

**SAFER AFFORDABLE FUEL EFFICIENT (SAFE) VEHICLES  
PROPOSED RULE FACT SHEET  
SEPTEMBER 21, 2018**

On August 2, 2018, the U.S. Environmental Protection Agency (EPA) and U.S. Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint Notice of Proposed Rulemaking (NPRM) on greenhouse gas emissions and fuel economy (CAFE) standards for passenger vehicles for model years 2021 to 2026.

The Administration's [Safer Affordable Fuel Efficient \(SAFE\) Vehicles Proposed Rule](#) would freeze the vehicle fuel economy and emissions standards at 2020 levels for model years 2021 to 2026. The rule also would revoke the waiver granted to California to establish more stringent standards for vehicle emissions, as well as the Zero Emission Vehicle (ZEV) regulation. Nine other states have adopted the ZEV Regulation, and 13 states and DC have adopted the California emission standards.

The state of California, which has special authority under the Clean Air Act to set its own vehicle emission standards, worked with EPA and NHTSA in 2012 to develop a single national standard. The California Air Resources Board voted in March 2017 to maintain the 2022-2025 standards after conducting a mid-term evaluation. The Trump Administration's proposed rule would revoke the waiver granted to California for its Advanced Clean Cars program, ZEV Mandate, and GHG regulation.

The proposed rule contains eight scenarios for public comment, including the Trump Administration's preferred option to freeze the standards at 2020 levels through 2026. There is a 60-day public comment period, and the agencies will hold three public hearings on the proposed rule.

The U.S. needs strong clean car standards that reduce vehicle pollution and improve efficiency to protect our health, environment and climate, while strengthening U.S. manufacturing competitiveness and creating American jobs.

Weakening the nation's clean car standards will not only cost Americans more at the pump, but hurt children, senior citizens and people living with respiratory illness, and will impede the ability of states to meet their own emission reduction targets.

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