

April 29, 2020

**VIA E-MAIL ([pmiller@nescaum.org](mailto:pmiller@nescaum.org))**

Paul Miller  
Executive Director  
Northeast States for Coordinated Air Use Management  
89 South Street, Suite 602  
Boston, Massachusetts 02111

**Re: OTC's Interest in Lower NO<sub>x</sub> Standards for Heavy-Duty On-Highway Vehicles**

Dear Mr. Miller:

I am writing to you and your colleagues (copied below) on behalf of the Truck and Engine Manufacturers Association (EMA) to follow-up on one of the action items highlighted at the March 30<sup>th</sup> Stakeholders' Meeting of the Ozone Transport Commission (OTC) — specifically, the OTC's stated priority interest in collaborating on the development of "technologically feasible but stringent" lower-NO<sub>x</sub> standards for heavy-duty on-highway (HDOH) vehicles. EMA is the trade association that represents the interests of the leading manufacturers of HDOH engines and vehicles, and we share the OTC's interest in developing cost-effective lower-NO<sub>x</sub> HDOH emission standards on a nationwide basis. To that end, EMA has been an early proponent and active participant in the development of EPA's Cleaner Truck Initiative (CTI). EMA also has actively engaged for several years with the California Air Resources Board (CARB) in the research programs and assessments relating to CARB's anticipated "Omnibus" low-NO<sub>x</sub> rulemaking.

During the March 30<sup>th</sup> Stakeholders' Meeting, OTC representatives noted that EPA's CTI and related issues will be a key focus of the OTC's Annual Meeting in June. OTC representatives also stated that they are eager to work with stakeholders on that initiative. EMA would like to accept that invitation, and we would appreciate the opportunity to meet with you and your colleagues telephonically (or by GoToMeeting) in mid May to discuss our shared objective for next-tier nationwide lower-NO<sub>x</sub> emission standards for HDOH engines and vehicles.

Among the items that we would like to discuss are the following:

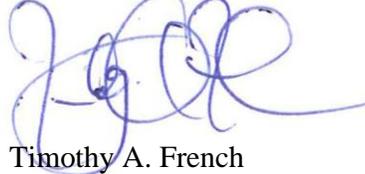
- Additional meaningful real-world in-use NO<sub>x</sub> reductions are achievable on a nationwide basis for new HDOH engines and vehicles starting in the 2027 model year.
- EMA is actively working with EPA to achieve those meaningful additional NO<sub>x</sub> reductions through the CTI, and EPA is targeting the release of its notice of proposed rulemaking this summer.

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- CARB’s separate Omnibus HDOH rulemaking efforts are mostly driven by the unique “extreme” ozone nonattainment conditions that persist in the South Coast Air Basin, and those California-specific “Omnibus” proposals likely are not well-suited for nationwide adoption.
- A low-NO<sub>x</sub> rule for new HDOH vehicles, phasing-in starting with the 2027 model year, may not have a material impact on ozone NAAQS-attainment demonstrations in the OTC States. In that regard, state opt-ins to California regulations under section 177 of the federal Clean Air Act (CAA) are limited to States that are in and are projected to remain in NAAQS nonattainment. (See 42 U.S.C. §7507.)
- Notwithstanding the potential limitations under CAA section 177, EMA agrees with the OTC that cost-effective and streamlined lower-NO<sub>x</sub> standards should be developed and adopted for HDOH vehicles and engines on a nationwide basis, and we share OTC’s priority interest in collaborating on EPA’s CTI.
- The continuing fallout from the current COVID-19 pandemic will have significant impacts on the timeline for the development and implementation of next-tier HDOH lower-NO<sub>x</sub> standards.

As noted, we are eager to discuss these and other issues with you and your colleagues in mid May. Please let me know at your first convenience what dates and times would work from your end, and we will send out a follow-up notice for our e-meeting. We look forward to speaking with you.

Very truly yours,



Timothy A. French

cc: Paul Farrell ([paul.farrell@ct.gov](mailto:paul.farrell@ct.gov))  
Coralie Cooper ([ccooper@nescaum.org](mailto:ccooper@nescaum.org))  
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