

**To:** Jackson, Ryan[jackson.ryan@epa.gov]  
**From:** POLITICO Pro  
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**Subject:** EPA will review parts of Phase 2 truck emissions rule

By Alex Guillén

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EPA will revisit certain parts of the Obama administration's 2016 Phase 2 emissions rule for heavy-duty trucks, the agency announced today.

The rule set new standards for model years 2021-2027 of tractor-trailers, school buses, delivery vans and other large workhorse vehicles. The Truck Trailer Manufacturers Association sued to block EPA's novel aerodynamic requirements for trailers, arguing the agency cannot set vehicle standards for a product without an actual engine.

The Trump administration is considering revisions to the trailer standards, but it will leave in place separate requirements for tractor engines.

The final 2027 trailer standards by themselves would have secured as much as a 9 percent drop in carbon dioxide emissions and fuel consumption compared to a 2017 trailer, and the separate standards for tractor engines would achieve up to 25 percent emissions reductions by 2027, according to Obama administration estimates.

EPA said it will also reconsider part of the rule that classifies gliders — refurbished engines installed into a new tractor chassis — as a new motor vehicle. House appropriators last month voted to have EPA report to Congress on the glider issue, although that language may not survive the ultimate spending package that clears Congress.

"We intend to initiate a rulemaking process that incorporates the latest technical data and is wholly consistent with our authority under the Clean Air Act," EPA Administrator Scott Pruitt said in a statement.

**WHAT'S NEXT:** EPA will begin a rulemaking process to revise or completely rescind those parts of the rule. The earliest compliance deadlines are in 2018. The trailer association unsuccessfully sought relief in court, but EPA may now offer administrative delays in light of its new rulemaking.

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