



The Supreme Court Ruling and State Efforts to Reduce Global Warming Pollution from Vehicles

On April 2, the Supreme Court issued a highly-anticipated ruling confirming that the U.S. Environmental Protection Agency (EPA) has the authority to regulate global warming emissions from cars and trucks as pollution under the Clean Air Act. The case was brought by more than a dozen states, several cities, and various public interest organizations including the Union of Concerned Scientists. The Court ruled that the EPA not only has the authority, but also the *duty* to reduce global warming pollution. The Court said that the EPA's arguments for not taking action in the past were "unpersuasive," and in no way license the EPA to "shirk its duty to protect the public health and welfare."

This ruling is a major step forward for California and 11 other states that have been fighting to implement laws to reduce global warming pollution from cars and trucks. For years, the EPA has refused to issue California a waiver for its global warming standard for cars, effectively blocking every state that has adopted the standards and cooling interest of others that might consider adopting. The EPA announced soon after the ruling that it would begin the process for deciding on the waiver within the next month.

Automaker Lawsuits Continue

Despite this clear decision from the Supreme Court, automakers and dealerships are continuing their efforts to block the states from implementing clean car laws. An automakers lawsuit against the state of Vermont is proceeding now, and a similar lawsuit against

California will begin in the coming months. UCS engineers, media staff, outreach specialists, and activists have been deeply engaged in supporting California and Vermont as they battle the automakers in courthouses and the court of public opinion. Thanks to activists' letters and visits to the dealerships involved in the California lawsuit, one of the 11 original dealers has dropped out, and activists continue to put pressure on the remaining ten.

UCS Vanguard

To help dismantle automaker arguments on the feasibility and cost-effectiveness of the clean car standards, UCS engineers designed a hypothetical minivan, dubbed the *UCS Vanguard*. Although the technologies in the *Vanguard* are currently available in vehicles on the road today, automakers have yet to combine them into a single package. UCS engineers found that these off-the-shelf technologies can reduce global warming emissions by as much as 42 percent while saving consumers thousands of dollars over the lifetime of a vehicle.

Thirteen states have adopted the California Clean Car Standard: California, Connecticut, Maine, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, Washington, Maryland and New Mexico

Several other states are currently considering adopting the standards: Arizona, Illinois, Minnesota, Nevada, Tennessee, and Texas

These 19 states represent more than half the U.S. population and auto market.