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US EPA proposes ‘very ambitious‘ climate targets for auto sector

- **After more than a year of offering incentives for industries to invest in clean energy, the US Environmental Protection Agency (EPA) on 12 April 2023 announced what it called the most ambitious auto pollution rules in history, with the aim of accelerating automakers’ shift to electric vehicles.**
- **Under the EPA proposal, carbon dioxide emissions for new cars and light trucks would need to fall by 49 percent on average from 2027 to 2032. The agency is also proposing tightened standards for medium- and heavy-duty vehicles, with the latter including dump trucks, school buses and tractor-trailers.**
- **However, some Republican lawmakers are predicting a consumer backlash to the EPA proposal.**
- **But industry analysts say car buyers in the US are showing a growing appetite for electric vehicles, and that could increase if the EPA rules lead to more models, some advocates said.**

Relevance for PGM industry

- **Electric vehicles made up about 5.6 percent of cars and trucks sold in 2022, from 1.8 percent in 2020 and 3.1 percent in 2021, according to data from S&P Global Mobility.**
- **Transport is responsible for 37 percent of US emissions of carbon dioxide, with light-duty vehicles accounting for 58 percent of that figure, according to EPA figures.**
- **The new tailpipe rules proposed by EPA could push electric vehicles to make up two-thirds of new car sales in US by 2032.**
- **Although the new proposal does not mandate a certain percentage of EV sales, but rather mandates rapidly decreasing average fleet CO_2 emissions, automakers will likely lean heavily on battery electric vehicles.**

This Policy Update provides an introduction to the proposal and offers further reading based on POLITICO articles, featuring

1) ***reactions from oil, gas and automotive industry,***
2) ***a comprehensive guide to the EPA proposal,***
3) ***an introduction to the technical standards of EPA’s proposal.***

INTRODUCTION

AGGRESSIVE VEHICLE EMISSIONS REDUCTION PLAN

- The US Environmental Protection Agency (EPA) on 12 April 2023 proposed sweeping emissions cuts for new cars and trucks through 2032, a move it says could mean two out of every three new vehicles automakers sell will be electric within a decade.
- The proposal is more ambitious than President Joe Biden's 2021 goal, backed by automakers, seeking 50% of new vehicles by 2030 to be electric vehicles (EVs) or plug-in hybrids. Still, the new goals are also far ahead of what many automakers are planning according to analysts.
- Automakers and environmentalists say the administration is moving quickly in order to finalize new rules by early 2024 to make it much harder for a future Congress or president to reverse them. Then President Donald Trump rolled back tough emissions limits through 2025 set under Barack Obama but the Biden administration reversed the rollback.
- If approved, the emissions standards would start model year 2027 vehicles.
- The proposal, if finalized, represents the most aggressive US vehicle emissions reduction plan to date, requiring 13% annual average pollution cuts and a 56% reduction in projected fleet average emissions over 2026 requirements.
- The EPA is also proposing new stricter emissions standards for medium-duty and heavy-duty trucks through 2032.
- By 2032 the proposal would cost about $1,200 per vehicle per manufacturer, but save an owner more than $9,000 on average on fuel, maintenance, and repair costs over an eight -year period.

NO SALES BAN OF NEW GASOLINE-POWERED CARS

The Biden administration is not proposing banning gasoline-powered vehicles, but wants comments on whether it should extend emissions rules through 2035 and on other alternatives.

- EPA Administrator Michael Regan declined to endorse setting a date to end the sale of new gasoline-powered vehicles. He emphasized the proposal is a "performance-based standard" and not an EV mandate.
- The new EPA rules do not mandate a certain percentage of EV sales, but rather mandate rapidly decreasing average fleet CO_2 emissions. Between 2026 and 2032, fleet

emissions will need to drop by an average of 13% per year, until reaching 82g CO_2 per mile by 2032.

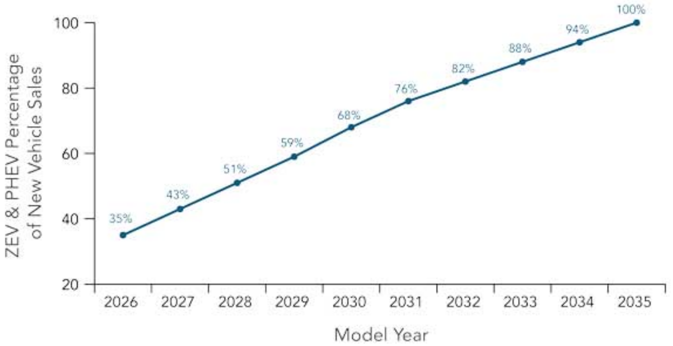
- By comparison, the average new vehicle in 2021 emitted 347g CO_2/mi – about four times as much as the 2032 rule.

AUTOMAKERS CAN CHOOSE HOW TO MEET STANDARDS

- Automakers can meet these mandates with whichever technology they choose, whether battery electric vehicles or otherwise. However, it is likely that most automakers will lean heavily on BEVs as they emit nothing at the tailpipe and are more easily scalable than other technologies like hybrids, fuel cells, or attempting to wring more efficiency out of gasoline engines.
- John Bozzella, CEO of the Alliance for Automotive Innovation representing General Motors, Volkswagen, Toyota and others, said "factors outside the vehicle, like charging infrastructure, supply chains, grid resiliency, the availability of low carbon fuels and critical minerals will determine whether EPA standards at these levels are achievable."
- The federal government is pouring billions of dollars into the construction of charging stations along highways and incentives for people who buy EVs.
- These incentives come as the Biden administration is potentially raising the cost of electric cars by requiring manufacturers to make the vehicles in the U.S., while using battery minerals from the United States or its closest trading partners — not China.
- Republican Senator Shelley Moore Capito said called the proposal "misguided" and said "the Biden administration made clear it wants to decide for Americans what kinds of cars and trucks we are allowed to buy, lease, and drive."

MEANWHILE IN CALIFORNIA...

- California in August 2022 moved to require all new vehicles sold in the state by 2035 be electric or plug-in electric hybrids, but must still seek an EPA waiver to proceed (read more: “[California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)“).
- Many US states have set targets and goals to phase out the sale of internal combustion cars, but California’s is the most aggressive, establishing a definitive mechanism to meet required 100% zero-emission vehicle (ZEV) sales in 2035.



The new regulation accelerates requirements that automakers deliver an increasing number of zero-emission light-duty vehicles each year beginning in the model year 2026. Sales of new ZEVs and PHEVs will start with 35% that year, build to 68% in 2030, and reach 100% in 2035 (Courtesy California Air Resources Board)

1 | REACTIONS FROM OIL, GAS AND AUTOMOTIVE INDUSTRY

- President Joe Biden’s attempt to force automobile companies to supercharge the supply of electric vehicles could spur a huge fight with the oil and gas industry — and provoke a partisan feeding frenzy from Republicans looking for their next 'gas-stoves-style’ culture war.
- The automakers themselves — the industry most directly affected — expressed wary resignation about Wednesday’s proposed pollution standards, despite cautioning that the swift transition Biden is envisioning may not be practical.
- But elements of the oil industry, which has a lot to lose if gasoline-fueled cars fade from the nation’s highways, are already suing to block a previous Biden-era auto pollution rule. The ethanol industry, whose product is blended into gasoline, joined that lawsuit. So did several Republican-led states, who argued that the Environmental Protection Agency lacks the authority to order such a sweeping change in how Americans get around.

- People in the oil industry were surprised at how ambitious EPA’s newest rule is, multiple oil industry lobbyists said, complaining that Biden’s regulators had skipped the Obama administration’s practice of meeting with outside groups while prepping a rule.
- Biden’s supporters said they’re sure the new rules will hold up in court, noting that Congress enacted a climate law last year that’s pouring billions of dollars into the effort to get more electric cars on the road. And administration officials expressed confidence that the auto industry can meet the EPA’s audacious goal of having electric vehicles account for two-thirds of new sales by 2032 — despite the carmakers’ public misgivings.
- But whether the rule can succeed depends on multiple complicated issues, including the average electric vehicle’s hefty price tag, the patchy state of the nation’s charging infrastructure, and the Treasury Department’s recent tightening of a $7,500 tax incentive that was supposed to make EVs more affordable. Other challenges include China’s dominance of the supply chain for batteries and the need to upgrade the U.S. power grid.

Here are the opponents who could make the task even tougher:

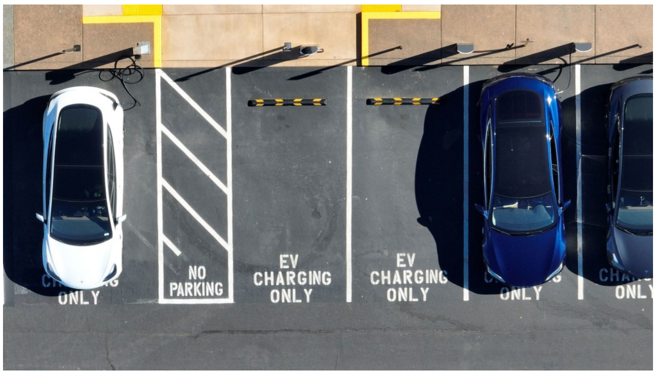
Republicans and red state attorneys general push back

- Republicans in Congress are already stoking the fires of what could be the next big culture war: A fight over what’s in Americans’ driveways. And they’re invoking the partisan flare-up from earlier this year over another fossil-fuel touchstone of Americana — a false accusation that Biden was proposing to ban gas stoves.

- “First President Biden came for our gas stoves,” Sen. John Barrasso (R-Wyo.), the top Republican on the Senate Energy and Natural Resources Committee, said Wednesday morning. “Now he wants to ban the cars we drive.”
- Biden does, in fact, want to get millions of Americans to give up their gasoline-powered cars. And there’s not much that Republicans in Congress can do about it immediately, aside from attempting to pass a resolution that would roll back the EPA rule. (Biden could veto such a resolution.)
- But a coalition of 17 attorneys general from Republican-led states has already sued over an earlier EPA auto-emissions rule, along with plaintiffs from the oil and gas industry. Though none of those states have yet explicitly threatened to sue over this latest version, West Virginia Attorney General Patrick Morrisey hinted Wednesday that another multistate legal challenge could be on the way. “We’ll be ready to once again lead the charge against wrongheaded energy proposals like these,” Morrisey said in a statement.
- He also said the new rule showed that “this administration is hell bent on destroying America’s energy security and independence” and making the U.S. dependent on resources from “countries like China and the Democratic Republic of Congo.”

Oil, gas and ethanol sharpen their knives

- The oil and gas industry for the most part seems to be happy to let other industries poke holes in the rule, or for it to collapse under its own weight, lobbyists told POLITICO — or both.
- But the American Fuel and Petrochemical Manufacturers, the main trade association representing refining companies, will be pushing the administration to make changes. And EPA is on shaky legal ground if it doesn’t, said Patrick Kelly, the group’s senior director for fuel and vehicle policy.
- “I don’t think Congress has given the EPA authority to do this,” Kelly said in an interview just after an initial reading of the rule. “We need to look at where the EPA may have drifted into the Department of Transportation’s lane for setting fuel economy standards and where the EPA may have exceeded the authority Congress gave it.”
- Ethanol interests also expressed frustration with the proposed rules and objected to the administration’s characterization of electric vehicles as being free of greenhouse gas pollution. They said the agency isn’t accounting for the energy-intensive nature of mineral mining and battery building, as well as the energy used to charge electric vehicles.
- Geoff Cooper, president and CEO of the Renewable Fuels Association, noted that a majority of U.S. electricity today comes from fossil fuels. He said his group will be reaching out to members of Congress on what it calls a better approach — rather than what he called “carbon accounting gimmicks to create a de facto EV mandate.”
- Monte Shaw, executive director of the Iowa Renewable Fuels Association, an associate member of the national trade group, also accused the administration of putting its “thumb on the scale for EVs.”
- And as an executive branch action, Wednesday’s rule proposal is vulnerable to being reversed by a future administration, much as former President Donald Trump’s regulators tried to undo EPA’s Obama-era regulations. Shaw predicted a continuation of “disjointed public policy” on emissions, characterized by “radical U turns” in policy until a consensus is reached.
- But Thompson, from CapeDC Advisors, said he thinks the oil industry will “stay out of the crosshairs on this one” and let the auto industry lead the charge against the rule in the courts — assuming the carmakers do so.
- The EPA rule is “more of an eyeroll than a source of consternation,” said one lobbyist, who was granted anonymity because they were not authorized to speak to the press.
- But another industry lobbyist, also speaking on condition of anonymity, said the oil industry couldn’t just “leave it up to the autos because they have very different goals: The autos take issue with the speed with which they’re accelerating the energy transition, not the transition itself.”



Automobiles warn of a proposal that could be doomed to fail

- Automakers are pouring more than $100 billion into the transition to electric, but they say the new EPA proposal goes too far too fast, especially considering the many challenges involving charging, minerals and the tax-credit restrictions.
- One noteworthy feature of Wednesday’s rule rollout was what the automakers *didn’t* say. Officials from GM, Ford, Mercedes and the Alliance for Automotive Innovation, the principal U.S. trade group for the auto industry, were present for Wednesday’s unveiling at EPA headquarters in Washington but did not speak.
- The event had originally been expected to happen in Detroit, the industry’s home turf, a person familiar with the situation said. But the person, granted anonymity to discuss sensitive negotiations, said automakers were concerned that holding it there could make it appear they were endorsing a proposal they hadn’t seen yet.
- But people in the industry made it clear they don’t love the proposal.
- Alliance for Automotive Innovation leader John Bozzella noted in a statement Wednesday that the EPA’s goal for electric vehicle adoption goes beyond Biden’s original target of having EVs make up 50 percent of new vehicle sales by 2030. He questioned how the agency could justify steamrolling that “carefully considered and data-driven goal,” especially since the industry and the administration had agreed on it just two years ago..
- “To be clear, 50 percent was always a stretch goal and predicated on several conditions,” Bozzella said.

- Those conditions included the climate law’s incentives for manufacturers, which “have only just begun to be implemented,” and the $7,500 tax credits that the Treasury Department is now dramatically curtailing to meet Congress’ domestic sourcing requirements.
- Nobody in the auto industry was threatening to go to court, but Bozzella also wasn’t endorsing the administration’s more ambitious new goal.
- “The question isn’t can this be done, it’s how fast can it be done, and how fast will depend almost exclusively on having the right policies and market conditions in place,” he said.
- Individual statements from some major carmakers were more noncommittal. Ford touted its advancement of electric vehicles and promised “strong coordinated action from the public and private sectors.” A GM spokesperson told POLITICO that policy staff is still going through the massive rule but that the company would likely submit comments on the rule.
- Manufacturers exclusively invested in EVs, such as Rivian, applauded the EPA proposal.
- The Zero Emission Transportation Association urged the administration to act swiftly to encourage more Americans to buy electric vehicles — and to ensure the industry is capable of providing them.

2 | A COMPREHENSIVE GUIDE TO THE EPA PROPOSAL

Here is what to know about the 1,475 pages of proposed rules that the Environmental Protection Agency unveiled on 12 April.

How big a deal is this really?

- Potentially very big. If Wednesday’s proposals work out the way Biden’s regulators envision, two out of every three new cars and light trucks sold in the U.S. in 2032 will be electric — more than 10 times the current national sales rate.
- That figure includes a projection that 78 percent of sedans, 68 percent of pickups and 62 percent of crossovers and SUVs could be battery-powered just nine years from now.
- Electric vehicle sales are rising already, of course. Some automakers, such as Ford and General Motors, have announced plans to stop making gasoline-powered cars entirely by 2035.
- But without stricter regulations, the EPA says, electric vehicles would make up only 39 percent of new sales in 2032.
- The agency also projects that half of new “vocational” vehicles — such as garbage trucks and school buses — will be electric that year under its proposals, as well as 25 percent of long-haul freight tractor trailers.

Aren’t electric vehicles more expensive than gasoline-powered ones?

- Yes. And EPA estimated that its proposal would add an incremental cost of $844 for cars and $1,385 for trucks in 2032.
- But it also contends that those upfront costs will be more than offset by consumers’ savings on fuel and maintenance (electric cars don’t need oil changes, for example), as well as purchasing incentives. The agency says the average buyer of a car or light-duty truck will save $12,000 over the vehicle’s lifetime.
- That’s on top of the rule’s projected benefits in reduced oil imports, reductions in diseases related to air pollution and a lessening of planet-warming greenhouse gases.

How would the EPA’s rule work?

- The first and most sweeping rule, Reg. 2060-AV49, covers light-duty cars and trucks as well as medium-duty vehicles, a class that includes larger SUVs and passenger vans.
- It seeks to prod automakers to produce more electric vehicles by slashing the amount of greenhouse gases allowed to come out of tailpipes.
- For light-duty vehicles, the new target would be an average of 82 grams of carbon dioxide per mile traveled in 2032. That’s down roughly half from the administration’s existing target for 2026.
- The target is a “fleet average” that the EPA calculates for each auto manufacturer. That means that an automaker’s sales of zero-carbon electric vehicles can offset the pollution from its fossil-fuel cars and trucks, though automakers may pursue more efficiencies in gasoline-powered models as well.
- The final real-world figures can also vary depending on how automakers choose to comply with the rule.
- The rule also strengthens limits on vehicles’ conventional air pollutants — a step that would also increase the incentives for carmakers to go electric.
- For acid-rain-causing nitrogen oxides and other organic gases, the standard would be reduced to 12 milligrams per mile in 2032, down 60 percent from an Obama-era requirement. EPA also proposed a standard for “particulate matter” (i.e., soot) that’s down as much as 92 percent from current standards.
- In addition to the primary proposal, Alejandra Nunez, EPA’s deputy assistant administrator for mobile sources, said the agency is soliciting comments on several alternative regulatory options of varying stringency for light-duty vehicles. The least stringent would achieve 64 percent electric vehicle penetration in 2032, Nunez said, while the most would reach 69 percent.

Is that all?

- No! The proposal also includes several tweaks to a compliance program that EPA has been using to help automakers meet its requirements.
- The agency is maintaining a system in which companies that produce less-polluting vehicles can earn “credits” that they

can then sell to their more-polluting rivals. (These credits have been a revenue source for companies like Toyota and Tesla.)

- On the other hand, EPA wants to phase out a bonus credits program that rewarded companies for adopting technologies such as solar roof panels and high-efficiency headlights.
- EPA also wants to stop giving credits to electric vehicle manufacturers for using more efficient air conditioning.
- EPA’s second proposed rule, Reg. 2060-AV50, would cover heavy-duty vehicles such as tractor-trailers and vocational vehicles — the source of a quarter of the transportation sector’s greenhouse gas emissions. The rule follows two prior rounds of greenhouse gas regulations for heavy-duty trucks that manufacturers largely accepted.
- That proposal also creates warranty requirements for batteries on zero-emissions trucks and would require automakers to install “state of health” battery monitors accessible to customers.
- The light-duty proposal will be open for 60 days of public comment and the heavy-duty proposal for 50 days of comment once published in the Federal Register in the coming weeks.

But wait — didn’t Biden just make it harder to get tax breaks for electric vehicles?

- Yes, less than two weeks ago: Under a Treasury Department proposal announced March 31, fewer of the electric cars and trucks now on the market will qualify for the $7,500-per-vehicle tax breaks intended to make EVs more affordable for consumers.
- The aim, as mandated by Congress, is to ensure that vehicles receiving the credits are made in the U.S., and that their critical parts and minerals come from either the United States or its closest trading partners. Even tighter restrictions from Treasury — aimed at boxing out countries like China — are due later this year.

So which vehicles will qualify for the tax credits?

- Stay tuned: By Tuesday, automakers are supposed to confirm which of their models meet the new Treasury requirements. (They’ll have to swear this under penalty of perjury.)
- But when POLITICO questioned the car companies last week, they said just five of the 91 electric car models now sold in the U.S. clearly qualified for the full tax break. Those all came from American automakers, with General Motors, Ford and Tesla leading the pack.

What other obstacles could complicate Biden’s goals?

- The U.S. still doesn’t have nearly enough chargers for all the electric vehicles that the EPA wants to see on the highways. And many of the chargers that exist suffer from malfunctions, slow charging and other woes, as David Ferris recently documented for POLITICO’s E&E News.
- Questions linger about whether the U.S. electric grid can stand up to the load of charging so many vehicles, and whether domestic manufacturing and mining can ramp up fast enough to make sure EVs are produced domestically.
- The administration’s hope is that the prodding from the EPA, the availability of tax breaks and other incentives for technologies such as charging stations will speed up a transformation to electric vehicles that market forces are already pushing to bring about. That’s a work in progress, of course.

What do people say about the rule?

- Many environmental groups welcomed Wednesday’s news. Dan Lashof, U.S. director for the World Resources Institute, said in a statement that EPA’s proposals will “speed the United States’ auto industry toward an all-electric future faster than any regulation has before.”
- But Dan Becker, director of the Center for Biological Diversity’s Safe Climate Transport Campaign, argued that the proposal isn’t stringent enough. He called on the EPA to write a regulation that achieves 67 percent electric vehicle sales in 2030 — two years earlier than the agency’s timeline.
- “Biden shouldn’t let automakers’ can’t-do attitude sabotage his best shot at cutting carbon emissions,” Becker said in a statement.
- Republicans were, notably, less thrilled. Sen. John Barrasso (R-Wyo.) accused Biden of trying “to ban the cars we drive,” a common refrain from GOP critics of the new rule.
- “The ‘electrification of everything’ is not a solution,” Barrasso said Wednesday. “It’s a road to higher prices and fewer choices.”

3 | AN INTRODUCTION TO TECHNICAL STANDARDS OF EPA’S PROPOSAL

- The EPA projected that under its proposal, two out of every three new cars and trucks sold in 2032 will be electric — more than 10 times the current national sales rate. The rules also come with benefits, including fuel savings and avoided climate emissions, that surpass the costs by over $1 trillion, according to EPA.
- It’s an “ambitious proposal,” EPA Administrator Michael Regan told reporters. “As we pursue these very aggressive targets and these ranges, what are the best ways that we can achieve these targets, and how can we do it in a way that gives the industry as much flexibility as possible — while ensuring that innovation and creativity can be brought to bear?” Regan said.
- It was not immediately clear where automakers will land on the regulations’ details, but the industry has been steering toward producing more electric vehicles for years. Automakers such as Ford and General Motors have announced plans to stop making gasoline-powered cars by 2035.

- **The first and most sweeping rule, Reg. 2060-AV49**, covers light-duty cars and trucks as well as medium-duty vehicles, a class that includes larger SUVs and passenger vans.
- Light-duty vehicles would have to achieve a fleet average of 82 grams of carbon dioxide per mile in 2032. That's down roughly half from the 161 grams required in 2026 under current regulations.
- EPA projected that its proposal would lead to 67 percent of light-duty vehicles sold in 2032 being electric. That figure is an average of 78 percent electric sedans, 68 percent electric pickups and 62 percent electric crossover and SUVs. In the absence of regulation, EPA estimated electric vehicles would make up 39 percent of new sales in 2032.
- The target is a fleet average, meaning sales of zero-emitting electric vehicles can offset higher-emitting cars and trucks, though automakers may pursue more efficiencies in gasoline -powered models as well. The final real-world figures can also vary depending on how automakers choose to comply.
- EPA estimated its proposal would have an incremental cost of $844 in 2032 for cars and $1,385 for trucks, but said those upfront costs are more than offset by lifetime fuel savings and purchase incentives.
- The rule also strengthens limits on conventional pollutants. For nitrogen oxides and other organic gases, the standard would be reduced to 12 milligrams per mile in 2032, down 60 percent from the 30 mg/mi level set in a 2014 rule. EPA proposed a particulate matter standard of 0.5 mg/mi, down as much as 92 percent from current standards. The agency said the new limit will reduce tailpipe particulate emissions by over 95 percent.
- In addition to the primary proposal, Alejandra Nunez, EPA's deputy assistant administrator for mobile sources, said EPA is soliciting comments on several alternative regulatory options of varying stringency for light-duty vehicles. The least stringent would achieve 64 percent electric vehicle penetration in 2032, while the most would reach 69 percent.
- Meanwhile, the standard for medium-duty vehicles would require an average of 275 g/mi in 2032 model year, resulting in 46 percent of that class being electric in 2032, EPA projected.
- The proposal also includes several tweaks to EPA's compliance program.
- EPA proposed sunsetting its off-cycle credits program by model year 2030. Such credits reward manufacturers for adopting efficiency technologies for gasoline-burning vehicles that weren't captured on tailpipe tests, such as solar roof panels, high-efficiency headlights and aerodynamic improvements.
- EPA also wants to eliminate air conditioning credits for electric vehicles, "because even without such credits they would be counted as zero g/mi CO_2 emissions for compliance calculations." The agency also proposed cutting a refrigerant-based provision for all vehicles because it has separately prohibited the use of refrigerants that contribute significantly to climate change.
- Between 2027 and 2055, EPA said the light- and medium-duty rule would have net benefits ranging from $850 million to $1.6 trillion, and would avoid 7.3 billion tons of carbon dioxide, about as much as the entire transportation sector emits over four years.
- Many environmental groups welcomed the news. Dan Lashof, U.S. director for the World Resources Institute, said in a statement EPA's proposals will "speed the United States' auto industry toward an all-electric future faster than any regulation has before."
- But Dan Becker, director of the Center for Biological Diversity's Safe Climate Transport Campaign, argued the proposal isn't stringent enough and called on EPA to finalize a regulation that achieves 67 percent electric vehicle sales in 2030 — two years earlier than the agency's timeline.
- "Biden shouldn't let automakers' can't-do attitude sabotage his best shot at cutting carbon emissions," Becker said in a statement.
- **A second proposed rule, Reg. 2060-AV50,** covering heavy -duty vehicles like tractor-trailers and vocational vehicles would avoid 1.8 billion tons of carbon dioxide through 2055, according to EPA. Heavy-duty vehicles make up a quarter of transportation sector emissions.
- In 2032, EPA estimated that half of new vocational vehicles, such as garbage trucks and transit and school buses, will be electric. Among freight tractors, 35 percent of short-haul vehicles and 25 percent of long-haulers will be electric, the agency projected.
- The proposal also creates warranty requirements for batteries on zero-emissions trucks and would require automakers to install "state of health" battery monitors accessible to customers.
- The "Phase 3" regulation, following up on two prior rounds of greenhouse gas rules for heavy-duty trucks that were largely accepted by manufacturers, would have net benefits between $180 billion and $320 billion.
- "Cleaning up pollution from dirty diesel trucks is a huge opportunity to improve public health and promote environmental justice," American Lung Association National President and CEO Harold Wimmer said in a statement.
- The proposal also follows a rule finalized by EPA in December that will require heavy-duty trucks to curb their emissions of nitrogen oxides — a criteria pollutant that contributes to smog formation — by around 80 percent.

- **The light-duty proposal will be open for 60 days of public comment and the heavy-duty proposal for 50 days of comment once published in the Federal Register in the coming weeks.**