

On September 18, 2018, the Trump Administration issued a [proposal](#) to revisit the Obama Administration fuel economy (CAFE)/greenhouse gas (GHG) mandates for light-duty vehicles. The proposal reflects NADA's consistent support for maximum feasible fuel economy improvements that are affordable and do not compromise the important vehicle attributes customers value.

When issued in 2012, the existing MY 2017-2025 CAFE/GHG standards contained a "midterm evaluation" provision requiring that the assumptions, data and analysis upon which they were based be revisited for MYs 2022-2025. The proposal reflects a new commitment on the part of NHTSA and EPA to follow the direction of Congress that fuel economy standards be technologically feasible and economically practical. The proposal outlines several options for possible revision of the standards, including one that would not increase their stringency over the MY 2022-25 timeframe. NADA has begun to evaluate these options.

The proposal also contains an important discussion of why the state of California (and those states that have adopted California emissions standards) lack the authority and should not be regulating fuel economy and tailpipe GHGs. Note: NADA does not question California's authority under the Clean Air Act to adopt vehicle emissions standards for traditional pollutants that, unlike GHGs, are not related to fuel economy.

NADA intends to file comments on and testify at the hearings related to the proposal. Questions on this matter can be directed to Douglas Greenhaus, dgreenhaus@nada.org, or Andy Koblenz, akoblenz@nada.org.

