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**EPA and DOT Finalize GHG and Fuel Efficiency Standards for Heavy Duty Trucks**

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On Aug. 16, the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) in combination with the California Air Resources Board (CARB) [finalized](#) fuel economy and greenhouse gas emissions (GHG) standards for heavy-duty trucks for model years 2019-2027. These final Phase 2 rules build upon the fuel efficiency and GHG standards already in place for model years 2014-2018.

Currently, these vehicles account for about 20 percent of GHG emissions and oil use in the U.S. transportation sector. EPA, NHTSA and CARB anticipate the new standards will lower CO2 emissions by 1.1 billion metric tons—10 percent greater than the emissions reductions included in EPA's [draft](#) proposal in 2015. The increase in emissions reductions is because of the inclusion of more robust compliance provisions, such as more stringent diesel engine standards in the final rule. The rule applies tractor trailers, large pickup trucks and vans, in addition to all types and sizes of buses and work trucks.

Similarly, the administration is also in the midst of its [midterm review](#) regarding its 2012 Corporate Average Fuel Economy (CAFÉ) standards for light duty vehicles (passenger automobiles) that would regulate fuel economy for model years 2022-2025. A draft analysis from EPA, NHTSA and CARB states that manufacturers are on track to comply with the current standards, although vehicle manufacturers have expressed concern in light of low gasoline prices and current purchasing trends among consumers. A final decision is expected in 2018.

These vehicle fuel efficiency standards come as U.S. Energy Information Administration [reported](#) earlier this month that the U.S. transportation sector has produced more carbon emissions than any other sector of the economy over the last 12 months, including the electric power sector.

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