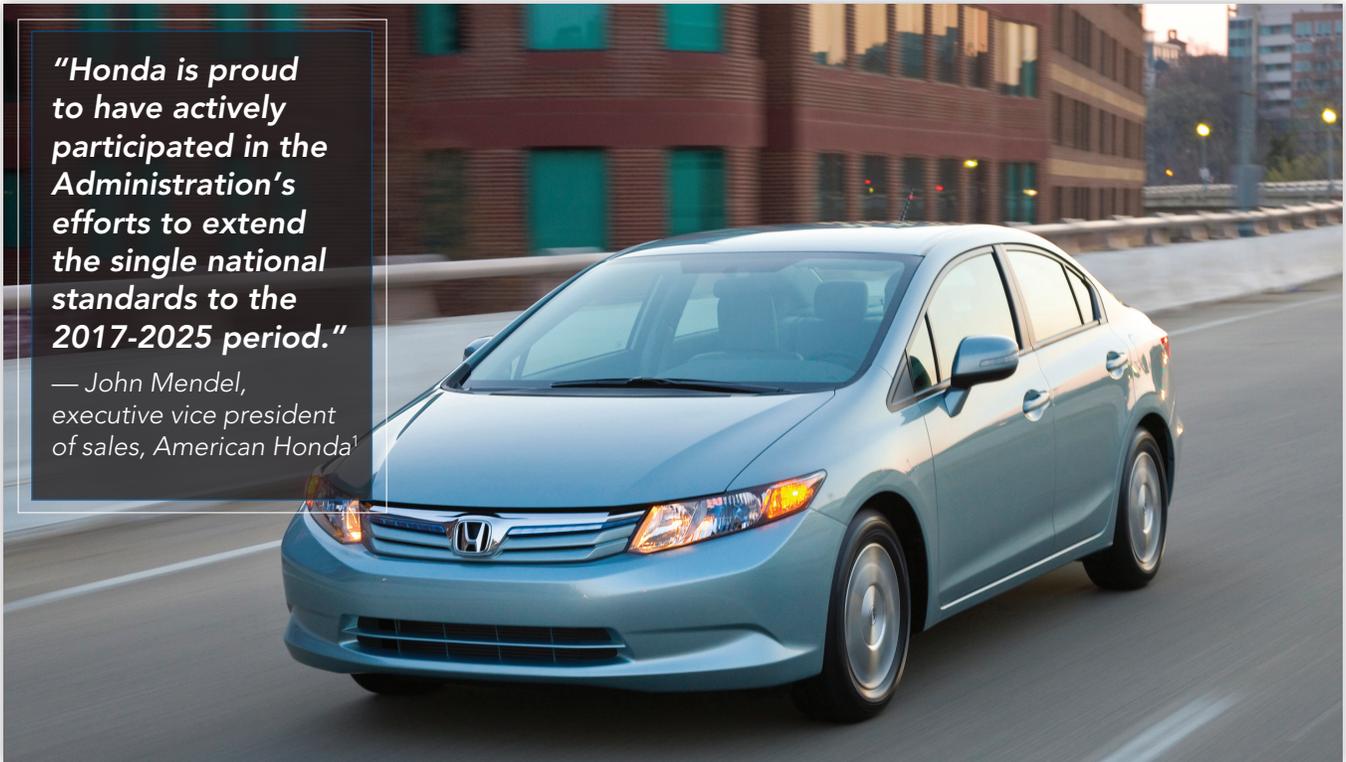


## Cleaner, More Efficient Cars Will Drive Our Nation Toward Energy Independence

*"Honda is proud to have actively participated in the Administration's efforts to extend the single national standards to the 2017-2025 period."*

— John Mendel,  
executive vice president  
of sales, American Honda<sup>1</sup>



HONDA CIVIC HYBRID PHOTO: COURTESY OF HONDA NORTH AMERICA INC.

Cars and light trucks account for 61 percent of the energy used for transportation in the United States, mostly in the form of petroleum products. To meet this demand, the United States imports more than 10 million barrels of petroleum products per day.<sup>2</sup> Higher fuel efficiency and improved emission standards are critical for reducing America's dependence on foreign oil.

The average American household spends approximately \$2,000 per year on gasoline, and daily gasoline costs in the United States exceed \$1.3 billion. In addition, the RAND Corp. estimates that the U.S. military spends \$67 billion to \$83 billion annually defending oil shipping routes around the world.<sup>3</sup> Cars and light trucks also accounted for 1.1 billion metric tons of carbon emissions in 2009, approximately 65 percent of total transportation emissions.<sup>4</sup>

President Barack Obama recently announced new fuel efficiency and emission standards for light-duty vehicles for model years 2017-25 that are expected to be finalized in June. The standard of 54.5 miles per gallon will achieve the goal of doubling fuel efficiency in America's fleet in less than 15 years. The president's announcement was supported by a broad group of stakeholders, including auto manufacturers, autoworkers, the state of California, and national security and environmental groups.

Adopting a fuel efficiency and emissions performance equivalent of 54.5 miles per gallon by 2025 will save consumers up to \$6,600 in fuel costs over the life of a model year 2025 vehicle compared with a 2010 vehicle. It also will save more than 4 billion barrels of oil and 2 billion metric tons of carbon emissions.<sup>5</sup>

## What Stakeholders Are Saying in Support of These New Standards

### VEHICLE MANUFACTURERS

"This proposed rule presents a path forward that greatly improves fuel economy while preserving customer choice and future industry growth. GM plans to pursue the technical challenge ahead and to lead in delivering new fuel-saving technologies in cars and trucks customers want to buy and can afford."<sup>6</sup>

— *General Motors*

"Regulatory consistency is critical to synchronize product development with government rules. This way, companies have the time necessary to develop technologies that fulfill the requirements while remaining profitable and sustainable. The path from 2017 to 2021 is now clearly marked and we are ready for the challenge."<sup>7</sup>

— *Josef Kerscher, president of manufacturing, BMW*

### ORGANIZED LABOR

"The UAW is proud to have worked closely with our environmental partners in the BlueGreen Alliance and with General Motors Co., Ford Motor Co. and Chrysler Group LLC to help the Obama administration design CAFE [corporate average fuel economy] standards that are a 'win-win-win'—producing greater oil independence for our nation, a cleaner environment for ourselves and our children, and an increased number of jobs in the auto sector."<sup>8</sup>

— *United Auto Workers*

### INDUSTRY

"The agreement reached between the White House and the auto industry on new fuel standards is a positive development. Reasonable fuel economy standards based on sound technological and economic grounds are critical not only to the auto industry, but also to the manufacturing supply chain."<sup>9</sup>

— *Jay Timmons, president and chief executive, National Association of Manufacturers*

### NATIONAL SECURITY

"Setting strong fuel economy standards represents an opportunity to secure our national security by reducing our reliance on oil, to create jobs, unleash investment in the U.S. automotive sector, spark innovation, and save consumers money at the gas pump."<sup>10</sup>

— *The American Security Project*

### ENVIRONMENTAL

"This is a strong step toward reducing America's dependence on oil, curbing climate change and protecting our health."<sup>11</sup>

— *Peter Lehner, executive director, Natural Resources Defense Council*

1 American Honda. 2011. American Honda Statement on White House Fuel Economy and Greenhouse Gas Emissions Standards. [http://corporate.honda.com/america/public-policy/print\\_friendly.aspx?id=6141-en](http://corporate.honda.com/america/public-policy/print_friendly.aspx?id=6141-en)

2 U.S. Energy Information Administration. October 2011. Weekly Imports and Exports. [www.eia.gov/dnav/pet/pet\\_move\\_wkly\\_dc\\_NUS-Z00\\_mbbldpd\\_4.htm](http://www.eia.gov/dnav/pet/pet_move_wkly_dc_NUS-Z00_mbbldpd_4.htm)

3 Crane, Keith, et. al. 2009. Imported Oil and U.S. National Security. The RAND Corp. [www.rand.org/pubs/monographs/2009/RAND\\_MG838.pdf](http://www.rand.org/pubs/monographs/2009/RAND_MG838.pdf)

4 U.S. Environmental Protection Agency. April 2011. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2009 Executive Summary. [www.epa.gov/climatechange/emissions/downloads/11/US-GHG-Inventory-2011-Executive-Summary.pdf](http://www.epa.gov/climatechange/emissions/downloads/11/US-GHG-Inventory-2011-Executive-Summary.pdf)

5 National Highway Traffic Safety Administration. 2011. NHTSA and EPA Propose to Extend the National Program to Improve Fuel Economy and Greenhouse Gases for Passenger Cars and Light Trucks. [www.nhtsa.gov/staticfiles/rulemaking/pdf/cale/2017-25\\_CAFE\\_NPRM\\_Factsheet.pdf](http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cale/2017-25_CAFE_NPRM_Factsheet.pdf)

6 General Motors. 2011. GM Statement Regarding Proposed CAFÉ Rule for 2017-2025. [http://media.gm.com/content/media/us/en/gm/news.detail.html/content/Pages/news/us/en/2011/Jul/0729\\_cafe](http://media.gm.com/content/media/us/en/gm/news.detail.html/content/Pages/news/us/en/2011/Jul/0729_cafe)

7 BMW Group. 2011. BMW Group Supports Obama Administration's Proposal on Future National Fuel and Green House Gas Regulations. [www.press.bmwgroup.com/pressclub/p/us/pressDetail.html?outputChannelId=9&id=T0118606EN\\_US&left\\_menu\\_item=node\\_\\_2213](http://www.press.bmwgroup.com/pressclub/p/us/pressDetail.html?outputChannelId=9&id=T0118606EN_US&left_menu_item=node__2213)

8 United Auto Workers. 2011. UAW Helps Shape CAFÉ Standards for Light-Duty Vehicles. [www.uaw.org/story/uaw-helps-shape-cale-standards-light-duty-vehicles](http://www.uaw.org/story/uaw-helps-shape-cale-standards-light-duty-vehicles)

9 National Association of Manufacturers. 2011. Manufacturers: Agreement on New Fuel Standards Is a Positive Step. [www.nam.org/Communications/Articles/2011/07/Agreement-on-New-Fuel-Standards-Is-a-Positive-Step.aspx](http://www.nam.org/Communications/Articles/2011/07/Agreement-on-New-Fuel-Standards-Is-a-Positive-Step.aspx)

10 American Security Project. 2011. ASP Welcomes the Corporate Average Fuel Economy (CAFÉ) Standards Announced Today. <http://americansecurityproject.org/news/2011/asp-welcomes-the-corporate-average-fuel-economy-cale-standards-announced-today/>

11 BlueGreen Alliance. 2011. BlueGreen Alliance and Labor, Environmental Partners Support Administration's New Fuel Efficiency and Auto Pollution Standards. [www.bluegreenalliance.org/press\\_room/press\\_releases?id=0151](http://www.bluegreenalliance.org/press_room/press_releases?id=0151)