

For more information call:  
Eric Draper, Audubon of Florida  
(850) 224-7546

## **Florida ERC Must Adopt Clean Car Rule on December 2 to Achieve CO2 Reduction Goals**

*Florida's Energy and Climate Change Action Plan assumes that a reduction of 80 million metric tons of CO2-E will be achieved through implementation of greenhouse gas (GHG) emission standards for new motor vehicles*

The Florida Environmental Regulation Commission (ERC) will in meet on December 2, 2008 to vote to adopt vehicle emissions standards for cars and light trucks similar to those adopted by California.

The Florida Department of Environmental Protection is recommending the California rule be approved by the ERC. Environmental and clean car advocates also support its adoption.

Florida's recently issued Energy and Climate Change Action Plan assumes that the reduction of 80 million metric tons of CO2 will be achieved through implementation of greenhouse gas (GHG) emission standards for new motor vehicles.

The Florida standards were called for by Gov. Charlie Crist in Executive Order 07-127. The proposed Florida rule 62-285.400 under consideration by the ERC adopts the California Motor Vehicle Emission Standards pursuant to s. 177 of the federal Clean Air Act but provides some differences in how the rule is implemented.

If approved by the ERC, the rule must be ratified by the Florida Legislature according to a provision of HB 7135, passed into law earlier this year. If the ERC does not vote to approve the rule or postpones adoption again Florida will not have a strategy to reduce greenhouse gas emissions from cars and light trucks.

### **The facts:**

*FACT: Florida produced 336 million metric tons of carbon dioxide equivalents (MMtCO2e) in 2005 and the state's greenhouse gas contributions are expected to increase to 463 MMtCO2e by 2025.*

*FACT: Transportation accounts for 36 percent of Florida's greenhouse gas emissions according to the Action Plan. DEP projects that transportation sources account for 44 percent of GHG. Transportation sources are expected to continue a sharp rise.*

*FACT: Florida's proposed rule will not only reduce green house gas emission from cars and light trucks it will also spur sales of "Flexfuel" vehicles and the use of E-85 ethanol blend.*

*FACT: Florida's proposed rule will promote Florida ethanol production and help our farm economy. (Florida is predicted to be an ethanol producer when cellulosic ethanol becomes a viable source.)*

*FACT: The proposed Florida rule adopts by reference the California rule, which was specifically written to induce auto manufacturers to build and sell cars and light trucks that produce less greenhouse gas.*

FACT: EPA refused to waive the Clean Air Act to allow California's rule to go into effect.

FACT: California and other states, including Florida, have gone to court to force EPA to issue a waiver. It is predicted that President-elect Obama will order EPA to grant the waiver. Whether he does so or not, a favorable ruling for greenhouse gas reduction and the California rule will ultimately take effect.

FACT: In addition to Florida, 13 other states are considering adopting all or part of the California rule.

FACT: According to the Florida DEP the average cost of light cars and trucks may increase under the rule by \$92 to \$668 dollars but consumers also will see a corresponding decrease in operating costs resulting from greater fuel efficiency. Over the vehicle's lifetime the new standards are likely to provide consumers with a \$1,000 to \$2,300 in fuel savings.

FACT: The Alliance of Automotive Manufacturers is leading the opposition to the Florida rule, favoring instead less stringent federal Clean Air Act approved CAFE standards (Corporate Average Fuel Economy Standards). The Automotive Alliance has also been a consistent opponent of aggressive fuel economy standards.

FACT: The U.S. Department of Environmental Protection has not adopted the CAFE rule. U.S. automakers are now seeking a financial bailout from Congress.

FACT: At the October 29 meeting of the ERC, a lobbyist for GM joined a lobbyist for the automakers to argue strenuously that there is little difference between the results of the proposed CAFE rules and the California Vehicle Emissions Rule, and that Florida should not adopt the California rule because the manufacturers cannot meet GHG emission standards and still provide a wide range of vehicles.

FACT: DEP and the California Air Resources Board have effectively refuted this argument. F 150-type trucks will be easily available in a number of models and quantity that allow manufacturers to meet the GHG emission targets.

FACT: The federal government has not proposed to regulate GHGs through the CAFE standards, which only set mileage standards and are not intended to reduce GHG. Therefore the CAFE standards are not useful to Florida's effort to reduce its overall GHG levels.

FACT: Only the California standards regulate GHG emissions. Federal CAFE standards are aimed at reducing the nation's fuel consumption. While reduced fuel consumption is a useful approach toward energy independence, regulating emissions is a superior approach to reaching greenhouse gas reduction targets.

### **Conclusion:**

A decision by the ERC to NOT adopt the proposed rule would turn Florida's back on an important strategy to reduce and regulate GHG emissions from transportations sources.

Adopting the rule will have the effect of reducing hundreds of million tons of GHG emissions over the next decade. Each car or light truck sold has a life use of six to ten years.

The sooner low emission vehicles are available the sooner Floridians can do their part to reduce GHG emissions.