

Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: Proposed Rule

By the Numbers

- Transportation is the single largest source of GHG emissions in the United States, making up **29 percent** of all emissions.
- Passenger cars and trucks contribute **58 percent** of all transportation sources and **17 percent** of total U.S. GHG emissions.
- To address the urgent need to curb GHG emissions from transportation, the Environmental Protection Agency (EPA) is proposing to strengthen federal greenhouse gas (GHG) emissions standards for passenger cars and light trucks for **Model Years (MY) 2023-2026**.
- For MY 2026 the proposed rule would be the most stringent federal light-duty vehicle GHG emissions standards ever set.
- EPA's proposed GHG emission standard for passenger cars and light trucks standards would . . .
 - reach a projected industry-wide target of **171 grams CO₂ /mile**, or **52 miles per gallon equivalent¹** by MY 2026.
 - increase in stringency by about **10 percent** in MY 2023 as compared to MY2022. Stringency would increase by about **5 percent** each year from MY 2024 through MY 2026.
 - result in **2.2 billion tons of avoided CO₂ emissions** through 2050.
 - Cumulative GHG emissions avoided through 2050 are roughly equal to **one year's worth of GHG emissions from all petroleum combustion in the U.S. in 2019**.

¹ This equates to a real-world value of 38.2 mpg. This is the value that consumers would see on fuel economy window stickers.

Regulatory Update

- provide between **\$86 and \$140 billion in net benefits** through 2050 from improvements in public health and reduced impacts of climate change.
 - Between \$3.6 and \$8.8 billion of the total benefits through 2050 are attributable to reduced emissions of non-GHG pollutants, primarily those that contribute to ambient concentrations of PM2.5.
- save American drivers between **\$120 to \$250 billion in fuel costs through 2050**.
- reduce gasoline consumption in the U.S. by **227 billion gallons or 5.4 billion barrels through 2050**.
- save individual consumers money – over the lifetime of a 2026 vehicle the average per-vehicle cost of just over **\$1,000** would be more than offset by fuel savings, resulting in a net per-vehicle savings of **about \$900** due to reduced fuel costs.