



Pryor-Levin-Bond Amendment Proposes Feeble Targets, Ignores American Can-Do Spirit

As the Senate continues debating an energy bill (H.R. 6) that includes a compromise approach on fuel economy, several Senators are seeking to undermine this bipartisan effort, which would be the first Congressional progress on fuel economy in more than 30 years. A quick look shows that the Pryor-Levin-Bond amendment represents too little too late for an American public demanding progress on U.S. oil addiction, global warming, and high costs at the gas pump.

The Pryor-Levin-Bond amendment would:

- **Save less than one week's worth of oil in 2020.**
- Raise light truck fuel economy at a **slower pace than the Bush administration** did for 2005-2011 (1.2% per year through 2015 and 1.6% per year overall vs. 2.1% per year) and MUCH slower than the Bush State of the Union goal of 4% per year through 2017.
- Sets a 2012 car fuel economy standard (29 mpg) that is **lower than what cars actually achieved in 2005** (29.2 mpg) and bars NHTSA from raising car standards before then.
- Allows automakers to delay meeting standards by up to 5 years if they promise to make up the lost fuel economy improvements.
- Raises fuel economy for cars faster (2% per year) than for trucks (1.6% per year) between 2012 and 2022. The stronger requirement will increase costs on cars more than trucks, encouraging automakers to switch from making cars to trucks, lowering fuel economy.
- Extends the loophole that gives automakers fuel economy credits for selling vehicles that could run on ethanol, even if they never do. This will cut the 2020 standards by 1.2 mpg, increasing oil demand by 200,000 barrels per day.
- In total, the Pryor-Levin-Bond amendment would **cost consumers \$17 billion more** at the pump in 2020 than the fully implemented CAFE title of H.R. 6. Would also cause the nation to use **800,000 more barrels of oil a day** in 2020 than if H.R. 6 was fully implemented.

The fuel economy provision of H.R. 6 already includes many compromises, including exempting work trucks, and gives significant discretion and flexibility in setting standards. Weakening the Senate compromise further through the Pryor-Levin-Bond amendment would represent both a lack of faith in America's engineering know-how and a lack of concern for American consumers struggling with \$3 per gallon gasoline and the other effects of our country's oil addiction.

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