



← The Chevrolet Menlo has a constant-speed range of up to 410 kilometers under New European Driving Cycle (NEDC) conditions on a single charge.

REGULATORY ENGAGEMENT

On a global basis, fuel economy and GHG emissions remain top-of-mind priorities for the transportation sector and apply to all GM products globally.

Emission requirements have become more stringent as a result of lower emissions standards and new on-board diagnostic requirements, which have come into force in many markets around the world, driven by policy requirements such as air quality, energy security and climate change.

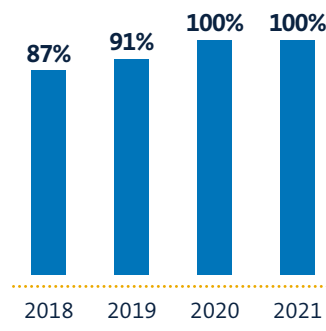
The same transformative changes we're responding to as a company also have implications for regulations like the Corporate Average Fuel Economy (CAFE) standards in the United States. For example, when the current CAFE standards were first proposed and finalized in 2012, shared mobility was in its earliest stages, and autonomous vehicles did not even exist. We want to be sure that the regulations accurately account for the current and likely future state of our industry. In addition, we have recommended that EV incentives continue and that federal regulations be harmonized between NHTSA and the EPA, as we work toward a single national standard with all stakeholders, including California. For example, we believe that focusing on interim technologies such as hybrids and multiple solutions for multiple states slows the adoption of full battery electric vehicles. Common standards will allow us to advance innovation today and better prepare for the future.

In this spirit, we have called for a U.S. National Zero Emissions Vehicle (NZEV) program to help the U.S. move faster toward an all-electric, zero-emissions future. This move would create jobs, encourage innovation, improve the environment and make EVs more affordable for more customers. We believe that the most effective way to attain this goal is with an NZEV program based on the existing ZEV framework, supported by complementary policies. Such a program would be administered nationally by the EPA and represents a more harmonized solution than individual state-based programs.

An NZEV program would establish requirements for automakers to incorporate ZEVs as an increasing part of their portfolios, up to 25 percent by 2030, put at least 7 million long-range EVs on the road over that decade and yield a cumulative incremental reduction of 375 million tons of CO₂ emissions. It would also establish a Zero Emissions Task Force to promote complementary policies, such as charging infrastructure investments, renewed federal incentives for EV purchasing and regulatory incentives to support U.S. battery suppliers. The result of such a program would be to position the U.S. as a leader in electrification. GM will continue to have conversations with regulators in California and the federal government to help speed EV adoption and be ready for customers with the EVs they desire. Because broad consumer acceptance of EVs is critical, we also support continued incentives to make EVs more affordable for more customers.

Low-GWP Refrigerant

Share of Total U.S. Volume



The low global warming potential (GWP) refrigerant R-1234yf has over 350 times less GWP than the refrigerant it replaces. Today, 35 percent of our global vehicles use R-1234yf. In the U.S., 88 percent of all light-duty vehicles used this refrigerant in the 2019 model year, and we are on a path for 100 percent to do so by model year 2021.