

Tuesday, March 21

**RE: S.J.Res 11 on the EPA final rule entitled “Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards”**

Dear Senators:

On behalf of our millions of members and supporters, we, the 39 undersigned organizations, urge you to oppose S.J.Res.11, a joint resolution aiming to cancel a crucial update to nitrogen oxides (NOx) emissions for heavy-duty vehicles beginning in model-year 2027. (*Heavy-Duty Engine and Vehicle Standards* ([88 Fed. Reg. 4296](#))).

Heavy-duty trucks produce multiple types of harmful emissions, with NOx emissions and its associated co-pollutants responsible for the formation of harmful smog and soot (ozone and PM) pollution. It has been over 20 years since the last update to heavy-duty emission standards on NOx pollution, and an update is long overdue. This pollution is proven to be linked to public health harms, including premature death, respiratory illness (including bronchitis and childhood asthma), cardiovascular problems, and other adverse health impacts that lead to hospital admissions, emergency department visits, and the need for long-term healthcare.

Supporting any efforts to cancel this rule will have serious implications for public health. Countless people in the United States are affected by this type of pollution every day – especially the more than 72 million Americans who live within 200 meters of highways, ports, and other high-traffic truck-route areas. Heavy-duty vehicles represent only approximately six percent of the on-road fleet, but generate 59 percent of health-harming ozone- and NOx emissions. These vehicles are predicted to contribute 90% of this type of pollution by 2045 unless updated standards are implemented.<sup>1</sup>

Freight truck pollution harms everyone but especially those who live near highways, ports, freight hubs, and other high-traffic areas that are often burdened by cumulative impacts of pollution. The EPA estimates these new, more protective NOx standards will keep more than 400,000 tons of pollution out of our air, prevent almost 3,000 deaths, and avert numerous hospitalizations and respiratory illnesses each year by 2045. The EPA also estimates the standards will benefit our economy through 78,000 fewer lost days of work, 1.1 million fewer lost school days for children, \$200 billion in health-related benefits, and \$29 billion in annual monetized net benefits.<sup>2</sup>

The rule provides manufacturers, fleet operators, and owner-operators with feasible compliance pathways for achieving these critically necessary pollution reductions. EPA has finalized new, modernized test procedures and warranty and useful life requirements that will help ensure the standards more fully reduce emissions while vehicles are operating. EPA also built flexibilities into the rule to make it feasible for manufacturers to comply in a cost-effective manner. Additionally, the new extended warranty provisions

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<sup>1</sup> American Lung Association (2022):

<https://www.lung.org/getmedia/e1ff935b-a935-4f49-91e5-151f1e643124/zero-emission-truck-report.pdf>

<sup>2</sup>[epa.gov/newsreleases/final-epa-standards-heavy-duty-vehicles-slash-dangerous-pollution-and-take-key-step](https://epa.gov/newsreleases/final-epa-standards-heavy-duty-vehicles-slash-dangerous-pollution-and-take-key-step)

will help protect small business owners in the trucking industry by encouraging the production of more durable emissions control equipment and ensuring manufacturers are responsible for addressing any issues that may arise. This will reduce repair costs and downtime over the operational lifetime of the vehicle and serve as an incentive for fleets to purchase these newer trucks.

During the rulemaking process, EPA listened to a range of stakeholders, including manufacturers, fleet operators, and owner-operators, and incorporated their feedback, including by providing regulatory flexibilities, into the final standards. Canceling these more stringent standards would amount to an attack on efforts to begin delivering much-needed emission reductions and life-saving relief to the frontline communities that continue to bear the brunt of NOx pollution – most of which are low-income and/or people of color.<sup>3</sup>

As a diverse set of organizations representing environmental, public health, industry, and consumer protection interests, we have found that strong vehicle emission standards protect public health and workers, and help position the United States as a clean transportation leader. Therefore, we once again urge you to vote against this troubling resolution.

Sincerely,

Alliance of Nurses for Healthy Environments  
Arizona Climate Action Coalition  
CALSTART  
Center for Biological Diversity  
Center for Climate Change and Health  
Ceres  
Change the Chamber  
Climate Action Campaign  
Coltura  
Earthjustice  
Elders Climate Action  
Elders Climate Action - Arizona Chapter  
Electric Vehicle Association  
Environmental Defense Fund  
Environmental Law & Policy Center  
Evergreen Action  
EVHybridNoire  
GreenLatinos  
Interfaith Power & Light  
League of Conservation Voters (LCV)  
Michigan Clinicians for Climate Action  
Michigan League of Conservation Voters  
Michigan Sustainable Business Forum  
Moms Clean Air Force

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<sup>3</sup> <https://www.lung.org/getmedia/e1ff935b-a935-4f49-91e5-151f1e643124/zero-emission-truck-report.pdf>

Moms Clean Air Force - AZ  
Moms Clean Air Force - GA  
Moms Clean Air Force - MI  
National Parks Conservation Association  
Natural Resources Defense Council  
PennFuture  
Pennsylvania Interfaith Power & Light  
Plug in America  
Public Citizen  
Sierra Club  
Southern Environmental Law Center  
Union of Concerned Scientists  
Voices for Progress  
Wisconsin Health Professionals for Climate Action  
Zero Emission Transportation Association (ZETA)