

TRUCKING INDUSTRY'S EMISSIONS REDUCTION PROGRESS

(all figures are per US EPA)

Year: 2002

Mandate/Technology: Exhaust Gas Recirculation (EGR)

Environmental Benefit: **50% NOx emissions reduction**

Cost to Industry: **\$250 million annually**

Year: 2006 – 2010

Mandate/Technology: Ultra Low Sulfur Diesel (ULSD)

Environmental Benefit: **97% reduction of sulfur in diesel**

Cost to Industry: **\$4 billion annually (in combination with PM/NOx limits)**

Year: 2007 – 2010

Mandate/Technology: US EPA PM and NOx limits; Diesel Particulate Filters (DPFs)

Environmental Benefit: **90% reduction of Particulate Matter (PM) “soot”**
90% reduction of NOx

Cost to Industry: **\$4 billion annually (in combination with ULSD)**

Year: 2014

Mandate/Technology: US EPA/NHTSA “Phase 1” Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles

Environmental Benefit: **23% reduction of CO2 emissions**

Cost to Industry: **\$8 billion**

Year: 2021, 2024, 2027

Mandate/Technology: US EPA/NHTSA “Phase 2” Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles

Environmental Benefit: **additional 34 percent reduction of CO2 emissions**

Cost to Industry: **\$20 - \$30 billion**

