

**FOR IMMEDIATE RELEASE**

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**Federal Government Takes Encouraging Next Step  
to Reduce Greenhouse Gas Emissions from Motor Vehicles**

October 1, 2010 (Boston) – Today the federal government took an important step toward further reducing greenhouse gas (GHG) emissions and fuel consumption from passenger cars and light trucks. The U.S. Environmental Protection (EPA) and the National Highway Traffic Safety Administration (NHTSA) jointly issued a Notice of Intent to adopt more stringent GHG emission and fuel economy standards for passenger cars. Today’s Notice builds on the establishment of a groundbreaking federal program finalized in April of this year to lower emissions and fuel consumption from passenger cars.

The Notice proposes a range of GHG emission and fuel consumption reductions to be considered by EPA and NHTSA as they develop a proposal for the regulation. The new rule, once proposed and finalized, would phase in between 2017 and 2025 and would increase the fuel economy of vehicles to between 47 miles per gallon and 62 miles per gallon, depending on the final decisions of the agencies.

“We applaud today’s action and strongly encourage the Administration to propose standards at the upper end of those being considered,” said Coralie Cooper, Transportation Program Manager of the Northeast States for Coordinated Air Use Management (NESCAUM). NESCAUM is a regional association of the air pollution control programs of eight northeast states.

Technologies already in production – such as turbocharging, downsizing, and gasoline-electric hybrids – can greatly reduce light-duty vehicle GHG emissions. Emerging technologies such as all-electric, plug-in hybrids, and lightweighting can further reduce GHG emissions from the vehicle fleet. Taken together, these technologies have the potential to achieve or exceed the GHG reductions from the most stringent standard under consideration by EPA and NHTSA. Because of the significant savings in fuel, consumers will benefit from the introduction of more stringent vehicle GHG and fuel consumption standards.

The electricity and transportation sectors are the dominant sources of GHG emissions in the northeast region, with transportation responsible for more than one-third of the region’s total. Transportation is the fastest growing source of GHG emissions, accounting for 47 percent of the net increase in total U.S. GHG emissions from 1990-2006. States in the region have developed the Regional Greenhouse Gas Initiative (RGGI) to reduce emissions from electricity generation

and have adopted the California motor vehicle GHG standards for reducing emissions from transportation.

The development of the federal program to control passenger car GHG emissions was originally set in motion by California and 14 other states. In 2004, California established the first motor vehicle GHG emission standards and subsequently 14 states adopted the California program in order to tackle head-on the threat of global warming. The national program finalized in April 2010 created a parallel and equivalent program at the federal level.

NESCAUM looks forward to working with EPA and NHTSA in the development of the vehicle GHG standards proposal. California and the other 14 states have pursued a dynamic program for cleaner cars that continually re-visits and re-assesses the state of technology innovation for motor vehicles. NESCAUM stands ready and willing to assist the EPA and NHTSA in ensuring that as new clean vehicle technologies are developed, they are quickly introduced into the vehicle fleet.

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