

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,<sup>1</sup> and CO<sub>2</sub> emissions from light-duty internal combustion engine vehicles (ICEV) have decreased 25 percent since model year 2004.<sup>2</sup>

According to the U.S. Energy Information Administration (EIA), there are about 272 million ICEVs<sup>3</sup> on the road today, and EIA projects over 140 million ICEV sales will occur between 2023 and 2032.<sup>4</sup> Further, EIA projects there will be about 269 million ICEVs in the fleet in 2050 along with

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<sup>1</sup> 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.

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

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

<sup>4</sup> 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.<sup>5</sup> 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,

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<sup>5</sup> 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  
Automotive Association  
Business and Industry Association of New Hampshire  
Colorado Oil & Gas Association  
Colorado Petroleum Marketers & Convenience Store Association  
Connecticut Energy Marketers Association  
Connecticut Farm Bureau Association  
C-Store  
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 Fuel & Retail Association  
Illinois Fuel Retailers Association  
Indiana Food & Fuel Association  
James Madison Institute  
Kentucky Petroleum Marketers Association  
Liquid Energy Pipeline Association  
Louisiana Associations 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  
National Association of Truck Stop Operators  
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  
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  
Society of Independent Gasoline Marketers of America (SIGMA)  
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 and 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 Alliance  
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