

July 11, 2023

The Honorable Joseph R. Biden, Jr.
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Re: U.S. EPA Proposed Rules on Heavy-Duty and Light- and Medium-Duty Vehicle Greenhouse Gas Emission Standards

Dear Mr. President:

Our organizations represent diverse businesses throughout the transportation sector that collectively employ millions of Americans. We share the goal of reduced greenhouse gas (GHG) emissions across the broader economy and, specifically, those from energy production, transportation, and use by society. We support federal policies that accomplish these goals and believe it is critical to preserve consumers' access to affordable, reliable, and efficient transportation. We write today to express our concern with EPA's proposed rules "Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles—Phase 3" and "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles."

EPA's proposals inhibit the marketplace from identifying the most efficient, lowest cost opportunities to reduce GHG emissions from vehicles and greatly restrict consumer choice. We are concerned that such a prescriptive policy is not in the best interest of the consumer or of U.S. energy and economic security. According to the EPA, fuel and vehicle technologies have reduced emissions from common pollutants by roughly 99 percent in both light- and heavy-duty vehicles and buses,¹ and CO₂ emissions from light-duty internal combustion engine vehicles (ICEV) have decreased 25 percent since model year 2004.²

According to the U.S. Energy Information Administration (EIA), there are about 272 million ICEVs³ on the road today, and EIA projects over 140 million ICEV sales will occur between 2023 and 2032.⁴ Further, EIA projects there will be about 269 million ICEVs in the fleet in 2050 along with

¹ U.S. EPA, History of Reducing Air Pollution from Transportation in the United States," <https://www.epa.gov/transportation-air-pollution-and-climate-change/history-reducing-air-pollution-transportation>, accessed June 2, 2023.

² U.S. EPA, "Highlights of the Automotive Trends Report," <https://www.epa.gov/automotive-trends/highlights-automotive-trends-report>, accessed June 2, 2023.

³ That is: light-, medium-, and heavy-duty internal combustion engine vehicles (ICEV) including gasoline, diesel, and hybrid electrics (HEV).

⁴ U.S. Energy Information Administration, *Annual Energy Outlook 2023*, Supplemental Tables 38. LDV Sales by Technology Type, 39. LDV Stock by Tech. Type, and 49 Freight Transport Energy Use.

47 million battery electric and plug-in hybrid electric vehicles.⁵ As such, energy and carbon reduction policies should consider opportunities to address emissions from the existing fleet.

We urge EPA to evaluate a broader range of GHG emission reduction options in the light- and medium-duty segment, including using renewable liquid fuels in existing and new ICEV and to explore all opportunities for market-based solutions. A diversified portfolio of vehicle and fuel technologies that meets the multitude of transportation needs of Americans and makes meaningful GHG reductions can be achieved while also allowing new zero-emission vehicle (ZEV), and specifically battery electric vehicle (BEV), technologies to advance. Improved crop yield, innovative biofuel and refined product processing, and manufacturing efficiency tied with carbon capture each represent promising advancements for current liquid and gaseous fuels to continue to accelerate emissions reductions.

The heavy-duty proposed regulation is non-traditional in terms of reducing GHG emission stringencies through driving the penetration of ZEVs into the marketplace. EPA's approach does not consider that GHG emission reductions can also be achieved by accelerating the turnover of existing fleets to advanced diesel technology and using more renewable and alternative fuels. These approaches could deliver substantially more GHG emission reductions sooner and at significantly lower cost than the proposed rule. They can also help to reduce emissions from city buses, tractor-trailers, delivery trucks, and other vehicles critical to our economy while heavy-duty ZEV infrastructure and vehicles envisioned by the proposal are being developed, tested, and eventually deployed.

Pursuing a broader range of emissions-reducing transportation pathways can also help guard against an over-reliance on foreign adversaries and volatile global supply chains associated with critical minerals that are necessary for rapid expansion of electric vehicle markets.

Our organizations have worked with EPA on numerous regulatory programs to successfully reduce emissions across the transportation sector. We urge your Administration to reconsider these proposals from EPA to better allow for emissions reductions from a myriad of vehicle and fuels technologies and strategies to be realized while meeting Americans' transportation needs. We stand ready to work with your Administration to improve these rules.

Sincerely,

⁵ Ibid.

Agricultural Retailers Association
Alaska Fuel Storage and Handlers Alliance
American Exploration & Production Council
American Farm Bureau Federation
American Fuel & Petrochemical Manufacturers
American Highway Users Alliance
American Petroleum Institute
API Colorado
API Gulf Coast Region
API Illinois
API Midwest Region
API Northeast Region
API Ohio
API Pennsylvania
API Southeast Region
Arizona Petroleum Marketers Association
Arkansas Chamber of Commerce
Arkansas Independent Producers and Royalty Owners
Arkansas Oil Marketers Association, Inc.
Associated Industries of Florida
Associated Pennsylvania Constructors
Business and Industry Association of New Hampshire
Clean Fuels Alliance America
Colorado Oil & Gas Association
Colorado Petroleum Marketers & Convenience Store Association
Connecticut Energy Marketers Association
Connecticut Farm Bureau Association
Empire State Energy Association, Inc.
Energy Marketers Association of Rhode Island
Energy Marketers of America
Florida Independent Petroleum Producers Association
Florida Petroleum Marketers Association, Inc.
Florida State Hispanic Chamber of Commerce
Florida Trucking Association
Fuel Merchants Association of New Jersey
Fuel True: Independent Energy and Convenience of Kansas
Fueling Minnesota
FUEllowa
Georgia Oilmen's Association
Grow America's Infrastructure Now (GAIN)
Growth Energy
Hawaii Energy Marketers Association
Idaho Petroleum Marketers and Convenience Store Association

Illinois Manufacturers' Association
Illinois Fuel & Retail Association
Indiana Food & Fuel Association
James Madison Institute
Kentucky Petroleum Marketers Association
Liquid Energy Pipeline Association
Louisiana Association of Business and Industry
Louisiana Mid-Continent Oil & Gas Association
Louisiana Oil & Gas Association
Louisiana Oil Marketers and Convenience Store Association
Maine Energy Marketers Association
Maine State Chamber of Commerce
Maryland Chamber of Commerce
Michigan Petroleum Association / Michigan Association of Convenience Stores
Mid-Atlantic Petroleum Distributors' Association
Mississippi Petroleum Marketers & Convenience Stores Association
Missouri Petroleum & Convenience Association
Montana Petroleum Marketers & Convenience Store Association
National Association of Convenience Stores
NATSO, Representing America's Travel Plazas and Truck Stops
National Corn Growers Association
Nebraska Petroleum Marketers & Convenience Store Association
Nevada Petroleum Marketers & Convenience Store Association
New England Convenience Store & Energy Marketers Association
New Jersey Business & Industry Association
New Jersey Gasoline, C-Store, Automotive Association
New Jersey State Chamber of Commerce
New Mexico Petroleum Marketers Association
NGVAmerica
North Carolina Petroleum & Convenience Marketers
North Dakota Petroleum Marketers Association
Ohio Chamber of Commerce
Ohio Energy & Convenience Association
Ohio Oil & Gas Association
Oklahoma Petroleum Marketers & Convenience Store Association
Oregon Fuels Association
Pennsylvania Chamber of Business and Industry
Pennsylvania Farm Bureau
Pennsylvania Food Merchants Association
Pennsylvania Grade Crude Oil Coalition
Pennsylvania Independent Oil and Gas Association
Pennsylvania Independent Petroleum Producers
Pennsylvania Manufacturers' Association

Pennsylvania Motor Truck Association
Pennsylvania Petroleum Association
Petroleum & Convenience Marketers of Alabama
Renewable Fuels Association
SIGMA: America's Leading Fuel Marketers
South Carolina Convenience & Petroleum Marketers Association
South Dakota Petroleum & Propane Marketers Association
Specialty Equipment Market Association
Tennessee Fuel and Convenience Store Association
Texas Food & Fuel Association
Truck Renting and Leasing Association
U.S. Chamber of Commerce
Utah Petroleum Marketers & Retailers Association
Utility & Transportation Contractors Association of New Jersey
Vermont Fuel Dealers Association
Virginia Petroleum & Convenience Marketers Association
Washington Independent Energy Distributors
West Virginia Chamber of Commerce
West Virginia Manufacturers Association
West Virginia Oil Marketers & Grocers Association
Western Energy Alliance
Western Petroleum Marketers Association
Western States Petroleum Association
Wisconsin Fuel and Retail Association
Wyoming Petroleum Marketers and Convenience Store Association

CC: EPA Administrator, Michael Regan

Speaker of the House, Kevin McCarthy

House Minority Leader, Hakeem Jefferies

Senate Majority Leader, Chuck Schumer

Senate Minority Leader, Mitch McConnell