur economic growth," said [Indra K. Nooyi, Chairman and CEO of PepsiCo](#). "The steps we have taken to boost the efficiency of our fleet across PepsiCo have significantly reduced emissions while lowering our operating costs, and we are committed to doing much more. We thank the Administration for its leadership on this issue and believe these new standards set the stage for continued progress."

"We've long supported standards that reduce emissions and improve the environment, particularly in the communities where we operate. That's why we support the new Phase II standards for medium and heavy-duty trucks. It's a win-win for our industry, our customers and communities – reducing emissions and saving fuel and money," said [David Steiner, CEO, Waste Management](#), which operates North America's largest refuse fleet. "Having invested in approximately 6,000 natural gas trucks so far, we've already seen the benefits of new advanced technologies and have eliminated the need for 8,000 gallons of diesel fuel per year, per vehicle. We're fully committed to continuing the transition of our fleet to natural gas."

"We are committed to working with EPA on the Phase II standards for medium- and heavy-duty commercial vehicles, and have been proactively working on public policies to minimize environmental impacts and fuel use since 2006," said [Michael L. Ducker, President and CEO of FedEx Freight](#). "We support the national harmonization of commercial vehicle standards and requirements through both technological and operational means. FedEx also continues to support the adoption of a new national standard of 33-foot twin trailers, which would reduce highway congestion and the wear and tear on the nation's infrastructure, while maximizing safety and environmental benefits. FedEx recognizes the importance of its role to connect the world responsibly and resourcefully."

“We believe cleaner, more fuel-efficient trucks are better for our businesses, our customers, and our country—not to mention the planet. So we are supporting the adoption of new national rules on truck fuel efficiency and emissions from the National Highway Transportation Administration and the Environmental Protection Agency. At [Ben & Jerry’s and Stonyfield](#) — and at businesses from international giants like General Mills to homegrown firms like Lundberg Family Farms—we all agree that we want to see a 40 percent reduction in fuel use by heavy-duty trucks by 2025.”

In a letter from [Mike Britt, the Director of Advanced Engineering for United Parcel Service](#) to Chris Grundler, the Director of the Office of Transportation and Quality, the United States Environmental Protection Agency: “Today the EPA and NHTSA released their final regulations requiring increased efficiency and fuel economy in the medium- and heavy-duty vehicle sector from 2019 to 2027. We applaud the two agencies for doing a thorough, professional, and comprehensive assessment of the current state and potential of future technology. We need and can achieve much higher efficiency in our trucks. The fuel economy targets established by the agencies are both forward looking and feasible. We believe the long lead times should allow the truck manufacturers and suppliers ample time to plan for and prepare for the implementation of the necessary technologies.”

### **Public Health Associations As Well As Labor, Environmental and Non-Governmental Organizations**

“The vehicle efficiency standards released today by the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration are a critical move forward in the fight for healthy air. These standards are set to protect public health and fight climate change by reducing carbon pollution and other harmful air pollutants like particulate matter and nitrogen oxides produced from trucks, tractors, trailers and buses. EPA estimates these standards will prevent 175,000 asthma attacks in children and more than 600 premature deaths annually in 2040,” said [Harold P. Wimmer, National President and CEO of the American Lung Association](#). “Cutting these emissions will help fight climate change and improve the health of all Americans, particularly the most vulnerable, such as older Americans, young children and people with lung diseases like asthma and chronic obstructive pulmonary disease (COPD). We thank President Obama, the EPA and the National Highway Traffic Safety Administration for this important step to save lives and safeguard Americans’ health.”

The [BlueGreen Alliance Executive Director Kim Glas](#) stated, “From super-duty pickups in Ohio to advanced engines and transmissions in Michigan, and from innovative long-haul trucks in North Carolina to electric transit buses in South Carolina and California, American workers are building some of the cleanest advanced trucks in the world. With today’s finalization of Phase 2 medium and heavy-duty vehicle standards, the United States takes another step forward in curbing climate change while providing tools to rebuild America’s manufacturing economy.”

“Today’s Clean Truck standards are a big win for America’s efforts to address climate change, reduce oil use, and strengthen our economy,” said [Fred Krupp, president of EDF](#). “EPA and DOT have created rigorous and common sense standards that will reduce climate pollution, protect public health, make us more energy independent, and

save money for both truckers and consumers. With today's announcement, we will cover a lot of ground in our journey toward a safer, healthier clean energy future."

"The world's major economies will take important policy guidance from these rules," said [Drew Kodjak, the ICCT's Executive Director](#). "Adopting long-term standards – in this case eleven years out into the future – will help industry invest with great confidence in reliable, sustainable low-carbon technologies."

"This is great news for the trucking industry and companies that are concerned about reducing their shipping costs. Because these vehicles are so large, even small improvements in fuel economy yield significant cost-savings through reduced oil use. This is yet another area where stronger environmental performance is better for businesses and the economy, too." [Carol Lee Rawn, director of Ceres Transportation Program](#).

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