

Supportive Statements

Phase II Greenhouse Gas and Fuel Economy Standards for Big Trucks Manufacturers, Fleets, Consumers, National Security Experts & States

Manufacturers

“**Daimler Trucks North America** (DTNA) and its subsidiaries have focused for decades on improving freight efficiency in order to lower customers’ total operating costs. As the market leader in fuel efficiency, and the first to certify all of our products to Phase 1 GHG standards, DTNA shares EPA and NHTSA goals to improve fuel economy and reduce greenhouse gases,” DTNA said. <http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

“Environmental care is a core value for the Volvo Group, and we are aligned with the federal government’s goal to reduce GHG emissions from heavy-duty trucks,” said Susan Alt, senior vice president – public affairs for **Volvo Group North America**.
<http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

“As the largest semi-trailer manufacturer in North America, we will continue to work with the EPA and NHTSA as they finalize a trailer program intended to improve fuel economy in our industry,” said Richard Giromini, President and CEO of **Wabash National**. “As a leader in advanced trailer aerodynamic technologies, we want to ensure that the new rule offers multiple options, in an effort to simplify compliance, while maximizing environmental benefits and overall cost savings for the fleets.”
<http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

"As a power management company committed to increased fuel efficiency and reduced greenhouse gases, Eaton strongly supports the next phase of standards for medium and heavy duty commercial vehicles," said Alexander M. Cutler, **Eaton** Chairman and CEO.
<http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

“Cummins supports the proposed Phase II rule and believes it will help our industry grow in a more sustainable way, which is a win for our customers and win for the environment,” said Tom Linebarger, Chairman and CEO, **Cummins Inc.**
<http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

Fleets and Shippers

“Fuel-efficient vehicles make good business sense and are good for the communities where we live and work,” said Indra K. Nooyi, Chairman and CEO of **PepsiCo**.
<http://www.wsj.com/articles/delivering-a-greener-fleet-of-trucks-1434755861>

“With or without standards, we strive to be one of the most fuel efficient fleets in the country. Clearly, the Phase II rule is intended to further improve the efficiency of how we

move goods throughout the United States,” said Doug Stotlar, President and CEO of **Con-way Inc.**

<http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

American Trucking Associations

“Fuel is an enormous expense for our industry — and carbon emissions carry an enormous cost for our planet. That’s why our industry supported the Obama administration’s historic first round of greenhouse gas and fuel-efficiency standards for medium and large trucks and why we support the aims of this second round of standards,” said Bill Graves, president of **American Trucking Association.**

<http://www.trucking.org/article.aspx?uid=0cd56806-26db-48c6-8e95-538ef626b12b>

Diesel Technology Forum

“Today’s new generation of clean diesel technology offers better fuel economy and better performance that translates into greater savings for truckers—and cleaner air for all Americans,” said Allen Schaeffer, the executive director of the **Diesel Technology Forum.**

<http://www.dieselforum.org/cleandieseltrucking>

National Security Experts

“On the home front, efficiency makes us more resilient. Just as important, technologies developed to improve fuel efficiency for the U.S. trucking industry will likely also improve military operational effectiveness and save lives,” said Gen. Ron Keys, USAF (Ret), **CNA Corp. Military Advisory Board** chairman. “As the world’s greatest innovators, the U.S. must lead global efforts to deploy advanced technologies that lower the demand for oil. To date, fuel economy standards for cars and trucks have proved to be powerful tools that have speeded innovation, decreased our dependence on oil and improved our nation’s overall security. The CNA MAB supports the next phase of rulemaking for medium and heavy-duty trucks as a matter of national security.”

<http://fleetowner.com/regulations/trucking-industry-reactions-ghg-phase-ii-vary>

“The United State’s near-exclusive dependence on oil to power transportation has routinely forced America’s military to protect oil supply lines around the globe. I am pleased to see that so many in the trucking industry support the proposed rule.” Said **General James T. Conway, former 34th Commandant of the U.S. Marine Corps and co-Chairman of SAFE’s Energy Security Leadership Council.** “Increasing the efficiency of a sector of the economy that is such a large and growing oil consumer will strengthen our national security, give our armed forces more flexibility and make our servicemen and women less likely to go into harm’s way.”

<http://www.secureenergy.org/TruckRulepresser>

“Implementing stronger efficiency standards for heavy-duty trucks is not just about climate policy. The Environmental Protection Agency’s proposal for regulating trucks will improve American energy security by reducing our dangerous oil dependence.

Despite record levels of domestic production, America remains exposed to global oil market volatility, which recently reached levels last seen during the financial crisis. Meanwhile, violence throughout the Middle East threatens to rattle oil markets, damage our economy greatly and deepen our military involvement. The only means to reduce our exposure to such risks is to reduce our oil dependence, especially in transportation, which accounts for about three-quarters of total oil consumption.” **Admiral Dennis Blair, former director of national intelligence and former commander in chief of the United States Pacific Command**, and a member of the Energy Security Leadership Council at Securing America’s Future Energy.

http://mobile.nytimes.com/2015/06/09/opinion/reducing-fuel-use-by-trucks-to-improve-energy-security.html?_r=0

“We applaud the EPA for taking this additional step to reduce our dependence on fossil fuel and cut emissions that contribute to climate change. The national security community has long recognized the effects of climate change as “threat multipliers,” which is why the military has led the way on investing in energy efficiency and clean sources of energy. It is encouraging to see the civilian transportation infrastructure of this country playing a role in that fight.” **Truman National Security Project** Executive Director Michael Breen.

<http://trumanproject.org/press-releases/new-epa-regs-for-heavy-duty-truck-emissions-a-win-for-national-security/>

Consumer Federation of America

“Our poll found that Americans understand that big truck fuel costs are passed on to them, which means they understand that raising big truck fuel economy standards will save them money,” said Jack Gillis, automotive expert for the **Consumer Federation of America**. “As the federal government takes another step forward in addressing the nation’s energy challenges, today’s proposal to increase big truck fuel economy will not only further reduce our dependence on foreign oil, but reduce the cost of everyday consumer purchases.” <http://www.consumerfed.org/news/916>

National Association of Clean Air Agencies

“The beauty of the proposal is that the cost of the necessary improvements, which are generally off-the-shelf technologies, will be paid for by the savings associated with the increased fuel efficiency — about one-third better than today — in a matter of a couple of years,” said William Becker, director of the **National Association of Clean Air Agencies**.

http://www.nytimes.com/2015/06/20/business/energy-environment/epa-rules-carbon-pollution-heavy-trucks.html?_r=0

Environmental Organizations

“The proposed Clean Truck standards will move us miles down the road toward a cleaner, safer future,” said [Fred Krupp](#), president of **Environmental Defense Fund**. “The

standards will sharply reduce climate pollution from the transportation sector and will reduce America's reliance on imported oil. This week, Pope Francis called on all of us to live up to our moral obligation to help turn back the climate threat. Today's proposal is the latest step this Administration has taken toward meeting that obligation."

<http://www.edf.org/media/americas-freight-trucks-and-buses-will-soon-use-less-fuel-emit-less-pollution>

"Tough standards will make sure that truck manufacturers will have a strong incentive to innovate and put proven technologies to work," said Ken Kimmell, President of the **Union of Concerned Scientists**. "We can and must cut oil use—and cleaner trucks have to be part of the solution. Almost everything Americans buy travels on a truck at some point, so we owe it to ourselves to make sure those trucks are as clean and efficient as possible." <http://www.ucsusa.org/news/press-release/heavy-duty-rules-0505#.VZKkw6bHdAQ>