



## NEW STANDARDS FOR BIG TRUCKS

The government last week proposed new carbon-emissions standards for big trucks as part of President Barack Obama's broad climate-change agenda, a move many in the trucking industry cautiously support as a way to save money on fuel.

The Environmental Protection Agency and the Transportation Department jointly announced draft standards for big vehicles ranging from garbage trucks to 18-wheelers, as well as from vans and buses to heavy-duty pickup trucks.

The administration is proposing two broad categories of standards for big trucks: one for the load-pulling tractor unit of large so-called semitrailers and one for the trailer it hauls. The tractor standard will require that a truck built in 2021 and beyond be as much as 24% more fuel efficient and emit as much as 24% less carbon emissions than an equivalent truck built in 2018, according to the agency.

The EPA and the Transportation Department also, for the first time, are regulating the trailers of 18-wheelers and other big hauling trucks, which will apply to certain models beginning in 2018 through 2027. This would save an additional 8% in fuel and carbon emissions, compared with an average trailer built in 2017, the EPA said.

Unlike many other environmental rules from the Obama administration, these new draft standards won praise from many industry officials.

Tom Linebarger, chairman and chief executive of Cummins Inc., one of the world's largest makers of diesel engines, said the proposed rules "will help our industry grow in a more sustainable way, which is a win for our customers and a win for the environment."

The National Automobile Dealers Association, which includes a subgroup of the American Truck Dealers, was more critical, saying the cost to make a truck more fuel-efficient, which the EPA estimates to be as much as \$12,000 a truck, is "based on potentially untested technologies" and is a "great risk to a still-fragile economy."

Mr. Kedzie of the trucking associations was cautious. "We believe this rule could result in the deployment of certain technologies that do not fully recognize the diversity of our industry and could prove to be unreliable."

Officials also said installing the new technologies should lead to fuel savings. The EPA said the transport industry could recoup its costs in two years for certain trucks with trailers, and between three and six years for smaller trucks, including vans and buses.

We will keep you informed on this in the *RT Review*.

- Gary Brown

(By: Amy Harder, Betsy Morris - Wall Street Journal - 6/20/15)



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