



Institute for
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STATEMENT ON EPA’S PROPOSED HEAVY-DUTY TRUCK RULE

Today, as part of a suite of new policies aimed at reducing transportation pollution, EPA issued a proposed rule to limit nitrogen oxide (NO_x) emissions from heavy-duty vehicles and tighten greenhouse gas emissions standards for some heavy-duty vehicle categories. In the proposal, EPA evaluates two potential levels of stringency for the final standards, the stronger of which would have significantly higher net benefits (benefits minus costs) for society.

Meredith Hankins, an attorney at the Institute for Policy Integrity at NYU School of Law, issued the following statement:

"EPA's move today is an important step toward cleaning up deadly freight pollution. With the meteoric rise of online shopping, pollution from the logistics industry has become one of the primary environmental justice issues we face. Pollution from heavy-duty trucks disproportionately harms low-income communities and communities of color who are much more likely to live in neighborhoods near highways, ports, and warehouses.

It is especially noteworthy that EPA's proposal includes an assessment of distributional impacts. Federal agencies rarely offer in-depth analyses of how their policies will affect particular communities in different ways. Such an analysis can help ensure that communities most burdened by truck pollution see the greatest benefits from tightening emission standards for heavy-duty trucks.

EPA offers two pathways for this regulation, and the agency's analysis makes it crystal clear that the more stringent approach is better for Americans. The additional public health improvements from the stronger level of safeguards will vastly outweigh the costs, and EPA should move forward with this stronger approach."

Hankins is available for interviews on this issue.

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