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# Air Resources Board

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## Statement of the California Air Resources Board Regarding Future Passenger Vehicle Greenhouse Gas Emission Standards

Under the Clean Air Act, Congress gave California a leadership role in the area of motor vehicle regulations. For over 40 years, California has fulfilled this role by adopting pioneering motor vehicle emissions standards the other States are permitted to follow. California has been, and will continue to be, a major market for new motor vehicles, especially those with innovative designs and technologies. In 2004, California became the first state in the Nation to adopt greenhouse gas emissions standards for motor vehicles. California is deeply committed to continuing in its efforts to achieve the steep reductions in greenhouse gases needed to stabilize the planet's temperature.

California recognizes the benefit of a harmonized national program addressing vehicle greenhouse gas emissions and fuel economy. California supports the emission regulations and fuel economy standards jointly adopted by United States Environmental Protection Agency (EPA) and United States Department of Transportation's National Highway Transportation Safety Administration (NHTSA), announced on April 1, 2010, for model year 2012-2016 passenger vehicles. California has incorporated these national standards into its motor vehicle emissions program. These new standards, however, must be followed by additional action in order to continue the impressive reductions already in place up to 2016. The process for developing new standards must begin now so that the automobile industry will have ample time to develop and implement the technologies needed to further reduce greenhouse gas emissions and improve fuel economy.

In exercising its longstanding Clean Air Act authority, California has initiated first steps to develop the next combined emission standards for both criteria and greenhouse gas pollutants for model years 2017-2025. Workshops have been held and more are planned for the summer of 2010. The goal, as with California's model year 2009-2016 emission standards, is that compliance with new national standards after 2016 may serve to meet the new 2017-2025 model years California standards.

To help advance the national process and achieve the broadest applicability of new standards for 2017 and beyond, California commits to work in partnership with EPA and NHTSA to develop a staff technical assessment to inform future rulemaking that includes the following:

- Evaluation of emerging technologies to further reduce greenhouse gas emissions and improve fuel economy of new passenger vehicles for the 2017-2025 model years;

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California Environmental Protection Agency

- Engage with manufacturers of passenger vehicles and other stakeholders, in partnership with EPA and NHTSA, to fully explore the capabilities to commercialize new greenhouse gas and fuel economy technologies over this timeframe and to identify costs and any market barriers;
- Evaluation of possible approaches to help establish in the marketplace an increase in the use of advanced technologies, including plug-in hybrids, battery electric, and fuel cell vehicles;
- Identify potential greenhouse gas emission standards that could be practically implemented nationally for the 2017-2025 model years, with a current expectation on California's behalf that the annual rate of improvement would be in the 3 to 6 percent range.

Based on the results of the above actions, California envisions a path forward to arrive at aggressive light-duty vehicle greenhouse gas emissions and fuel economy standards in coordination with federal agencies and in consultation with auto manufacturers, States, and others. This path will include an announcement by EPA and NHTSA of a joint Notice of Intent for rulemaking, by September 30, 2010, culminating in final adoption by mid-2012, of new requirements for a national program of greenhouse gas emission reductions and fuel economy standards for new passenger vehicles for the 2017-2025 model years.



Mary D. Nichols  
Chairman