

CHAMBER OF COMMERCE  
OF THE  
UNITED STATES OF AMERICA

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February 20, 2020

**VIA ELECTRONIC FILING**

**RE: Environmental Protection Agency Advance Notice of Proposed Rulemaking on Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine Standards [85 FR 3306; Docket No. EPA-HQ-OAR-2019-0055]**

Brian Nelson  
Office of Transportation and Air Quality  
Assessment and Standards Division  
U.S. Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105

Dear Mr. Nelson:

The U.S. Chamber of Commerce appreciates the opportunity to submit these comments to the U.S. Environmental Protection Agency (EPA) in support of its Advance Notice of Proposed Rulemaking (ANPRM) to advance the Cleaner Trucks Initiative (CTI) through modernization and streamlining of nitrogen oxide (NO<sub>x</sub>) emissions standards for highway heavy-duty engines.

The Chamber and its members are proud of their role as a collaborative partner with EPA and state partners to develop emissions-reducing technologies and implement standards that have led to remarkable progress cleaning up the nation's air. Efforts made to reduce NO<sub>x</sub> from all sectors of the economy, including heavy-duty highway engines, have been a major factor driving this progress.

Since 1990, economy-wide NO<sub>x</sub> emissions have declined by nearly 60%, led by a 66% reduction from highway vehicles. This progress has occurred even as overall vehicle miles traveled have increased by nearly 50%,<sup>1</sup> and has been a primary contributor to total nationwide reductions of nitrogen dioxide levels in ambient air of 57% during the same time period.<sup>2</sup>

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<sup>1</sup> EPA Air Pollutant Emissions Trends data, available at <https://www.epa.gov/air-emissions-inventories/air-pollutant-emissions-trends-data>; Department of Transportation Office of Highway Policy Information, available at <https://www.fhwa.dot.gov/policyinformation/statistics/2016/>

<sup>2</sup> EPA Air Quality Trends, available at <https://gispub.epa.gov/air/trendsreport/2019/#highlights>

Continued improvements in advanced technology diesel engines is a key element of this success. According to the Diesel Technology Forum, the latest generation of diesel-powered heavy-duty commercial trucks emit less than 1/60<sup>th</sup> of a single U.S. model made in the pre-2000 era.<sup>3</sup> There are now more than 4.5 million of these advanced diesel trucks on the road nationwide, and together they have combined to help avoid more than 18 million tons of NOx emissions. Moreover, due to the relatively slow turnover of the commercial vehicle fleet, there is still a significant opportunity for additional emissions reductions as adoption of the newest generation diesel technologies continues to expand.

While this progress has been remarkable, EPA's last revisions to on-highway heavy-duty truck and engine NOx standards occurred in 2001, and agency modeling shows that these sources are expected to remain one of the largest contributors to mobile source NOx emissions in 2028. It is clear that the time is right to develop a new, harmonized national NOx reduction strategy that better reflects the capability of available emissions control technologies and in turn delivers improved real-world emissions reductions.

Accordingly, the Chamber commends EPA for issuing this ANPRM and pursuing a robust public process with state and industry stakeholders to ensure revised standards are performance-based and consider feasible and cost-effective emissions control technologies. As the agency proceeds down this path, we encourage special attention to addressing the following specific considerations:

- Sufficient lead-time. The design, development, and integration of technologies into heavy-duty engines and vehicles is a long, complex process, and the Clean Air Act requires that manufacturers have sufficient lead time to plan and invest for meeting new standards.
- Early incentives. While sufficient lead-time is essential, as the ANPRM notes, early adoption of certain technologies and practices could benefit public health and the environment. This is particularly true in light of the long operational life of heavy-duty engines, where average mileage is often several hundred thousand miles per vehicle. Accordingly, and to encourage accelerated turnover, we support development of provisions that provide a regulatory incentive for transitioning to next generation cleaner technologies earlier than required under the standard.
- Real-world reductions. As the ANPRM notes, while current heavy-duty engine emission standards reduced PM and NOx tailpipe emissions by over 90 percent using the specified test procedures, their impact on in-use emissions during real-world operation is less clear. Operational data indicate that current in-use requirements designed for highway-focused driving may fail to capture significant potential for reductions in low load situations that

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<sup>3</sup> Diesel Technology Forum statement on EPA Cleaner Trucks Initiative, available at <https://apnews.com/19669766aa944c61c15cf86fe53c1501>

are most common in urban situations where air quality challenges are the greatest. Program reforms that account for such real-world discrepancies offers significant potential to realize cost-effective emissions reductions in priority areas of concern.

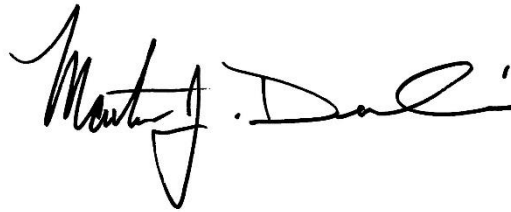
Additionally, and at a broader level, we commend the guiding objectives EPA has developed as it approaches this rulemaking:

- Reduce in-use emissions under a broad range of operating conditions;
- Consider and enable effective technological solutions while carefully considering cost impacts;
- Fair and effective compliance and enforcement provisions ;
- Incentivize early compliance and innovation;
- Ensure a coordinated 50-state program;
- Actively engage with interested stakeholders.

With these core principles as guideposts, we are optimistic that this undertaking can result in commonsense, harmonized regulations that achieve significant environmental progress while providing manufacturers and end-users with regulatory certainty and stability necessary to continue investing in NOx-reducing technologies and vehicles.

We appreciate the opportunity to comment on this important matter and look forward to working with you as the regulatory process continues.

Sincerely,

A handwritten signature in black ink that reads "Marty Durbin". The signature is written in a cursive, flowing style with a large initial 'M' and a distinct 'D'.

Marty Durbin