

Castle Helps Introduce New Legislation to Increase Fuel Economy Standards -- March 13, 2007

WASHINGTON, D.C. - Delaware Congressman Mike Castle today joined Representatives Todd Platts and Ed Markey in introducing new bipartisan legislation, the Fuel Economy Reform Act, to increase Corporate Average Fuel Economy (CAFE) standards for cars, sport utility vehicles (SUV's), minivans and pickup trucks to 27.5 miles per gallon by model year 2012 and 35 miles per gallon by 2018.

"The United State is facing a growing dependence on foreign oil and a greater understanding of the threats of global warming pollution. Both of these issues are very serious and are deserving of our full attention. While the issue of raising CAFE standards isn't new and the proposals for how it should be achieved differ, it is my hope Congress will come to an agreement on a proposal that is both ambitious and achievable.

"I support a broad array of proposals addressing these issues, including conservation, development of new technologies, capping greenhouse gas emissions and increasing CAFE standards. The Fuel Economy Reform Act is an important step towards reasonable CAFE standards, which are both achievable and practical, and would undoubtedly have a positive impact on fuel consumption in this country," Castle said.

A summary of the Fuel Economy Reform Act, of which Castle is a co-sponsor, is copied below:

- Requires cars and light trucks to achieve an average fleet-wide fuel economy of 27.5 miles per gallon by model year 2012.
- Requires the fuel economy standards for cars and light trucks to be increased by at least 4% per year in order to achieve an average fleet-wide fuel economy of 35 miles per gallon by 2018 (consistent with findings of report by National Academy of Sciences).
- Requires National Highway Traffic Safety Administration (NHTSA) to set fuel economy standards that are 4% higher each year after 2018, unless NHTSA finds that this is not technologically or economically feasible.
- Contains elements of the fuel-economy "reform" requested by the Bush Administration, by allowing NHTSA to set attribute-based fuel economy standards for classes of passenger vehicles.

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