

**Statement of the Northeast States for Coordinated Air Use Management  
Arthur N. Marin, Executive Director**

*on*

**U.S. Environmental Protection Agency's Proposed Weakening of Greenhouse Gas  
Emissions Standards for Cars and Light Trucks**

**Boston, Massachusetts – April 2, 2018** – Arthur N. Marin, Executive Director of the Northeast States for Coordinated Air Use Management (NESCAUM), has released the following statement in response to the U.S. Environmental Protection Agency's (EPA's) announced plans to weaken the national greenhouse gas (GHG) standards for light-duty vehicles. NESCAUM is the regional association of state air pollution control agencies representing Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and Vermont.

Arthur N. Marin, NESCAUM Executive Director:

For decades, our states have worked successfully alongside EPA and California to reduce transportation pollution, and this has benefited all of us.

Now, with EPA's shortsighted decision to weaken the national vehicle GHG standards, this cooperative relationship risks rupture, and will have long-term adverse impacts on public health and the environment.

In addition to global harm, this action holds significant negative economic impacts in the Northeast, with more money flowing out of our states for oil from outside the region, and less being spent on goods and services produced by our local economies.

The northeast states remain committed to the original agreement forged by the federal government, automobile manufacturers, and California to gradually reduce GHGs and increase fuel economy through 2025. That plan was based on a strong technical assessment and provided industry with the long lead time they asked for.

As they have done for decades, the northeast states will continue to exercise their right to enforce California's standards in lieu of weaker federal standards that historically lag California's. However, effectively addressing climate change requires a strong national commitment.

We urge EPA to rely on the technical merits of the analysis the agency spent years developing, and not weaken the GHG standards for passenger cars and trucks. The short-term benefits to a few companies should not come at the expense of our states, the public, and the planet.

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