

**Testimony of
Northeast States for Coordinated Air Use Management on
Proposed Rules for Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and
Heavy-Duty Engines and Vehicles - Phase 2
[EPA-HQ-OAR-2014-0827; NHTSA- 2014-0132; FRL-9927-21-OAR]**

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Long Beach, CA**

My name is Matt Solomon. I am the Transportation Program Manager for the Northeast States for Coordinated Air Use Management. NESCAUM is an association of the air pollution control agencies in Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont. My testimony reflects the majority views of NESCAUM as a state membership organization. Individual NESCAUM member states may hold views different from the NESCAUM states' majority consensus.

Our states commend EPA and NHTSA for proposing rules that will lead to substantial reductions in greenhouse gas emissions from the heavy-duty sector. However, the rule as proposed does not take full advantage of available and proven technologies and should be made stronger in several areas. In addition, our states remain strongly concerned about NOx emissions from this sector, and urge EPA to begin rulemaking to require further reductions in NOx from heavy-duty trucks at the earliest possible date. I will now briefly mention several specific areas in which the rule can and should be strengthened.

The agencies should adopt the timeline proposed in Alternative #4.

Given that the proposed technologies are already mature or have been successfully demonstrated, and given our states' need for significant GHG reductions in the near term, the timeline proposed in Alternative #4 is both reasonable and appropriate. Based on the assessments of the California Air Resources Board and the International Council on Clean Transportation, a full phase-in of the rules by 2024 is technologically feasible. Given the scope of needed GHG reductions, and the compelling benefits to freight industries and their consumers from reduced fuel expenditures, 2027 is too long to wait to realize the full potential of this rule.

EPA should address the potential for further NOx reductions at the earliest possible date.

Heavy-duty trucks represent the second largest source of NOx emissions in the NESCAUM region, and our states remain very concerned about the need to further control NOx emissions from this sector. We thank the agencies for acknowledging the challenge that states continue to face in this regard, and we urge EPA to begin a rulemaking without delay to ensure that the next generation of trucks is not only more fuel efficient but also much less of a contributor to states' air quality and public health problems.

The engine standard should be stronger.

The proposal would reduce fuel consumption from engines by 4.2% - which is far short of what is achievable over the coming decade. We note that at least one engine manufacturer has indicated potential engine efficiency improvements of 15% or more even with advanced NOx controls. Moreover, EPA's estimates for both the effectiveness and likely market penetration of engine efficiency technology improvements are far too conservative, according to analyses performed by CARB and ICCT.

Certain other requirements should be stronger.

Commensurate with increased engine stringency, the tractor standards should be strengthened to ensure that manufacturers utilize the full suite of appropriate complementary technologies, in addition to engine improvements. The agencies should also consider strengthening the provisions for vocational vehicles, including the use of aerodynamic controls.

There should be no backsliding on PM from increased APU use.

We also urge the agencies to ensure that there are no increases in emissions from either NOx or PM2.5 as a result of the proposed rule. We note that the agencies project an increase in PM2.5 as a result of increased APU use. While idle reduction represents an important opportunity for fuel savings, any increase in this harmful pollutant is unacceptable, particularly given that appropriate PM control technology for APUs is already in the marketplace and currently required by CARB. EPA should adopt similar requirements to CARB's for PM control on APUs, and should do so concurrently with this proposed Phase 2 rulemaking.

The agencies should close the "Glider Kit" loophole.

We strongly support the proposed measure to ensure that glider kits are subject to the same applicable regulations as other new trucks. This common-sense measure will prevent gaming and will avoid significant amounts of unnecessary emissions of GHG, NOx, and PM. The

agencies request comment on the appropriate magnitude of the exemption. While we agree that some minimal exemption opportunity is probably appropriate in limited cases, we urge the agencies to set this number as low as is practical without impeding small businesses with legitimate claims.

In conclusion, the NESCAUM states commend the agencies for a diligent and thorough analysis, and for proposing a rule which is appropriate in structure and scope. However, the agencies should strengthen certain provisions to maximize the benefits from this important program. In addition, EPA should ensure that emissions of other pollutants do not increase as a result of the rule, and should commence rulemaking to reduce NO_x from heavy-duty vehicles at the earliest possible date.

Thank you.