



FACT SHEET

Overview

Today, the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule).

The *SAFE Vehicles Rule* is the next generation of the Congressionally mandated Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. This Notice of Proposed Rulemaking (NPRM) is the first formal step in setting the 2021-2026 Model Year (MY) standards that must be achieved by each automaker for its car and light-duty truck fleet.

In today’s proposal, NHTSA and EPA are seeking public comment on a wide range of regulatory options to establish new or revised fuel economy and tailpipe carbon dioxide emissions standards for passenger cars and light trucks covering MY 2021 through 2026.

The proposal highlights the agencies’ preferred alternative, which is based on extensive research and analysis. The preferred alternative would retain the MY 2020 standards (specifically, the “footprint”¹ or “size-based” target curves for passenger cars and light trucks) for both programs through MY 2026.

The automotive industry has achieved tremendous gains in fuel economy over the past decade and increases will continue through MY 2020. The agencies’ preferred alternative reflects a balance of safety, economics, technology, fuel conservation, and pollution reduction. The preferred alternative is anticipated to prevent thousands of on-road fatalities and injuries as compared to the standards set forth in the 2012 final rule. The preferred alternative is also expected to improve vehicle affordability leading to increased use of newer, safer, cleaner and more efficient vehicles.

Benefits of the Preferred Alternative

- Estimated reduction of up to 1,000 lives lost annually in fatal vehicle crashes
- \$2,340 reduction in the average ownership cost of new vehicles
- \$500 billion in cost savings for the U.S. economy

¹ “Footprint” refers to the square footage of a vehicle measured by the contact points between the four tires and the ground.



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Background and History

NHTSA sets and enforces the CAFE standards, while EPA calculates average fuel economy levels for manufacturers, and sets related reducing greenhouse gas (GHG) emissions standards.

NHTSA establishes CAFE standards through its authorities provided under the *Energy Policy and Conservation Act of 1975*, as amended by the *Energy Independence and Security Act of 2007*, while EPA establishes GHG emissions standards under the *Clean Air Act*, as amended.

On April 2, 2018, the EPA issued the Mid-Term Evaluation Final Determination which found that the MY 2022-2025 GHG standards are not appropriate and should be revised. For more than a year, the agencies worked together to extensively analyze current automotive and fuel technologies, reviewed economic conditions and projections, and consulted with other federal agency partners to ensure the most reliable and accurate analysis possible.

The joint proposal outlines a preferred alternative based on all of the above mentioned factors. However, the proposal also requests comment on a broad range of options. In addition to the preferred scenario, several of the options proposed for public comment include fuel economy increases that range from 0.5% per year for both passenger vehicles and light trucks up to 2% per year for passenger vehicles and 3% per year for light trucks.

Comments and Public Meetings

Interested parties should consult the Federal Register notice for this proposal for more information about how to submit comments and for information about public hearings that may be held.

A copy of the Federal Register notice can be found on the NHTSA or EPA websites listed below.

Additional Information

For more information, please visit www.nhtsa.gov or www.epa.gov.