



**U.S. DEPARTMENT OF TRANSPORTATION  
U.S. ENVIRONMENTAL PROTECTION AGENCY**



**MYs 2021-2026 CAFE Proposal - by the Numbers**

**All quantities compared to standards issued in 2012**

**Calculated based on "Preferred Alternative" Option in NPRM**

**Consumer Impacts**

Increased vehicle affordability leading to increased driving of newer, safer, more efficient, and cleaner vehicles.

- **A \$2,340 reduction** in overall average vehicle ownership costs for new vehicles
  - **\$1,850 reduction** in the average required technology costs
  - **\$490 reduction** in ownership costs for financing, insurance, and taxes
- **Over 12,000** fewer crash fatalities over the lifetimes of all vehicles built through MY 2029
  - **Up to 1,000** lives saved annually

**Manufacturer Impacts**

Reduced regulatory costs and burdens. Increased new vehicle sales.

- **\$252.6 billion** reduction in regulatory costs through MY 2029.
- **1 million** additional new vehicle sales through MY 2029.
- **Reduction from 56% to 3%** in the percentage of hybrid vehicles needed to comply in MY 2030.
- **37.0 mpg** projected overall industry average required fuel economy in MYs 2021-2026, **compared to 46.7 mpg** projected requirement in MY 2025 under standards issued in 2012

**Overall Impacts:**

Under the preferred alternative, there will be lower costs, thousands of lives saved, and minimal impact to fuel consumption and the environment

- **Over \$500 billion** reduction in societal costs over the lifetimes of vehicles through MY 2029
  - Technology costs: \$252.6 billion
  - Costs attributable to additional fatalities: \$77.1 billion
  - Costs attributable to additional injuries: \$120.4 billion
  - Costs attributable to additional congestion and noise: \$51.9 billion
- **\$176 billion** in societal **net benefits**
- **2-3%** increase in daily fuel consumption
  - About **0.5 million barrels** per day increase in fuel consumption
- **Increase from 789.11 ppm to 789.76 ppm** in atmospheric CO<sub>2</sub> concentration in 2100
  - **3/1,000<sup>ths</sup>** of a **degree Celsius** increase in global average temperature in 2100
  - **8/100<sup>ths</sup>** of a **percent** increase in atmospheric CO<sub>2</sub> concentration in 2100
- **No noticeable** impact to net emissions of smog-forming or other "criteria" or toxic air pollutants