

Office of Information and Regulatory Affairs E.O. 12866 Meeting: 2060-AV50: GHG
Emissions Standards for HDV - Phase 3
March 12, 2023 10:00am

Attendees

- Rayan Makarem (CleanAirNow)
- Leslie Vasquez (South Bronx Unite)
- Huda Alkaff (Wisconsin Green Muslims)
- Anastasia Gordon (WE ACT for Environmental Justice)

Written testimony from the Clean Air for the Long Haul Cohort members

Hello, we are members of the Clean Air for the Long Haul – a national cohort of environmental justice organizations working together to put forward campaigns and embed environmental justice in EPA rulemakings in the power and transportation sectors. Thank you for the opportunity to talk with you today about the importance of strong, final Phase 3 Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles.

Heavy duty vehicles only make up [4% of the vehicles on the road](#) but they have an outsized contribution to greenhouse gases (GHG), responsible for 25 percent of GHG emissions within the transportation sector. And the sector is already the [largest contributor](#) to GHG in the country. These vehicles are also an egregious form of environmental injustice as they are a major source of harmful and deadly air pollutants such as soot- and smog-forming particulate matter and nitrogen oxides.

Communities of color and low-wealth are not only disproportionately experiencing the worst impacts of the climate crisis but are unduly burdened by harmful tailpipe emissions from trucks because they live near diesel death zones – ports, highways, distribution centers, and other transportation infrastructure. This is a stark reality for many environmental justice communities nationwide as well as the communities the Clean Air for the Long Haul lives and advocates for.

EPA's own analysis found that [72 million people](#), many of which are low-income and people of color, live within 200 meters of major trucking routes. Thus, our communities have to contend with the health damaging effects of pollution from trucks and buses every day such as asthma, lung damage, heart attacks, cancer, and premature death. This rule is a critical opportunity to not only reduce air and climate pollution from heavy-duty vehicles and their supporting

infrastructure but also for the EPA and the entire Administration to protect public health and honor its commitments to equity and environmental justice.

Eliminating tailpipe emissions from heavy-duty vehicles is required to deliver much needed health benefits for communities overburdened by diesel truck pollution and infrastructure. Zero-emission technologies present an opportunity for significant reduction in heavy-duty GHG emission and air pollutants over the long term. Zero-emission, electric trucks and buses [are ready and available now](#) and the number of available models are only [expected to increase](#).

Along with investments from the Bipartisan Infrastructure Law and Inflation Reduction Act, [upfront costs of electric vehicles dropping](#), states rapidly adopting Advanced Clean Truck standards, and major automakers, manufacturers, and companies making fleet commitments, the transition to clean electric heavy-duty trucks, tractors and buses will occur faster than what is reflected in EPA's proposal.

Thank you again for the chance to provide input on this rule and we the EPA to swiftly finalize strong clean truck standards that reduce greenhouse gas emissions and toxic air pollution from the heavy-duty sector, to send a clear signal to manufacturers to move towards zero emission electric models, and ultimately, to bring clean air and protect the health of environmental justice communities overburdened by heavy-duty vehicle pollution.