

Environmental Defense Fund

Public Hearing on EPA's Proposed Rule – Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines

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Testimony by Rishab Jagetia

Hello, my name is Rishab Jagetia. I am testifying today on behalf of EDF's more than 3 million members who support clean air protections.

EDF is opposed to EPA's proposed amendments to weaken its 2023 Final Rule that set life-saving standards to control air pollution from new heavy-duty vehicles starting in Model Year 2027. The proposed amendments will increase the deadly smog- and soot-forming pollution harming millions of Americans.

Heavy-duty vehicle standards save lives.

Heavy-duty diesel engines release particulate matter, as well as harmful nitrogen oxides and VOCs, which combine to form ground-level ozone. These emissions cause respiratory illnesses, cardiovascular disease, and even premature death. EPA estimates that if not for the 2023 Final Rule, heavy-duty vehicles would contribute [a third of the mobile source NOx emissions and 90%](#)

of on-road NOx emissions in calendar year 2045. These effects are particularly damaging to communities near transportation corridors, including the over 70 million people who live within 200 meters of a truck freight route, many of whom are low-income communities and communities of color. In the 2023 Final Rule, EPA estimated that the present value of the health-related benefits for the years 2027 to 2045 would reach \$200 billion dollars and result in up to 2,900 fewer premature deaths, while reducing highway heavy-duty NOx emissions by almost 50%. EPA's proposal deeply undermines these benefits by removing or weakening numerous provisions that ensure vehicles actually meet the emissions standards while they are operating on our roads and highways.

The 2023 Final Rule Standards are feasible.

EPA notes in its proposed rule that truck and engine manufacturers have been preparing for several years to meet the standards finalized in the 2023 Final Rule and have publicly announced that they will have a full lineup of products ready to meet the MY 2027 standards, made possible by improvements in technologies such as catalysts.

EPA is failing to protect public health.

This proposed rule prioritizes short-term financial gains for industry over long-term regulatory certainty and public health. While EPA claims that savings will be passed onto consumers in the form of lower vehicle prices, the agency fails entirely to consider the costs that people will pay due to the increase in ER visits, asthma cases, missed school days, and premature deaths that will occur as a result of dirtier engines on the road for longer.

Protective emissions standards for heavy-duty vehicles are a vital tool in reducing harmful tailpipe pollution. Americans cannot afford to pay for pollution increases, whether with their lives or their wallets. We urge EPA to abandon this harmful proposal and uphold the 2023 program to cut pollution and protect people in communities across the country.