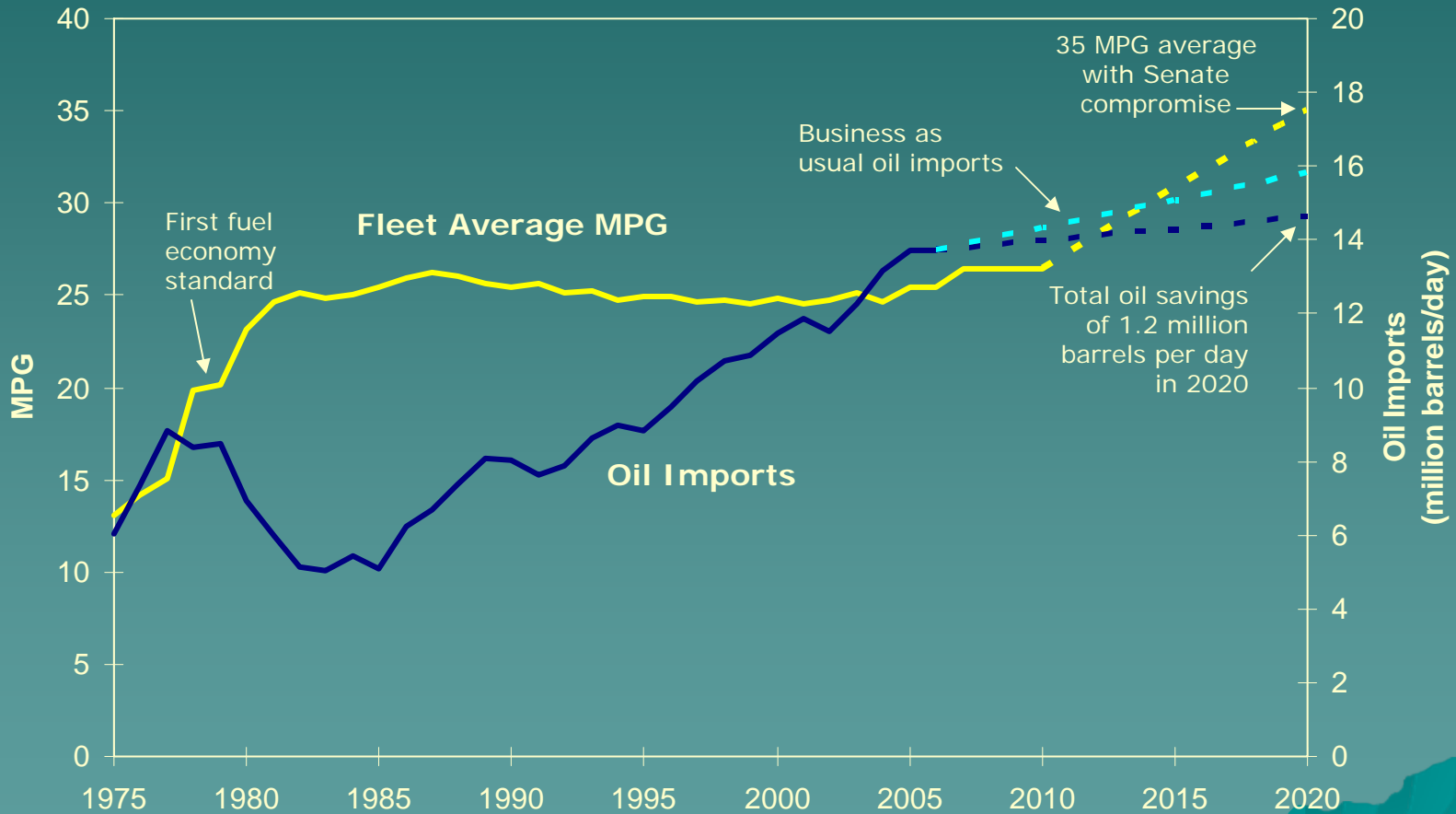


The Senate Compromise: Jumpstarting Stalled Fuel Economy

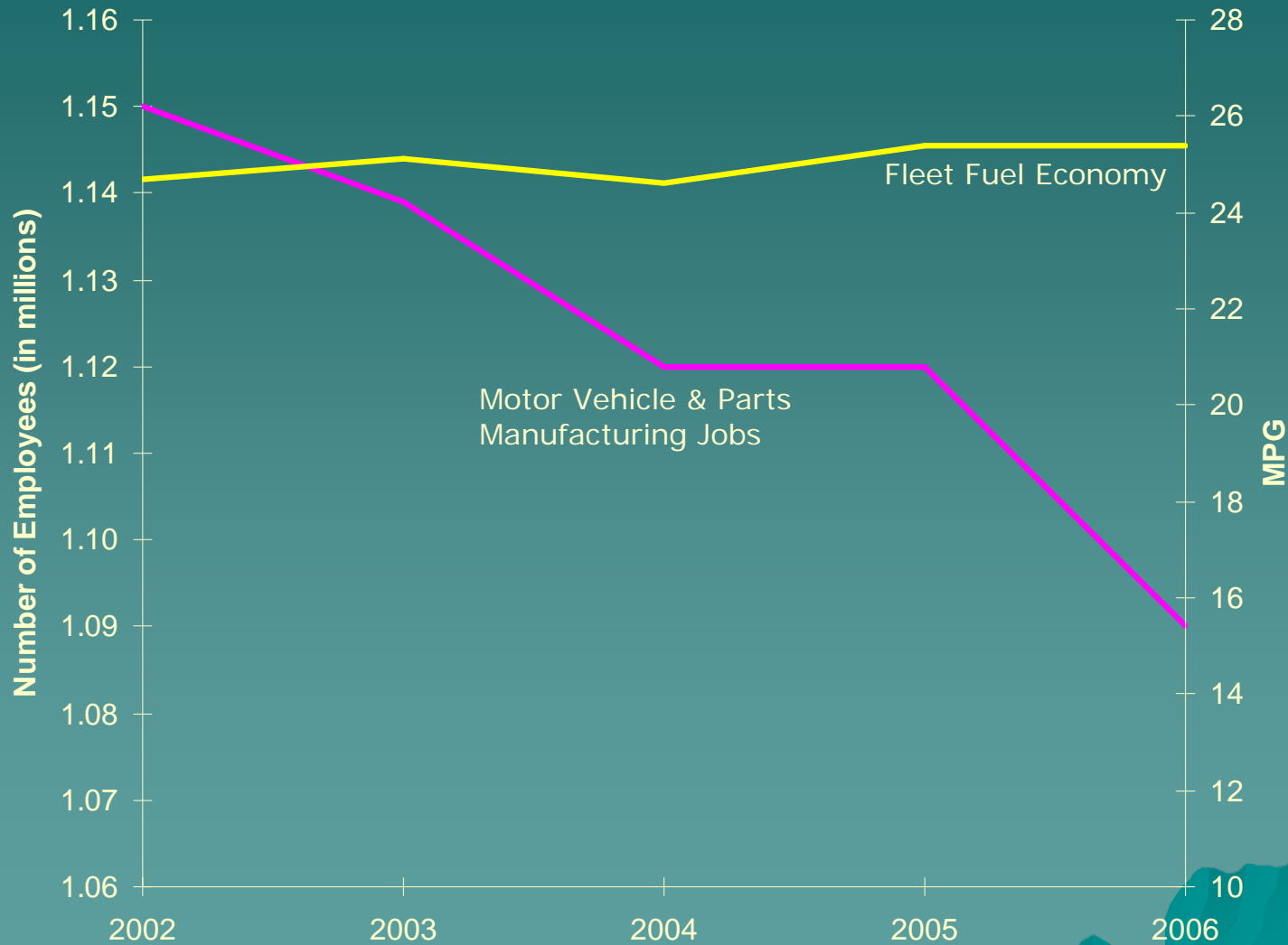
For twenty years, CAFE standards have remained stagnant while oil imports have soared. Congress now has the opportunity to improve average fuel economy to 35 mpg by 2020 – saving 1.2 million barrels of oil per day.



Sources: NHTSA, *Summary of Fuel Economy Performance*, March 2007 (years 1978-2006); EPA, *Light-Duty Automotive Technology and Fuel Economy Trends: 1975 through 2007*, September 2007 (years 1975-1977); EIA, *Imports by Area of Entry* (through 2006) and *Accelerated Depletion: Assessing its Impacts on Domestic Natural Gas and Oil Prices and Production*, July 2000 (for 2020 business as usual projection); and Union of Concerned Scientists (1.2 million barrels/day oil savings). Projected fuel economy and oil imports assume equal annual rate of increase to 2020 endpoint.



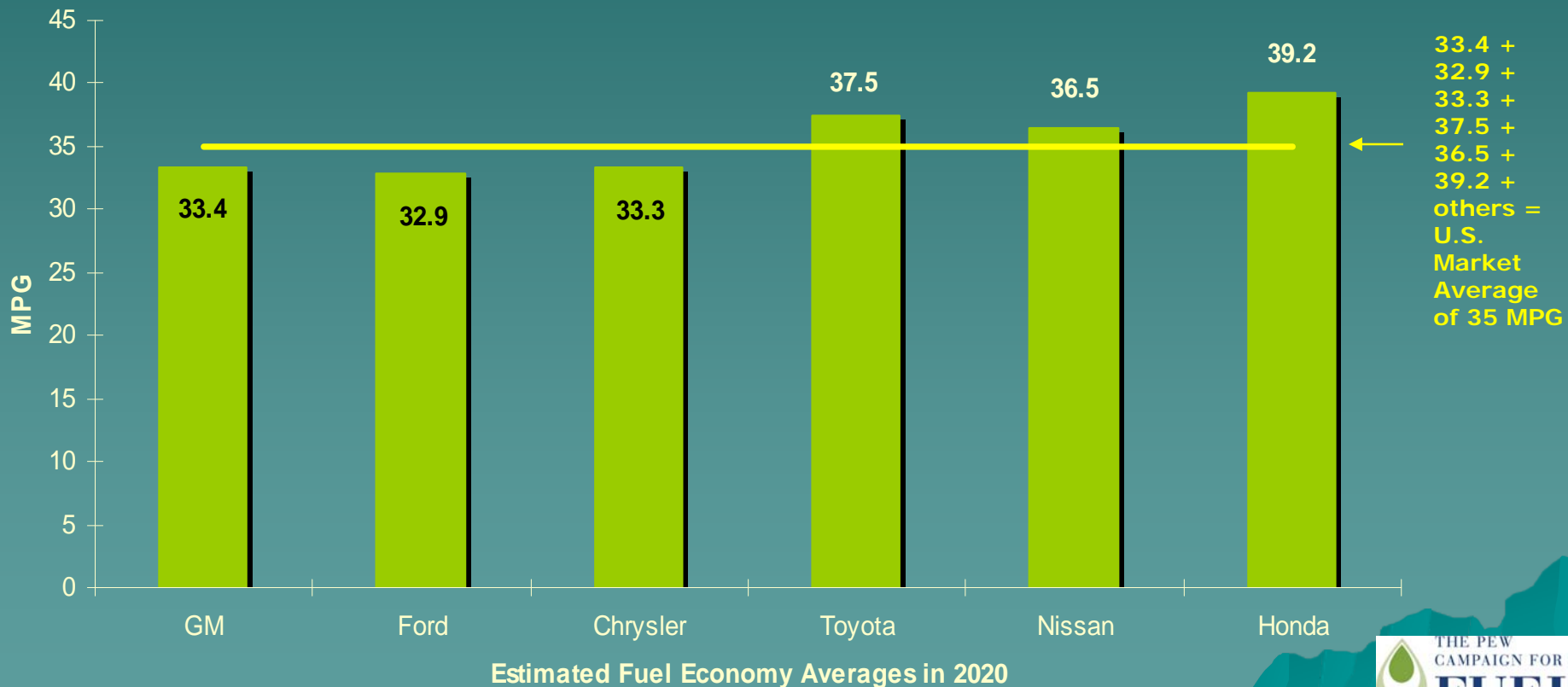
Stopping Gas Mileage Increases Hasn't Stopped Auto Job Losses



Sources: Bureau of Labor Statistics, Occupational Employment Statistics; and National Highway Traffic Safety Administration, Summary of Fuel Economy Performance, March 2007.

The Senate Compromise: Flexibility for Differences in Vehicle Design

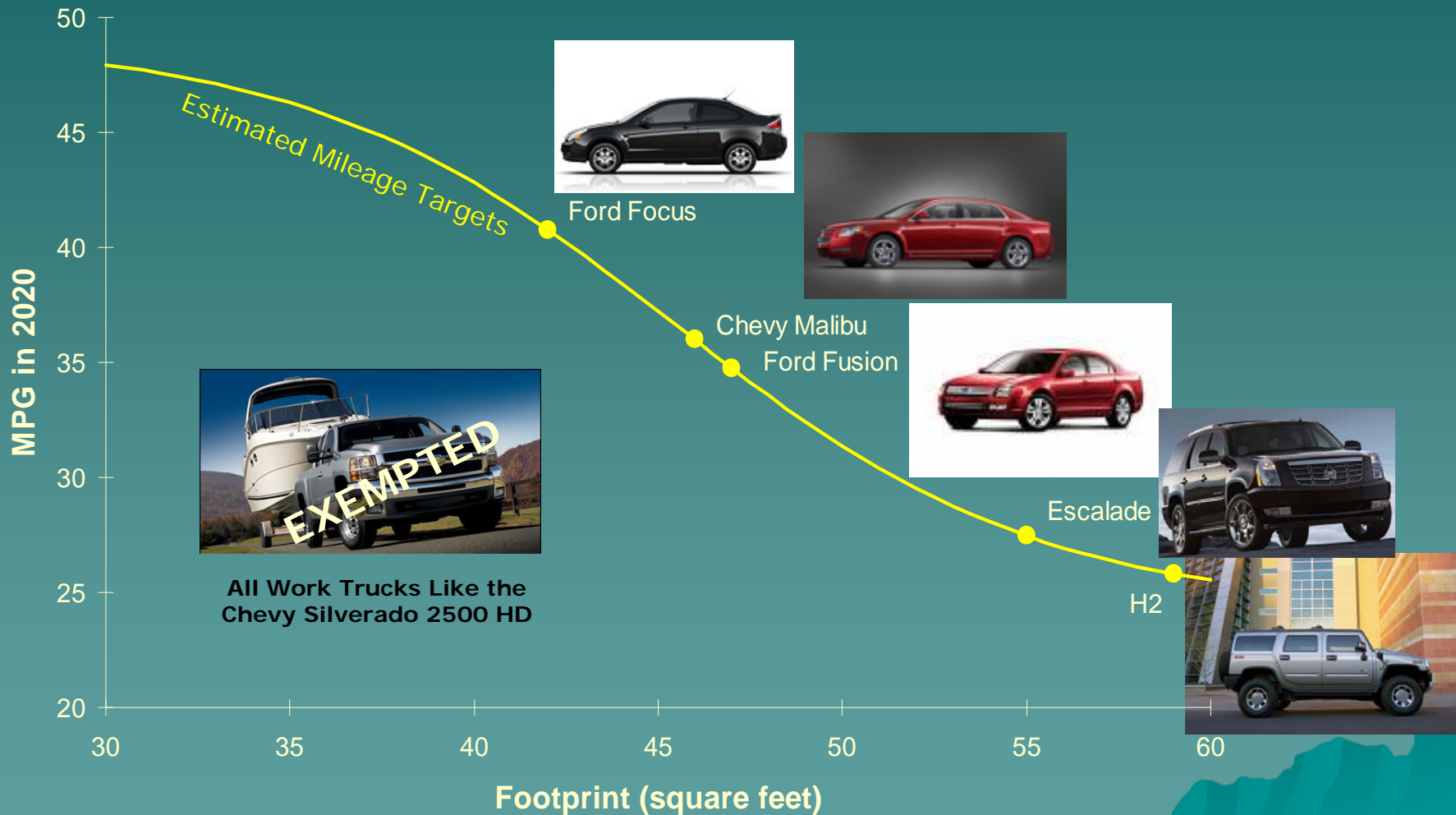
The Senate bill, H.R. 6, requires all automakers, both foreign and domestic, to do better, getting the overall fleet of new cars and light trucks sold in the U.S. to an average of 35 miles per gallon (mpg) by 2020. But, it makes realistic allowances for vehicle attributes like size. Foreign manufacturers, whose vehicle mix includes a higher percentage of smaller, lighter vehicles, will have to reach 38.2 mpg on average, while U.S. companies, who make more trucks and SUVs, will need to average only 33.2 mpg.



Source: UMTRI, *The Impact of Attribute-Based Corporate Average Fuel Economy (CAFE) Standards: Preliminary Findings*, July 2007. Note: Estimates based on only one vehicle attribute – footprint. Actual manufacturer requirements to be determined based on an array of vehicle attributes and corporate vehicle mix.



Senate Fuel Economy Reform: Different Targets for Different Vehicles



Source: Based on data in UMTRI, *The Impact of Attribute-Based Corporate Average Fuel Economy (CAFE) Standards: Preliminary Findings*, p. 8, July 2007; manufacturer websites. Note: Actual per vehicle targets to be determined based on an array of vehicle attributes.



One Size Does Not Fit All: Flexible Standards for Varied Vehicle Design

The Senate compromise calls for mileage standards that recognize the “differentness” of vehicles, setting targets based on attributes like size (i.e., footprint), weight, seating capacity, towing capacity, cargo space, and more. In this way, vehicles that are inherently different would not have to meet the same requirements.

Example: Ford Taurus vs. Ford F-150



	Ford Taurus	Ford F-150
Size (footprint)	50.4 square feet	58.6 – 75.8 square feet
Seating Capacity	5	3 – 5/6
Maximum Towing Capacity	1,000 pounds	11,000 pounds
Fuel Economy Today [†]	26.4 MPG	17.8 – 20.5 MPG
Projected 2020 Fuel Economy [*]	31.0 MPG	24.3 – 25.9 MPG

[†]Today = 2007 unadjusted combined MPG, www.fueleconomy.gov. ^{*}Based on footprint only, using data in UMTRI, *The Impact of Attribute-Based Corporate Average Fuel Economy (CAFE) Standards: Preliminary Findings*, p. 8, July 2007. Additional source: manufacturer website.

Are These Trucks?

Only to those trying to game the system.

For years, auto manufacturers have called many larger passenger vehicles “light trucks” so they would qualify for a weaker mileage standard (examples below). The Senate reform would set appropriate mileage targets for these and all other passenger vehicles, while exempting real work trucks.



GMC Acadia



Chrysler PT Cruiser



Dodge Caravan



Dodge Magnum

Work Trucks Are Exempted Under the Senate Compromise

“Work trucks” are cargo vans or pickups in the 8,500 – 10,000 pound gross vehicle weight range.
Likely exemptions include:

Pickup Trucks:

- Ford F-150 (super cab and super crew versions)
- Ford F-250 (all versions)
- Ford F-350 (all versions)
- Dodge Ram 1500 (HD version)
- Dodge Ram 2500 (all versions)
- Dodge Ram 3500 (all versions)
- Chevrolet Silverado 1500 (HD version)
- Chevrolet Silverado 2500 (all versions)
- Chevrolet Silverado 3500 (all versions)
- GMC Sierra 1500 (HD version)
- GMC Sierra 2500 (all versions)
- GMC Sierra 3500 (all versions)

Cargo Vans:

- Ford E-250
- Ford E-350
- Chevrolet Express 2500 (HD version)
- Chevrolet Express 3500 (all versions)
- Chevrolet Savana 2500 (HD version)
- Chevrolet Savana 3500 (all versions)
- Dodge Sprinter (cargo version)

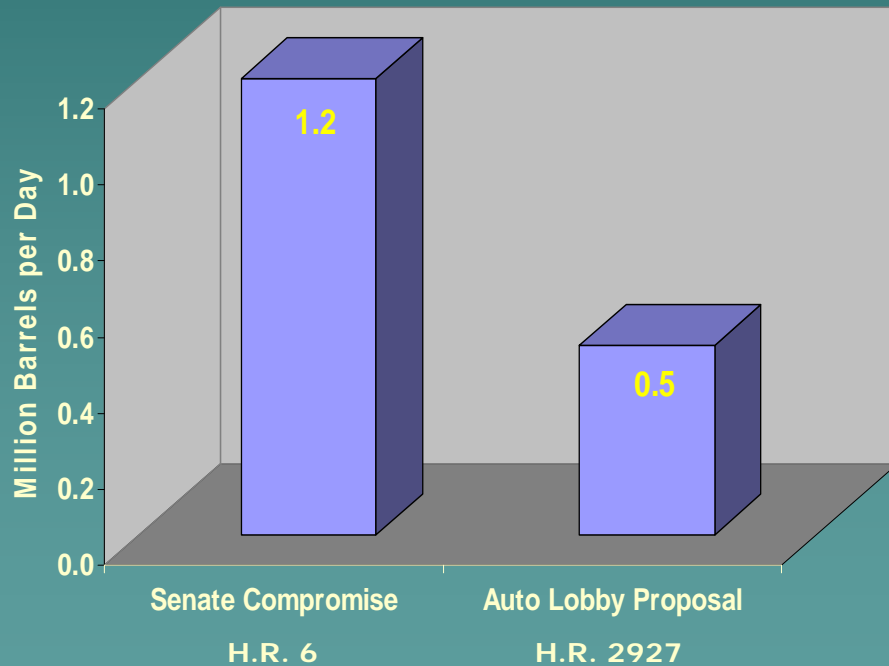
Note: These vehicles would not be included in the market-wide 35 mpg requirement, but would have to meet separate feasibility-based standards, to be determined by the Department of Transportation.



The Senate Compromise: In America's Interest

The fuel economy reform passed by the Senate would dramatically cut our oil use, strengthen national security, and save drivers billions of dollars at the pump.

Oil Saved in 2020



Net Consumer Savings in 2020

