

S.J. Res. 11, a joint resolution providing for Congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to “Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards”

As posted on the website of the House Committee on Rules on May 16, 2023

<https://rules.house.gov/bill/118/sj-res-11>

By Fiscal Year, Millions of Dollars	2023	2023-2028	2023-2033
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	0	*	not estimated
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2034?	No	Statutory pay-as-you-go procedures apply?	No
		Mandate Effects	
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2034?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = between zero and \$500,000.			

S.J. Res. 11 would void the final rule, “Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards,” submitted by the Environmental Protection Agency (EPA) and published in the *Federal Register* on January 24, 2023.¹ The rule, which took effect on March 27, 2023, imposes new standards aimed at reducing emissions of ozone, particulate matter, and other air pollutants from heavy-duty engines and would require all manufacturers to meet the new standard by model year 2027.

Under current law, engine and vehicle manufacturers pay fees when a new heavy-duty engine or vehicle is submitted to EPA for certification of conformance with emission standards. Using information from EPA, CBO estimates that enacting S.J. Res. 11 would not change the certification requirement or the collection of the related fees.

1. See Environmental Protection Agency, “Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards,” 88 Fed. Reg. 4296 (January 24, 2023), <https://tinyurl.com/5f9v4ewu>.



CBO estimates that the administrative costs of voiding the regulation would be insignificant; any spending would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Aurora Swanson. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

A handwritten signature in black ink that reads "Phillip L. Swagel". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Phillip L. Swagel
Director, Congressional Budget Office