The Supporting Trucking Efficiency and Emission Reductions (STEER) Act

Fuel consumption from transportation accounts for about 28% of total U.S. greenhouse gas (GHG) emissions, making it the largest contributor of U.S. GHG emissions. Class 8 truck movement accounts for more than 24% of transportation-related GHG emissions[1]. Carbon emissions from the freight industry have an increasingly detrimental impact on the environment, and it is imperative that we find long term, viable solutions to address this issue.

There are a number of technologies that exist today that can significantly improve the fuel efficiency of Class 8 trucks called active emissions reduction technologies. These technologies include active control of aerodynamics, rolling resistance, dynamic axle lift control, and active idle reduction. These devices move and adapt to driving and vehicle conditions, automatically and in real-time, minimizing overall drag and maximizing fuel efficiency. This can improve Class 8 fuel efficiency by as much as 15%. Full market penetration of these technologies on Class 8 trucks can cut national fuel consumption by 4.5 billion gals/year[2].

Recently, Rep. Rodney Davis introduced The Supporting Trucking Efficiency and Emission Reductions (STEER) Act. This legislation aims to accelerate market penetration of active emission reducing technologies like TruckWings for Class 8 trucks by creating a program to significantly reduce the up-front cost of purchasing and installing these technologies. This would help achieve many goals supported across the aisle by allowing market-driven choices to help reduce emissions and make a cornerstone occupation of US industry more profitable by utilizing American innovation and manufacturing. The STEER Act has bipartisan support and is co-sponsored by Rep. Mike Bost (R), Rep. Josh Gottheimer (D), Rep. Dave Joyce (R), and Rep. Tom Reed (R).

The STEER Act:

- Incentivizes the adoption of emission reducing technologies in the trucking industry that will have an immediate, significant impact on emission reductions – not 1, 2, or 3 years in the future.
- Creates a targeted voucher program, administered by the Department of Energy (DOE), which provides $500 MM over 5 years for vouchers for covered expenditures associated with retrofitting active emission reducing technologies on Class 8 trucks.
    - Emission reducing active technology is defined to mean any physical alteration of a Class 8 truck that can be installed as a retrofit and that adapts automatically to control vehicle performance factors and improve fuel efficiency.
- Covers up to 75% of costs per unit
    - Apply before installation and get reimbursed soon after
- Supports American manufacturing by prioritizing technology made and installed in America.
- Provides enhanced financial flexibility to truck drivers by reducing up-front costs.

[1] *Fast Facts*, Office of Transportation and Air Quality EPA-420-F-20-037, June 2020.
[2] Table VM-1, Federal Highway Administration, 2019.