

EPA and NHTSA Issue a Supplemental Notice in the Process for Setting Future Greenhouse Gas and Fuel Economy Standards for Passenger Cars and Light Trucks

The U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA), on behalf of the U.S. Department of Transportation, are releasing a joint Supplemental Notice of Intent (NOI) to begin developing new standards for greenhouse gas (GHG) and fuel economy for light-duty vehicles in model years (MY) 2017-2025. This Supplemental Notice follows the joint NOI released on September 30, 2010,¹ and is meant to aid the public's understanding of many key issues facing the agencies as we continue the process of developing the upcoming rulemaking.

Supplemental Notice of Intent

This Supplemental NOI highlights many of the key comments received in response to the September NOI, and to the Interim Joint Technical Assessment Report (TAR) issued by EPA, NHTSA, and the California Air Resources Board (CARB) associated with that Notice.² This Supplemental NOI also discusses the agencies' plans for many of the key technical analyses that will be undertaken in developing the upcoming proposed rulemaking.

¹ See 75 FR 62739 (October 13, 2010).

² For more information on the September NOI and TAR, please see "EPA and NHTSA Announce a First Step in the Process for Setting Future Greenhouse Gas and Fuel Economy Standards," EPA-420-F-10-051); <http://www.epa.gov/otaq/climate/regulations.htm> or "DOT and EPA Announce Intent to Propose CAFE and GHG Emission Standards, 2017 and Beyond"; www.nhtsa.gov/fuel-economy

In response to the September NOI and TAR, the agencies received public comments from more than 30 organizations and more than 100,000 individuals. In addition, EPA, NHTSA, and CARB met individually with the ten largest automobile original equipment manufacturers, as well as environmental non-governmental organizations, and representatives of state and local governments. The Supplemental Notice summarizes the many of the key themes that we heard from stakeholders, both in the public comments and in the outreach meetings.

In the September NOI, EPA and NHTSA stated that we would continue to analyze potential GHG and fuel economy standards for MYs 2017-2025, both by developing and reviewing additional technical data and information, and by considering additional stakeholder input. At that time, we planned to update our assessment for the Supplemental NOI. However, we have not completed any new analyses to date, and are not updating the assessment at this time. Instead we will continue to conduct analyses as we move forward in developing the proposed rulemaking. Many public comments supported the agencies' plans, noted in the September NOI, as to types and scope of analyses to be conducted for the proposal. Therefore, the agencies are moving forward with this work, and describe many of our planned key analyses in the Supplemental Notice. We also plan to continue working with CARB in our technical assessments of potential standards, and to continue extensive dialogue with stakeholders.

The September NOI and TAR were issued in response to a May 21, 2010 Presidential Memorandum which requested EPA and NHTSA to develop a coordinated National Program to improve fuel efficiency and to reduce GHG emissions of light-duty vehicles for MYs 2017-2025, and to work with California in developing a technical assessment to inform this rulemaking. This program would build upon the historic success of the National Program for MYs 2012-2016 vehicles, issued in April 2010.

Upcoming Proposed Rule

As EPA and NHTSA proceed in developing the proposed rulemaking, we plan to continue our ongoing dialogue with stakeholders, and we welcome additional data and information that can inform our rulemaking efforts. The public dockets will remain open for the duration of the rulemaking. Further, EPA and NHTSA expect to continue working closely with CARB in developing the underlying technical assessments that will inform our future proposed standards. The agencies currently expect to issue a proposed rulemaking by September 30, 2011, and a final rulemaking by July 31, 2012.

For More Information

You can access the NOI and the TAR at EPA's web site at:

www.epa.gov/otaq/climate/regulations.htm

or at NHTSA's website at:

www.nhtsa.gov/fuel-economy

For additional information, please contact:

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