

RECONSIDERATION OF MID-TERM EVALUATION (MTE) OF FINAL DETERMINATION OF LDV GHG EMISSIONS STANDARDS (MODEL YEARS 2022-2025)

Jeffrey King
Chief, Energy and Climate Programs

MWAQC-TAC
September 5, 2017

Background

- July 6, 2010 Final Rule
 - EPA and NHTSA to establish a National Program consisting of new standards for light-duty vehicles to reduce GHG emissions and improve fuel economy (for MY 2012-2016)
- December 14, 2012 Final Rule
 - Built on success of first phase
 - For MY 2022-2025
 - Included regulatory requirement for EPA to conduct MTE of GHG standards established

Report Documents

- EPA's Model Year Reports published in 2015 & 2016
 - Key findings:
 - For each year from 2012 to 2015, auto industry outperformed GHG standard by substantial margin
 - Most manufacturers outperformed their individual 2015 standard
 - All large manufacturers are in compliance with the 2012-2015 GHG standards
- EPA's Light-Duty Automotive Technology, CO2 Emissions, and Fuel Economy Trends Report: 1975-2016 published in 2016
 - Most manufacturers reduced GHG emissions while improving fuel economy over the last half decade

Determination Process

- July 2016 – EPA’s Draft Technical Assessment Report published
- November 2016 – EPA’s Proposed Determination published
- January 12, 2017 – EPA issued its MTE and published Final Determination on MTE of GHG emissions standards for MY 2022-2025
 - Final Determination due by April 1, 2018

Reconsideration

- March 22, 2017 – EPA published Notice of Intention to Reconsider the Final Determination
- August 10, 2017 – EPA announced it was taking action to reconsider this Final Determination, also soliciting comments on MY 2012 GHG emission standards
- August 21, 2017 – EPA request for comment on Reconsideration of Final Determination
- EPA will take public comment on both issues through to October 5, 2017
- EPA will convene a public hearing on September 6, 2017 (needed notification of attendance by August 30, 2017)

Mid-term Evaluations

- Intent – to determine whether 2022-2025 standards remain appropriate under each criterion, including:
 - technologies available to automakers
 - lowered GHG emissions
 - other health and environmental benefits
 - cost to manufacturers
 - increased fuel efficiency
 - vehicle price



Comment Letter

- Points to Discuss:
 - Support for maintaining existing GHG standards for LDVs
 - Highlight important role of federal government leadership in delivering effective standards with industry
 - Strong standards important for both criteria pollutant/NAAQS and GHG plans
 - Climate change can make achieving NAAQS more challenging
 - Auto industry is improving technology faster than anticipated
 - Strong consumer acceptance and benefits

MY 2017-2025 Regulations

Table 1 - Projected Fleet-Wide Emissions Compliance Targets under the Footprint-Based CO ₂ Standards (g/mi) and Corresponding Fuel Economy (mpg)										
	2016 base	2017	2018	2019	2020	2021	2022	2023	2024	2025
Passenger Cars (g/mi)	225	212	202	191	182	172	164	157	150	143
Light Trucks (g/mi)	298	295	285	277	269	249	237	225	214	203
Combined Cars & Trucks (g/mi)	250	243	232	222	213	199	190	180	171	163
Combined Cars & Trucks (mpg)	35.5	36.6	38.3	40.0	41.7	44.7	46.8	49.4	52.0	54.5

