

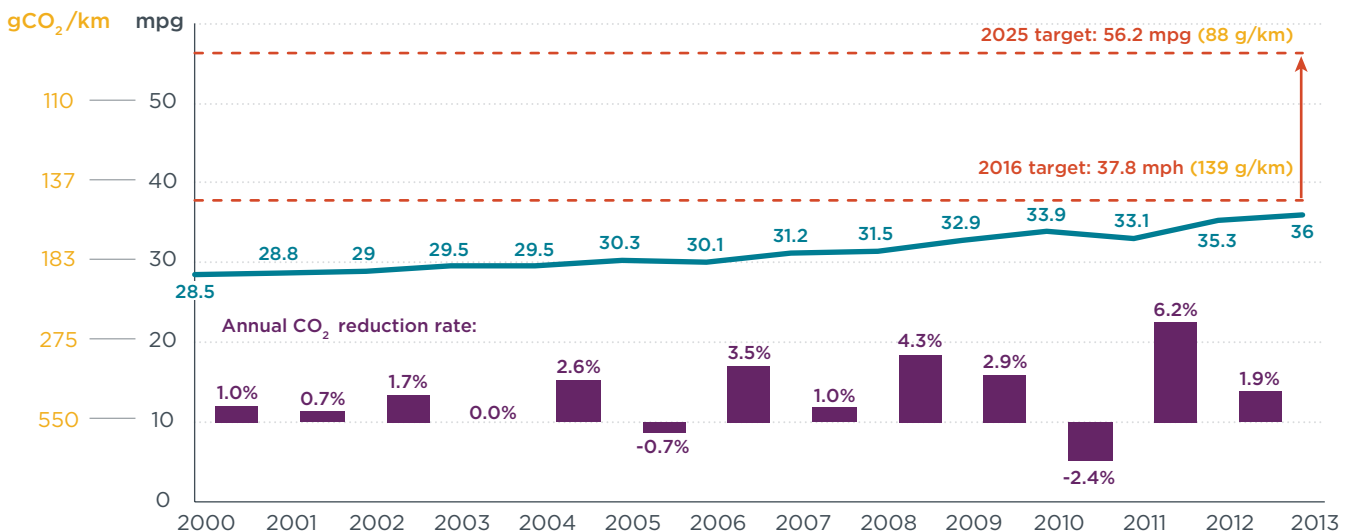
# LIGHT-DUTY VEHICLE EFFICIENCY STANDARDS

NOVEMBER 2014

## PASSENGER CAR

<b>New sales</b>	8.01 million (2013), BEVs and PHEVs account for 1.2% <a href="http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf">http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf</a>
<b>Metric</b>	Fuel economy/GHG
<b>Regulatory agency</b>	Environment Protection Agency (EPA) regulates GHG National Highway Traffic Safety Administration (NHTSA) regulates fuel economy
<b>Regulated vehicles</b>	Vehicle with maximum Gross Vehicle Weight Rating (GVWR) no more than 8500 lb and no more than 12 seats
<b>Regulation</b>	40 CFR Parts 85, 86, and 600; 49 CFR Parts 531, 533, 536, et al (2012-2016) <a href="http://www.gpo.gov/fdsys/pkg/FR-2010-05-07/html/2010-8159.htm">http://www.gpo.gov/fdsys/pkg/FR-2010-05-07/html/2010-8159.htm</a> 40 CFR Parts 85, 86, and 600; 49 CFR Parts 523, 531, 533, et al. (2017-2025) <a href="http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/2017-25_CAFE_Final_Rule.pdf">http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/2017-25_CAFE_Final_Rule.pdf</a>
<b>Timeframe</b>	2012-2016; 2017-2025
<b>Fleet target</b>	37.8 mpg* or 225 gCO <sub>2</sub> /mi (2016); 56.2 mpg* or 143 gCO <sub>2</sub> /mi (2025) <i>* Fuel economy standard by NHTSA assumes manufacturers fully use A/C refrigerant credit and no change in fleet mix</i>
<b>Actual new vehicle fleet average</b>	36 mpg (2013) <a href="http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf">http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf</a>
<b>Compliance parameter</b>	Footprint-based corporate average
<b>Test cycle</b>	U.S Combined <a href="http://www.fueleconomy.gov/feg/fe_test_schedules.shtml">http://www.fueleconomy.gov/feg/fe_test_schedules.shtml</a>
<b>Emission standards</b>	Tier 2, 40 CFR Parts 80, 85, and 86 <a href="http://www.gpo.gov/fdsys/pkg/FR-2000-02-10/pdf/00-19.pdf">http://www.gpo.gov/fdsys/pkg/FR-2000-02-10/pdf/00-19.pdf</a>
<b>Key sources</b>	Regulatory impact analysis, joint technical support document, environmental impact statements Transportpolicy <a href="http://www.transportpolicy.net/index.php?title=US:_Light-duty:_Fuel_Economy_and_GHG">http://www.transportpolicy.net/index.php?title=US:_Light-duty:_Fuel_Economy_and_GHG</a>
<b>Notes</b>	A mid-term review is required in 2017 for NHTSA 2022-2025 standards Tier 3 emission standards have been finalized and will be phased in starting with the 2017 model year.

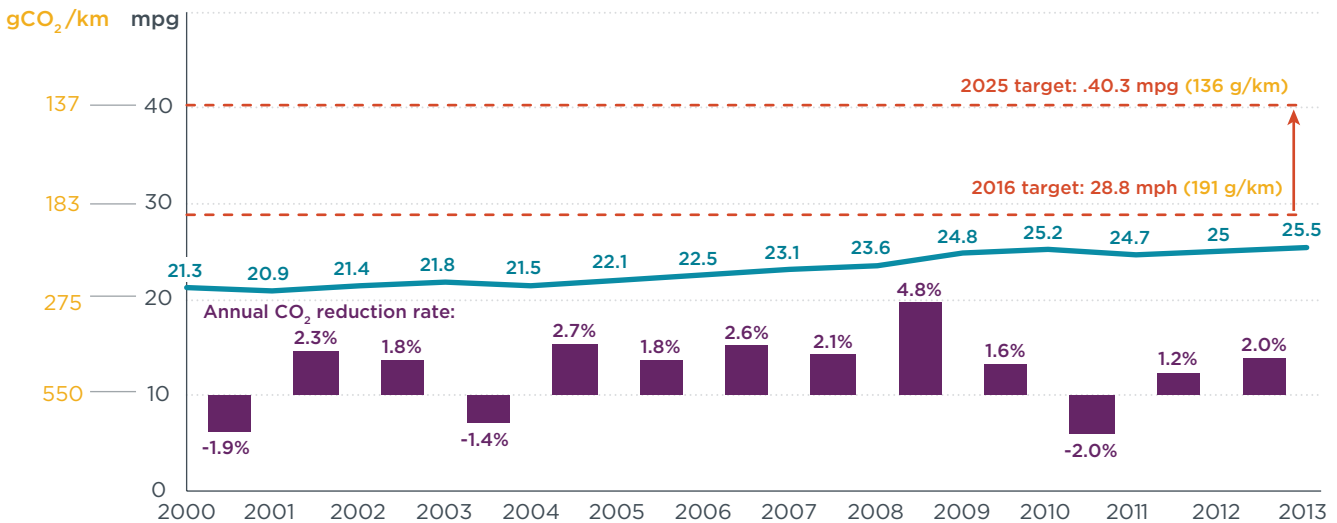
## PASSENGER CAR FUEL CONSUMPTION HISTORICAL TREND AND FUTURE TARGETS



**LIGHT TRUCK**

<b>New sales</b>	5.33 million (2013) <a href="http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf">http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf</a>
<b>Metric</b>	Fuel economy/GHG
<b>Regulatory agency</b>	Environment Protection Agency (EPA) regulates GHG National Highway Traffic Safety Administration (NHTSA) regulates fuel economy
<b>Regulated vehicles</b>	Non-passenger automobile with maximum GVWR no more than 8500 lb and medium-duty SUVs and passenger vans with GVWR no more than 10,000 lb
<b>Regulation</b>	40 CFR Parts 85, 86, and 600; 49 CFR Parts 531, 533, 536, et al (2012-2016) <a href="http://www.gpo.gov/fdsys/pkg/FR-2010-05-07/html/2010-8159.htm">http://www.gpo.gov/fdsys/pkg/FR-2010-05-07/html/2010-8159.htm</a> 40 CFR Parts 85, 86, and 600; 49 CFR Parts 523, 531, 533, et al. (2017-2025) <a href="http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/2017-25_CAFE_Final_Rule.pdf">http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/2017-25_CAFE_Final_Rule.pdf</a>
<b>Timeframe</b>	2012-2016; 2017-2025
<b>Fleet target</b>	28.8 mpg* or 298 gCO <sub>2</sub> /mi (2016); 40.3 mpg* or 203 gCO <sub>2</sub> /mi (2025) <i>* Fuel economy standard by NHTSA assumes manufacturers fully use A/C refrigerant credit and there is no change in the fleet mix</i>
<b>Actual new vehicle fleet average</b>	25.5 mpg (2013) <a href="http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf">http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/June_2014_Summary_Report.pdf</a>
<b>Compliance parameter</b>	Footprint-based corporate average
<b>Test cycle</b>	U.S Combined
<b>Emission standards</b>	Tier 2, 40 CFR Parts 80, 85, and 86 <a href="http://www.gpo.gov/fdsys/pkg/FR-2000-02-10/pdf/00-19.pdf">http://www.gpo.gov/fdsys/pkg/FR-2000-02-10/pdf/00-19.pdf</a>
<b>Key sources</b>	Regulatory impact analysis, joint technical support document, environmental impact statements Transportpolicy <a href="http://www.transportpolicy.net/index.php?title=US:_Light-duty:_Fuel_Economy_and_GHG">http://www.transportpolicy.net/index.php?title=US:_Light-duty:_Fuel_Economy_and_GHG</a>
<b>Notes</b>	A mid-term review is required in 2017 for NHTSA 2022-2025 standards Tier 3 emission standards have been finalized and will be phased in starting with the 2017 model year.

**LIGHT TRUCK FUEL CONSUMPTION HISTORICAL TREND AND FUTURE TARGETS**



For full details, and a comprehensive comparison of light-duty vehicle standards worldwide, visit [www.theicct.org/info-tools/global-passenger-vehicle-standards](http://www.theicct.org/info-tools/global-passenger-vehicle-standards).

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