

# Statement of Principles

## Principles for a Coalition of Businesses Interested in Continued Forward Progress on U.S. Leadership in Clean & Efficient Vehicles

We, the undersigned companies and associations, believe it is in the nation's best interest for the U.S. to continue leading in the development and manufacture of the cleanest and most efficient vehicles in the world. The innovation brought on by competition and our national performance standards has created hundreds of thousands of jobs in this country and significant market opportunities for U.S. companies abroad.

### **We do not all agree on every energy and environmental issue before this Administration or Congress. But, we are agreed on the following:**

We strongly prefer regulatory certainty that provides a clear and predictable path so our companies can invest profitably in innovation, jobs and facilities in the U.S.

We believe it is very important that there be a coordinated national light duty vehicle program setting fuel economy and greenhouse gas standards that continue to make progress on reducing emissions and oil consumption while saving consumers money at the gas pump.

There should be immediate and extensive engagement between NHTSA, EPA, the automakers, technology and materials suppliers, the State of California and the 177 States, and other relevant stakeholders, as occurred in the lead up to the standards set in 2012, as the Administration moves forward to finalize Model Year 2022-25 (MY) light duty vehicle efficiency standards.

The regulatory agencies and the stakeholders should strive to be as open and transparent in the negotiations as possible. Agencies should use the best available data to ensure regulatory standards are technology neutral and performance-based.

Protracted litigation resulting from a failure to achieve a positive negotiated outcome will reduce the pace and volume of investment in the development and deployment of new emissions control and advanced vehicle technologies in the U.S. or divert the manufacturing of such technologies to other countries

A constructive negotiation between the stakeholders should, at a minimum, 1) address as necessary, any revisions or flexibilities to the MY2022-25 EPA standards and NHTSA's yet-to-be-determined proposed standards for the same model years, to account for any needed changes from what was originally projected in 2012, while continuing to maximize the oil and consumer savings these standards offer; and, 2) examine the feasibility of a new set of national EPA and DOT standards for MY2026-30 that will result in the continued adoption of conventional and advanced fuel-efficient technologies that maximize the corresponding benefits to consumers, the environment, and workers in the auto sector.

### Automotive Technology Leadership Group members include:

· ADVANCED ENGINE SYSTEMS INSTITUTE ·

· THE ALUMINUM ASSOCIATION ·

· THE EMISSION CONTROL TECHNOLOGY ASSOCIATION ·

· MANUFACTURERS OF EMISSION CONTROLS ASSOCIATION ·

· MOTOR & EQUIPMENT MANUFACTURERS ASSOCIATION ·