

138TH CONGRESS
1ST SESSION

H.R. 24

To prevent the Environmental Protection Agency from reducing or rescinding greenhouse gas emissions standards for light-duty vehicles issued under rulings, and for other purposes

IN THE CONGRESS OF THE UNITED STATES

FEBRUARY 26TH, 2021

Mr. LIGHTWOOD of NEW YORK (for himself, Mr. SOLOMON, Mr. WHITEHOUSE, Mr. TOBY, Mr. WOLF) introduced the following bill;

A BILL

To prevent the Environmental Protection Agency from reducing and rescinding greenhouse gas emissions standards for light-duty vehicles issued under current rulings, and for other purposes

Be it enacted by the House of Representatives in Congress Assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Light-Duty Vehicles Emission Standards Protection Act”.

SEC. 2. DEFINITIONS.

In this Act—

- (1) **ADMINISTRATOR.**— The term “Administrator” means the Administrator of the Environmental Protection Agency.
- (2) **LIGHT-DUTY VEHICLE.**— The term “Light-duty vehicle” means a mobile vehicle that is primarily used to transport passengers and cargo (e.g., cars, vans, SUVs, pickup trucks), with a gross vehicle weight less than or equal to 10,000 pounds.
- (3) **GREENHOUSE GASES.**— The term “Greenhouse Gases” or “GHG” is any of various gaseous compounds (such as carbon dioxide or methane) that absorb infrared radiation, trap heat in the atmosphere

- (4) ENVIRONMENTAL PROTECTION AGENCY.— The term “Environmental Protection Agency” or “EPA” is an independent executive agency of the United States federal government tasked with environmental protection matters.

SEC. 3. FINDINGS.

Congress finds that—

- (a) The Environmental Protection Agency (EPA) estimated that the MY 2022-2025 standards will reduce GHG emissions by 540 million metric tons and reduce oil consumption by 1.2 billion barrels over the lifetime of the regulated vehicles.
- (b) The EPA found keeping the GHG standards in place will achieve significant reductions in carbon dioxide emissions and oil consumption.
- (c) The EPA then concluded that the standards will provide significant benefits to consumers and to the public. According to the agency, consumers would realize net savings of \$1,650 over the lifetime of a new vehicle, mostly through fuel savings.
- (d) The EPA left open the door to raising the standards, noting that “the current record . . . could support a proposal, and potentially an ultimate decision, to adopt more stringent standards for MY 2022-2025.” However, the EPA declined to raise standards at this time, citing the need to provide certainty to the auto industry and allow for advanced planning.
 - (i) Although many environmental groups and advocates want stricter standards to combat emissions, these protections are a foundation for vehicle efficiency and emissions reduction.

SEC. 4. LIGHT-DUTY EMISSION STANDARDS.

- (a) IN GENERAL.— Regardless of the notice of the Environmental Protection Agency entitled “Mid-term Evaluation of Greenhouse Gas Emissions Standards for Model Year 2022-2025 Light-duty Vehicles” dated April 2, 2018, the following rulings and its regulations shall have the force and effect of law:
 - (1) The final ruling of the Environmental Protection Agency entitled “2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards” (77 Fed. Reg. 62624) (in effect as of April 1, 2018) and;
 - (2) The Final determination of the Environmental Protection Agency entitled “Final Determination on the Appropriateness of the Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards under the Midterm Evaluation” dated January 12, 2017 (previously in effect on April 1, 2018).

SEC. 5. ADMINISTRATOR LIMITATIONS & MISCELLANEOUS PROTECTIONS.

- (a) IN GENERAL.— The Administrator shall not issue, or finalize any rules that would effectively reduce or weaken the stringency of the greenhouse gas emission standards required to achieve by each fleet of light-duty vehicles manufactured for sale within the United States for the model years of 2022 through 2025, under the regulation stated in subsection (a)(1) and affirmed by the final determination in (a)(2).
 - (i) Henceforth the Administrator shall not rescind;

- (1) “Final Determination on the Appropriateness of the Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards under the Midterm Evaluation” dated January 12, 2017 and;
- (2) The “2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards” (77 Fed. Reg. 62624).

SEC. 6. ENACTMENT.

EFFECTIVE DATE.—This Act shall come into effect immediately upon passage.
