

Frequently Asked Questions about Proposed Technical Corrections to the Light-duty Vehicle Greenhouse Gas Regulations

Brief answers to common questions about proposed technical corrections to EPA's light-duty vehicle greenhouse gas regulations credit provisions.

What are the proposed changes covered in this regulation?

EPA is proposing corrections to fix two technical errors related to compliance credit calculations in the light-duty vehicle greenhouse gas (GHG) emissions standards regulations finalized in the 2012 rulemaking establishing standards for model years 2017-2025 light-duty vehicles.

First, EPA proposes to correct regulations pertaining to how auto manufacturers calculate credits for optional advanced technology incentives. The equation in the regulations currently in place results in auto manufacturers receiving fewer credits than the agency intended for the advanced technology vehicles eligible for these credits, which include electric vehicles, plug-in hybrid electric vehicles, fuel cell electric vehicles, and natural gas fueled vehicles.

Second, EPA proposed to correct an error in the equation for calculating certain types of off-cycle credits. The current equation contains an error and is inconsistent with the 2012 final rule preamble, raising implementation concerns for some manufacturers.

The proposed amendments would clarify the calculation methodology in the regulations.

Why is EPA proposing to make these changes?

The proposal corrects two technical errors in the regulations. Both of these corrections allow the program to be implemented as originally intended. Both corrections have been requested by auto manufacturers.

How is this technical amendments proposed rule related to the recently proposed “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks”

EPA and the National Highway Traffic Safety Administration (NHTSA) recently proposed the SAFE vehicles rule regarding GHG and Corporate Average Fuel Economy (CAFE) standards for Model Years (MY) 2021 to 2026 (see 83 FR 42986, August 24, 2018). The technical corrections proposed in the technical amendments rulemaking correct items related to the current credits program finalized in the 2012 rule for model year 2017-2025 vehicles (see 77 FR 62624, October 15, 2018) and are separate from the SAFE vehicles proposal.

Do these changes impact the stringency of light duty GHG emission standards?

No. The proposed corrections would not change the level of stringency of the standards. The proposed corrections will simply make the regulations consistent with the intent of the 2012 final rule and allow the program to function as designed. The proposed corrections are not expected to result in any significant changes in regulatory burdens, costs, or benefits of the program.

When would these changes take effect?

The proposed corrections would take effect when the final rule becomes effective. The optional advanced technology incentives are available for model years 2017-2021. The off-cycle credits program began in model year 2012 and is ongoing. Once the technical amendments rule is final, the changes would correct the application of advanced technology vehicle multipliers for MYs 2017 through 2021, and the off-cycle credit calculation methodology for MY 2012 and later vehicles.

How would these proposed changes be implemented?

For the 2017 model year reporting, EPA manufacturers entered all their test data as they normally, with fleet credits calculated from the values as determined by EPA’s current regulatory calculation. After the proposed regulations are finalized, EPA will allow manufacturers to request, through EPA’s online system used by manufacturers to submit data to EPA for vehicle emissions certification and compliance purposes, that the EPA system recalculate the manufacturer’s fleet performance based on the corrected values. EPA does not expect this to be burdensome, as the necessary data for the recalculation will have previously been submitted electronically by the manufacturer. The off-cycle correction would be implemented through EPA’s established process for the off-cycle program.

Public Participation Opportunities

We welcome your comments on this proposed rule. Comments will be accepted for 30 days beginning when this proposal is published in the Federal Register. Please submit comments at www.regulations.gov to Docket EPA-HQ-OAR-2017-0755. Information on additional methods for submitting formal comments is available at www.epa.gov/dockets/where-send-comments-epa-dockets.

Where can I find more information?

Additional information for this proposed rule is available on EPA's Office of Transportation and Air Quality website at:

www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-technical-amendments-light-duty-vehicle

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