

A!ert

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Alert is a monthly update on transportation and air quality planning activities in the Delaware Valley.



Air Quality Regulations

Obama Administration Calls for Twenty-five Percent Emissions Reductions from Heavy-duty Trucks by 2027

On August 16, 2016, the Obama Administration issued new emissions and fuel efficiency standards for heavy-duty trucks. Officials said the new standards would require up to a 25 percent reduction in carbon emissions for big tractor-trailers over the next ten years, and somewhat smaller improvements for delivery trucks, school buses, and other large vehicles.

Environmental Protection Agency (EPA) officials claim that the new standards will cut 1.1 billion metric tons of carbon emissions through 2027 and provide a global example for reducing vehicle-exhaust pollutants linked to climate change. The carbon reduction target is ten percent more than rules proposed last year. The rules were made more strict after public comments were considered following the initial heavy-duty truck standard proposed in 2015.

Transportation Secretary Anthony Foxx said the trucking industry would save an estimated \$170 billion in fuel costs through 2027 and reduce petroleum consumption by two billion barrels over the lifetime of the vehicles sold under the new rules. "We are at a pivotal point in our fight against climate change and its catastrophic consequences," Mr. Foxx said in a conference call announcing the new standards.

Currently, heavy trucks average about six miles per gallon. While there was no specific target released for industrywide fuel economy, the standards call for significant reductions in emissions beyond the first phase of rules that were enacted in 2014.

The rules are intended to improve fuel economy and reduce emissions from tractor-trailers and other large vehicles that transport a wide array of consumer products. It will be up to engine and truck-tractor makers to determine how to meet them. Analysts have estimated the cost of complying with the new standards at \$12,000 per vehicle. Mr. Foxx said those investments would be outweighed by larger economic gains, such as reduced fuel consumption.

The American Trucking Association, the road-cargo industry's largest trade group, said it was cautiously optimistic that the new standards could be met without causing disruption to vehicle manufacturers and corporate fleets. "While the potential for real cost savings and environmental benefits under this rule are there, the fleets will ultimately determine the success or failure of this rule based on their comfort level purchasing the new technologies," said Glen Kedzie, an association official.



Save the Date

**Thursday,
October 13, 2016
All Day**

**Dine Out for the
Environment Benefiting the
Clean Air Council**

*Various Restaurants Across
Philadelphia*

*For more information please
contact: Bobby Szafranski at:
rs@cleanair.org*

**Friday,
October 14 2016**

**Delaware Valley Goods
Movement Task Force
10:00 am– 12:00 pm**

*Location of Meeting:
DVRPC Conference Center
8th Floor*

Heavy-duty trucks are the fastest-growing segment of the American transportation sector in terms of fossil fuel consumption and account for about 20 percent of greenhouse gas emissions, despite making up only 5 percent of the vehicles on the road. The new rules on heavy-truck emissions are another critical factor in the government's overall effort to meet goals set in the international climate accord in Paris in December.

Regulators have said that tractor-trailer owners could recoup the cost of new technology on their vehicles within two years because of fuel savings. Other vehicles may take longer to generate enough savings to cover the cost of improved engines and other equipment.

The announcement of the new regulations met with mixed reviews from environmental groups, with some predicting significant improvements in air quality, while other groups felt that the regulations did not go far enough to reduce greenhouse gas emissions.

For more information on the new greenhouse gas and fuel efficiency standards for heavy-duty trucks, please visit: www.epa.gov



Air Quality Information

Harley-Davidson Agrees to Pay \$12 Million and Stop Selling Illegal Aftermarket Emissions Controls for their Motorcycles

Harley-Davidson has agreed to pay a \$12 million civil fine and stop selling illegal aftermarket devices that allow its motorcycles to exceed emissions levels allowed by the U.S. Environmental Protection Agency (EPA). The settlement resolves government accusations that Harley sold roughly 340,000 "super tuners," enabling motorcycles to pollute the air at levels greater than what the company certified to the EPA since 2008.

Harley-Davidson did not admit liability and said in a statement that it disagreed with the government's position, arguing that the devices were designed and sold to be used in "competition only." The company said the settlement represented "a good-faith compromise with the EPA on areas of law we interpret differently, particularly EPA's assertion that it is illegal for anyone to modify a certified vehicle even if it will be used solely for off-road/closed-course competition."

According to the government, the sale of so-called defeat devices violated the federal Clean Air Act by allowing higher emissions of Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) than were reported by the company. Harley-Davidson was also accused of selling more than 12,600 motorcycles that were not covered by an EPA certification governing clean air compliance. The announcement comes at a time of greater scrutiny on emissions and defeat devices by regulators in Washington after Volkswagen admitted using illegal software to evade emissions standards in nearly 600,000 vehicles in the United States.

The settlement calls for Harley-Davidson to stop selling the super tuners by August 23, 2016, and to buy back and destroy all such tuners in stock at its dealerships. The EPA said the modified settings increased power and performance, but also increased the motorcycles' emissions of VOCs and NO_x.

VOC and NO_x emissions contribute to harmful ground-level ozone, and NO_x also contributes to fine particulate matter pollution. Exposure to these pollutants has been linked with a range of serious health effects, including increased asthma attacks and other respiratory illnesses. EPA discovered the violations through a routine inspection and information that Harley-Davidson submitted after subsequent agency information requests.

For more information of the EPA's action against Harley-Davidson, please visit www.epa.gov.



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