

## **The Final Rule Is Considered A “Major Departure” Which Requires A Fuel Economy Increase Of 1.5% A Year, Versus The Former 5%**

**The Final Rule Requires Fuel Economy Be Increased By 1.5% A Year, With The Goal Of Achieving 40 Miles Per Gallon By 2026.** “The final rule is a dialed-down version of the one the administration originally planned. Instead of proposing zero improvements in fuel efficiency in coming years, it would require automakers to increase fuel economy across their fleets by 1.5% a year, with a goal of achieving an average of about 40 miles per gallon by 2026. That’s still a major departure from current rules, which mandate annual increases of 5%, reaching an average of 54 mpg by 2025.” [Los Angeles Times, [03/31/20](#)]

**Trump Originally Proposed Freezing Standards Completely After A Request From The Auto Industry.** “Following a request from the auto industry, the Trump administration originally proposed freezing the standards altogether without any increase. It modified the rule after pushback from not only environmental groups, but also some of those same automakers, who worried that a drastic change would put them out of step with a global marketplace increasingly geared toward lower-emission cars and trucks.” [NPR, [03/31/20](#)]

**Delaware Senator Tom Carper Asked EPA’s Watchdog To Investigate “Irregularities” About The Rule.** “Sen. Tom Carper (D-Del.) has asked an internal Environmental Protection Agency (EPA) watchdog to investigate alleged ‘irregularities’ relating to two agency rules, his office said Monday. He wrote a letter to the agency’s inspector general asking him to look into procedures surrounding the Safer Affordable Fuel-Efficient (SAFE) Vehicles rule and the Strengthening Transparency in Regulatory Science rule, also known as the “secret science” rule. ‘I have been informed by multiple sources that EPA political officials appear to be trying to conceal EPA comments that are critical of the draft final [SAFE Vehicles rule],’ Carper wrote last week.” [The Hill, [03/02/20](#)]

## **Special Interests Supported The EPA’s Proposal**

### **The Heartland Institute Claimed The New Rule Would Allow Americans To Drive “Sturdier Cars.”**

**The Heartland Institute Claimed The New Rule Would “Give Americans The Sturdier Cars They ‘Want To Drive.’”** “Heartland Institute senior fellow H. Sterling Burnett said in a statement that agencies were right to give Americans the sturdier cars they ‘want to drive’ by easing Obama-era standards. Heartland rejects mainstream climate science.

‘Soccer moms, farmers, anglers, and everyday commuters can thank Trump for allowing them to drive the SUVs, minivans, large sedans, and trucks they need to carry their kids to school and events, haul trailers, or move furniture and appliances,’ he wrote.” [Scientific American, [04/01/20](#)]

## **The New Rule Contains A Provision That Has Been Championed By The Group Natural Gas Vehicles For America.**

**The New Rule Also Contains A Provision That Allows Automakers To Receive Credits For Investing In Natural Gas Vehicles.** “The new version of the rule contains one other notable difference from the draft obtained by Carper in January. At issue are compliance credits for alternative fuel vehicles, which reward automakers for investing in vehicles that can run on alternatives to gasoline and diesel. Today, automakers receive the vast majority of those credits by investing in vehicles that can run on biofuels, such as ethanol. But the new version of the rule would allow them to receive credits for investing in natural gas vehicles, or NGVs.” [E&E News, [03/30/20](#)]

- **This Has Been A Longtime Priority Of Senator Jim Inhofe, Who Has “Repeatedly Introduced Legislation To That Effect.”** “That’s a longtime priority of Sen. Jim Inhofe (R-Okla.), who has repeatedly introduced legislation to that effect. In 2014, for instance, he co-sponsored the ‘Alternative Fuel Vehicle Development Act.’ ‘The booming natural gas industry in America is delivering a cheap, domestic energy source for our homes and businesses, but this fuel source is being underutilized in our vehicles,” he said in a statement at the time.” [E&E News, [03/30/20](#)]
- **Inhofe’s Legislation Has Been Championed By Natural Gas Vehicles For America.** “In the lobbying world, Inhofe’s legislation has been championed by Natural Gas Vehicles for America, which describes itself as a group ‘dedicated to the development of a growing, profitable and sustainable market for vehicles powered by natural gas or biomethane.” [E&E News, [03/30/20](#)]

## **The Natural Gas Vehicles For American Group Spent \$18,000 In Lobbying Expenses For 2020**

**The Natural Gas Vehicles For America Group Spent \$18,000 Lobbying The Federal Government.** [OpenSecrets.org – Lobbying Profile: Natural Gas Vehicles for America, accessed [11/17/20](#)]