

# CLEAN AIR FOR THE LONG HAUL



**Clean Air for  
the Long Haul**

# Agenda



- WELCOME
- INTRODUCTIONS
- CLEAN TRUCKS RULE
- CARBON RULES
- ROUNDTABLE

## Clean Air for the Long Haul

# Welcome!

Clean Air For The Long Haul is a nationwide coalition of environmental justice groups working together to win major federal emissions reductions in the power and transportation sectors. Coalition member organizations include:



NEW JERSEY  
ENVIRONMENTAL  
JUSTICE ALLIANCE



Texas Environmental Justice Advocacy Services

West End Revitalization  
Association (WERA)



WISCONSIN  
GREEN MUSLIMS



Coalition of Community Organizations



alternatives for  
community &  
environment  
Building Power for Environmental Justice.

# ROUNDTABLES

- **GOALS**

- **TO SUPPORT EQUITABLE AND JUST DEVELOPMENT OF STATE IMPLEMENTATION PLANS FOR THE U.S. ENVIRONMENTAL PROTECTION AGENCY'S POWER AND/OR TRANSPORTATION PLAN.**
- **GARNER RECOMMENDATIONS ON HOW THE STATE CAN IMPLEMENT, MAINTAIN AND ENFORCE THE EPA'S CLEAN TRUCKS AND/OR CARBON RULE PROPOSALS IN EQUITABLE AND JUST WAYS.**



**Clean Air for  
the Long Haul**

# THE CLEAN AIR ACT AND TRANSPORTATION

## WHAT IS THE CLEAN AIR ACT?

A FEDERAL LAW THAT PROVIDES THE ENVIRONMENTAL PROTECTION AGENCY (EPA) WITH **THE AUTHORITY** TO REGULATE AIR POLLUTION FROM CARS AND OTHER FORMS OF TRANSPORTATION



## WHAT DOES THIS MEAN?

THE EPA MAY USE THIS AUTHORITY TO SET EMISSIONS STANDARDS FOR CARS AND TRUCKS, AS WELL AS FOR OTHER FORMS OF TRANSPORTATION SUCH AS PLANES AND EVEN TRAINS

**Clean Air for  
the Long Haul**

## **CLEAN TRUCKS RULE**

- The Clean Trucks Rule is a regulation implemented by the EPA to reduce emissions from diesel-powered trucks and improve air quality.
- Simply stated, the rule requires large commercial-operated trucks to reduce emissions by replacing or upgrading their engines

**Clean Air for  
the Long Haul**

# Greenhouse Gas Emissions Standards for Heavy Duty Vehicles-Phase-3

## The Opportunity

- The potential for the application of zero -emission vehicles (ZEV) technologies in the heavy-duty sector for significant reductions in heavy-duty GHG emissions over the long term.
- This includes major trucking fleets, heavy-duty vehicle and engine manufacturers
- The Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (IRA) would provide incentives and innovation for the development, production, and sale of zero emission vehicle, and electric charging infrastructure.

## What They Are?

- Heavy-duty (HD) highway vehicles range from commercial pickup trucks to vocational vehicles that support local and regional transportation, construction, refuse collection, delivery work, freight, semi-trucks, and tractors.
- The HD vehicle fleet is mostly powered by diesel-fueled compression ignition engines.

## What Has Changed Since Phase 2 Rule?

- The heavy duty (HD) vehicle market has evolved such that early zero emission vehicle (ZEV) models are expected to expand. Additionally, ZEV technologies cost have have decreased.
- BIL and IRA are enacted and together these two laws provide significant monetary incentive for ZEV in the HD market.
- States are taking multiple actions to accelerate the adoption of HD zero emission vehicles. For example: California and other states adopted the ACT program that features a manufacturers requirement for zero emission truck sales.

**Clean Air for  
the Long Haul**

## EPA Proposes Stricter Standards for Heavy-Duty Vehicles to Reduce Greenhouse Gas Emissions

### WHAT YOU NEED TO KNOW ABOUT THE PROPOSED "PHASE 3 " GREENHOUSE GAS PROGRAM

- The new standards would apply to HD vocational vehicles (delivery trucks, refuse haulers) and tractors (day cabs, sleeper cabs on tractor-trailer trucks).
- The rule requires manufacturers of these vehicles to improve their fuel efficiency and reduce their emissions of carbon dioxide (CO<sub>2</sub>) and other pollutants.
- The proposed standards would go beyond the current standards that apply under the heavy-duty (HD) Phase 2 Greenhouse Gas program.
  - Specifically, EPA is proposing STRONGER CO<sub>2</sub> standards for model year (MY) 2027 HD vehicles, and a set of CO<sub>2</sub> standards for HD vehicles that would begin to apply in MY 2028
- The EPA estimates that this rule will reduce greenhouse gas emissions by approximately 1.1B metric tons and save vehicle owners and operators approximately \$170B in fuel costs over the lifetime of the vehicles.
- The "Phase 3" greenhouse gas program maintains the flexible structure created in EPA's Phase 2 greenhouse gas program, which is designed to reflect the diverse nature of the heavy-duty industry.



**Clean Air for  
the Long Haul**



# THANK YOU

## »» CONTACT US

**RACHAEL BAKER**

NATIONAL ADVOCACY MANAGER  
RACHAEL.BAKER@WEACT.ORG

**ANASTASIA GORDON**

FEDERAL POLICY DIRECTOR  
ANASTASIA@WEACT.ORG

## »» STAY CONNECTED



NEWSLETTER  
[WEACT.ORG/NEWSLETTER](https://weact.org/newsletter)



WEBSITE  
[WEACT.ORG](https://weact.org)



FACEBOOK  
[@WEACT4EJ](https://www.facebook.com/weact4ej)



INSTAGRAM  
[@WEACT4EJ](https://www.instagram.com/weact4ej)



X (TWITTER)  
[TWITTER.COM/WEACT4EJ](https://twitter.com/weact4ej)



LINKEDIN  
[LINKEDIN.COM/COMPANY/WEACT4EJ](https://www.linkedin.com/company/weact4ej)

