Message

From: Bowman, Liz [Bowman.Liz@epa.gov]
Sent: 4/4/2018 3:42:48 PM
To: Bennett, Tate [Bennett.Tate@epa.gov]; Ferguson, Lincoln [ferguson.lincoln@epa.gov]; Block, Molly [block.molly@epa.gov]; Daniell, Kelsi [daniell.kelsi@epa.gov]; Hewitt, James [hewitt.james@epa.gov]; Abboud, Michael [abboud.michael@epa.gov]; Beach, Christopher [beach.christopher@epa.gov]; Letendre, Daisy [letendre.daisy@epa.gov]; Gordon, Stephen [gordon.stephen@epa.gov]
Subject: FW: News: Midterm Evaluation

We have all this coverage

From: Grantham, Nancy
Sent: Wednesday, April 4, 2018 9:55 AM
To: Bowman, Liz <Bowman.Liz@epa.gov>; Konkus, John <konkus.john@epa.gov>
Subject: FW: News: Midterm Evaluation

See clips below – including broadcast thanks ng

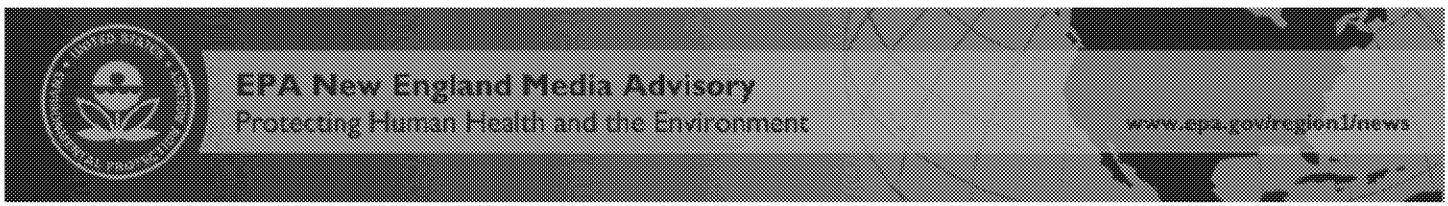
Nancy Grantham
Office of Public Affairs
US Environmental Protection Agency
202-564-6879 (desk)
Ex. 6 - Personal Privacy **(mobile)**

From: Sauerhage, Maggie
Sent: Wednesday, April 04, 2018 9:38 AM
To: Grantham, Nancy <Grantham.Nancy@epa.gov>
Subject: FW: News: Midterm Evaluation

Here's the midterm evaluation clips from last night to this morning. The TV ones do let you view the clip if you click View Clip at the far right, but it doesn't seem to start exactly where the EPA coverage is. I tested one and had to move it along a bit to find the EPA part.

Maggie Sauerhage
Office of Public Affairs
U.S. Environmental Protection Agency
Office: (202) 564-0443
Cell: Ex. 6 - Personal Privacy

From: Maggie Sauerhage [mailto:sauerhage.maggie@epa.gov]
Sent: Wednesday, April 04, 2018 9:34 AM
To: Sauerhage, Maggie <Sauerhage.Maggie@epa.gov>
Subject: News: Midterm Evaluation



News: Midterm Evaluation

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CONSERVATIVE GROUPS URGE EPA TO REVOKE CALIFORNIA WAIVER FOR VEHICLES
04/04/2018
Clean Air Report

Days before EPA Administrator Scott Pruitt unveiled the first step in his plan to roll back Obama-era vehicle greenhouse gas standards, a coalition of conservative groups urged him to go a step further and revoke the agency's Clean Air Act waiver that allows California and other states to adopt and maintain those standards.

"Our organizations write today to call for the revocation of California's waiver from the Clean Air Act, which allows the state to decouple from Federal policy and impose strict emission standards on automobiles," states a March 28 letter to Pruitt from 11 conservative and free market groups, including the Competitive Enterprise Institute, FreedomWorks, and Americans for Tax Reform. The letter is available on InsideEPA.com. (Doc. ID: 210546)

"California's stated goal is to remove all gasoline-powered vehicles from the roads and replace them with their electric counterparts, and the state uses the Clean Air Act waiver to achieve this goal," the groups say. "The American people deserve better, and, if you do not act fast . . . people across the state of California will be facing unrealistic and costly mandates which threaten their basic right to choose."

The letter came just days before Pruitt issued April 2 a determination formally endorsing the goal of a weaker vehicle GHG program, a move widely viewed as an opening salvo of a formal regulatory process.

California officials have said that if the EPA proposal goes too far in relaxing GHG standards for model year 2022-25 vehicles, the California Air Resources Board will maintain its existing, more stringent regulations. This would mean automakers would be faced with complying with two different sets of standards across the country, a scenario they are seeking to avoid.

But Pruitt has made no secret of his opposition to the state's waiver and the strict vehicle rules it has adopted. "California is not the arbiter of these issues," Pruitt said in a recent interview. California regulates GHGs "at the state level, but that shouldn't and can't dictate to the rest of the country what these [federal] levels are going to be."

Echoing Pruitt's comments, the conservative groups cite California's push to increase electric vehicles (EVs), saying EPA should not "promote solutions that require expensive taxpayer-funded infrastructure spending and subsidies, particularly at questionable environmental gains. With California battling a borderline failing Infrastructure Report Card and 50% of its roads in poor condition, instead of spending $2.5 billion on charging stations, that taxpayer spending could be better used elsewhere."

Further, EVs cost 40-60 percent "more than their conventional counterparts, and their purchases are supported by taxpayer subsidies that provide the most help to those buying the most expensive electric vehicles," the groups continue. "Essentially, the wealthier you are, the bigger the subsidy. In fact, one study found that six dollars out of every $10 of electric vehicle subsidies went to households earning over $200,000 per year, while one dollar out of every $10 went to households earning less than $75,000 per year. In California, 83% of rebates go to recipients with incomes over $100,000. It's welfare for the rich."

The groups also reiterate past arguments by some that California's GHG standards should be regarded as preempted by federal statute because the Energy Policy and Conservation Act "forbids any state from adopting a law related to fuel economy standards," the letter says.

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ICCT CITES INCREASED CREDIT USE TO RESIST CALLS TO EASE VEHICLE GHG RULES
04/04/2018
Clean Air Report

A clean transportation group is stepping up its opposition to Trump administration efforts to ease Obama-era light-duty vehicle greenhouse gas rules, finding in a new study that automakers may easily comply with the standards due in part to their greater use of "off-cycle" credits -- granted for use of novel fuel economy technologies -- than EPA first projected.

The new white paper, from the International Council on Clean Transportation (ICCT), is the latest move by defenders of EPA's current light duty vehicle GHG standards to push back against emerging Trump administration plans to ease them, arguing the limits are attainable -- or even easier to comply with -- than Obama administration drafters of the rules assumed. The white paper is available on InsideEPA.com. (Doc. ID: 210552)

The analysis and accompanying recommendations appear broadly tailored to rebut auto industry arguments that EPA's existing model year 2022 -2025 standards should be eased because they are too costly for automakers. It also pushes back against calls from the industry and some other analysts who have suggested that the scope of off-cycle credits should be broadened to include emerging autonomous vehicle technologies that could reduce accidents or speed traffic flow.

As such, ICCT's work also highlights the extent to which a looming battle over the standards will center not just on top line GHG or fuel economy requirements but also the accounting mechanisms that determine automaker compliance with the limits.

The group's analysis will also factor into comments on individual automaker requests for recognition of new "off-cycle technologies" -- a term for fuel economy technologies that are not fully accounted for, or even measured at all, in conventional laboratory test cycles.

"The extent to which off cycle crediting provisions could be used to ease compliance with the standards has been relatively unknown and unanalyzed," ICCT says in its new analysis, "How Will Off-Cycle Credits Impact U.S. 2025 Efficiency Standards?"

"Based on this analysis, we find that the developments and potential impact of the off cycle credit program are far greater than generally understood by policymakers, researchers, and even the applicable regulatory agencies," ICCT says.

The term off-cycle generally refers to technologies that are not recognized by standard test cycles. Some examples include solar panels, stop-start engine technology, low emissivity glass that reduces energy use, and numerous other options.

Both EPA and the National Highway Traffic Safety Administration, in their joint model year (MY) 17-25 rulemaking, increased access to such off-cycle credits, including EPA streamlining that created default credit approval in 13 technology areas, ICCT notes.

Automakers can petition for additional off-cycle technologies, as well as to claim additional off-cycle credits for technologies that may be partially, but not completely captured in current vehicle tests, a step they have taken on several occasions since the rules were promulgated.

ICCT's new analysis concludes broadly that automakers are moving at a faster than expected pace to use off-cycle credits subject to little validation and and that the off-cycle credit program could become so large as to significantly reduce expected CO2 and fuel economy benefits of the program.

ICCT notes that automakers have already claimed 3 grams of CO2 per mile worth of off-cycle credits in 2016 -- roughly 3 percent of the 95 grams of CO2 per mile reduction that the regulations call for in 2025.

While that number may sound small, the 2016 figure already equals or exceeds EPA projections that such credits would account for less than 3 grams of CO2 per mile in MY25, according to an ICCT press release on the report.

More broadly, ICCT estimates, based on current trends, such crediting of off-cycle technologies could rise to 10-25 grams per mile worth of CO2 reductions, which could "displace" 11 to 26 percent of CO2 cuts that would otherwise be required under the program from MY16-25.

"Individual automakers have received credits in 14 separate areas . . . and credit requests proliferate, indicating automakers are looking to capitalize more broadly," ICCT states.

More pointedly for evolving Trump administration efforts to ease the standards for at least MY22-25, the report includes an estimate that for those model years, crediting of off-cycle emissions credits could amount to between 26 percent and 65 percent of CO2 reductions expected under the program for those years.

Off-cycle credits in theory are just another way to recognize technologies automakers can use to lower the environmental footprint of their vehicles, but ICCT says these numbers are a problem because there is currently little validation of the off-cycle technologies.

"If you have a suite of technologies that suddenly could account for a quarter of the expected fuel efficiency benefit of this regulation, you should be pretty sure they're delivering real-world benefits," Nic Lutsey, the study's lead author, said in a press release. "But we don't know." Lutsey said.

ICCT's analysis cites early data from entities including the National Renewable Energy Laboratory suggesting that automakers are claiming as much as 10 or 20 times too much credit for some individual technologies.

More broadly, ICCT estimates that a proliferation of off-cycle-credits could reduce real-world fuel economy, as accounted for on vehicle labels, by as much as 4 miles per gallon in 2025 for cars and 3 miles per gallon for light trucks.

Accordingly, ICCT includes several recommendations geared toward making the off-cycle-credit program transparent, and "linked with real world benefit."

They include a call for "full reporting "of the off-cycle credit values by vehicle make and model; clear "constraints and principles for approvals" -- including perhaps limiting the program's impact to 3 percent of the regulated CO2 emissions target, and the proposed creation of a "multi-stakeholder program," or "consortium" to collect real world data on driving and conditions to validate the credits.

ICCT also recommends that agencies prevent credits for use of autonomous and connected vehicle technologies. "[W]ith previously noted trends showing several issues with expanding off-cycle credit program, it is important for the agencies to clarify that these types of technologies are still, presumably, not eligible for credits."

With respect to the reopened regulations, ICCT calls for off-cycle credit use by automakers should be included in "all regulatory analyses related to the 2017-2025 mid-term evaluation and potential new standards" -- a step that the group would mean that estimated compliance costs through 2025 "are likely to be much lower as a result."

In line with these arguments ICCT's Drew Kodjak in the press statement cites his group's off-cycle analysis -- as well another recent study on the use of advanced technologies in the popular Toyota Camry -- as further bolstering claims by defenders of EPA's regulations that they do not need to be weakened.

"It's clear industry is going to significantly exceed forecasts, and could meet the fuel economy targets at significantly lower cost than projected. One thing is for certain: the evidence doesn't support any argument that the automakers are technologically challenged by the 2025 standards." -- Doug Obey

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FORD SEEKS 'MORE FLEXIBILITY' UNDER VEHICLE GHG RULES BUT RESISTS 'ROLLBACK'
04/04/2018
Clean Air Report

Ford Motor Co. executives are pressing the case for "more flexibility" under light-duty vehicle greenhouse gas emissions and fuel economy rules, such as greater crediting of autonomous and other technologies toward compliance with the requirements, even as they signal they are not seeking a "rollback" of the standards.

"We support clean car standards through 2025 and we are not asking for a rollback," Ford Chairman Bill Ford and company President Jim Hackett write in a March 27 article released on the publishing site Medium.

The article underscores efforts by companies to assert generic support for fuel economy standards while opening the door to specific changes that could ease the required rate of improvement for their vehicles over time.

The appeals come as EPA April 2 issued a formal notice declaring that current vehicle GHG standards that apply up to model year (MY) 2025 should be weakened. As such, the article can be seen as a balancing act that appears to

simultaneously take into account Trump administration plans to weaken the limits, a looming battle with California and other states that want to to retain the current program, and international markets for Ford products.

"At Ford, we believe we must deliver on CO2 reductions consistent with the Paris Climate Accord," the officials say.

But the article also highlights the extent to which an upcoming battle over the stringency of vehicle standards to 2025 will center around not only numerical GHG emissions or fuel economy targets, but on the compliance accounting for meeting the standards.

For example, a new study by a clean transportation group notes that automakers have already pursued more "off-cycle" emissions than EPA initially projected, which as trends continue could lower estimated compliance costs of the rules. The group offers this as another basis for arguing there is no reason to ease the standards and also calls for reforms to ensure the off-cycle program does not undercut the emissions benefits of the rules.

But the Ford executives emphasize emerging efforts by automakers to tee up new GHG or fuel economy compliance credits for novel activities or technologies that proponents have touted as having significant emissions-reduction potential. Such technologies or strategies include ride sharing, autonomous vehicles and "smart" vehicle and safety technologies.

"Looking forward, we know we will need new metrics, new ideas and new technologies to measure environmental progress in increasingly electric and connected world. We are building a future of smart vehicles in a smart world," the Ford officials say. "New mobility solutions like dynamic shuttles and ride sharing take vehicles off the road while providing community and connection. We will use technology to find parking spots in order to minimize the CO2 from endless circling around the block."

The two Ford executives add, "We are building the 'Transportation Mobility Cloud,' centered on meeting the unique transportation needs of every individual. Its promise is that it will support a more efficient transportation system that works to our advantage and better addresses CO2 reduction and congestion."

Observers have previously questioned the extent to which some technologies -- including autonomous vehicles -- could factor into regulations before MY25, while not ruling it out and pointing to the potential of self-driving electric vehicle fleets, for example, to eventually offer low emissions transport to consumers.

Talk of that potential, however, exists alongside concerns that poorly implemented strategies could actually increase emissions, if, for example, autonomous vehicles simply circle endlessly in search of paying customers.

And advocates for strong emissions rules have raised concerns about overly aggressive crediting of the "off-cycle" technologies that are not necessarily recognized under current testing procedures, seeking more rigorous validation of those credits. -- Doug Obey

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...EPA sped up the MTE process, saying the 54.5mpg figure should stand. U.S. Environmental Protection Agency (EPA) Administrator...

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...with industries he regulates, extreme pro-polluter policies that mock the EPA's mission, and - neatly encapsulated in a $43,000 soundproof...

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...to 2025 for light-duty vehicles. April 4, 2018 WASHINGTON – This week, Environmental Protection Agency (EPA) Administrator...

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...made a similar statement but stopped short of calling for legal action. Environmental Protection Agency Administrator Scott...

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HDT: Heavy Duty Trucking Online

...(CAFE) standards that were enacted during the Obama presidency. U.S. Environmental Protection Agency chief Scott Pruitt...

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Publicnow

By Kristen Hildreth and Ben Husch The U.S. Environmental Protection Agency (EPA) announced the completion of the midterm...

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...President Barack Obama's climate-change policy are too aggressive, U.S. Environmental Protection Agency chief Scott Pruitt...

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EPA to roll back car emissions standards | View Clip
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SFGate

Published 4:56 pm, Monday, April 2, 2018 WASHINGTON - Environmental Protection Agency Administrator Scott Pruitt announced...

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Emissions Standards for Cars and Light Trucks Should Be Revised | View Clip
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U.S. Environmental Protection Agency (EPA) Administrator Scott Pruitt on Monday announced the completion of the Midterm...

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...with auto industry executives Tuesday. Under a rule established by the EPA in 2012, every new fleet of vehicles would be required to...

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...duty model year 2022-25 emissions standards set in the Obama-era, U.S. Environmental Protection Agency (EPA) Administrator...

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Trump Told EPA Chief Scott Pruitt 'We Have Your Back'
04/03/2018
Acorn: Drew University, The

U.S. Environmental Protection Agency Administrator Scott Pruitt is announcing the completion of the Midterm Evaluation process for the greenhouse gas emissions standards for cars and light trucks for model years 2022-2025, and his final determination that, in light of recent data, the current standards are not appropriate and should be revised.

A top aide at the Environmental Protection Agency, who recently received a 33 percent raise from Administrator Scott Pruitt despite a lack of approval from the White House, helped shop for housing options for him and his wife a year ago, according to several individuals with knowledge of the matter.

Republicans and Democrats on the House Energy and Commerce Committee requested information on Pruitt's housing situation.

According to these individuals, who spoke on the condition of anonymity to discuss personnel matters, Pruitt reappointed both staff members under the authority of the act.

Trump has not identified a replacement for Pruitt should he decide to fire him, multiple senior officials said, and he remains enthusiastic about the progress his EPA has made toward deregulation and environmental rollbacks.

The ethics official said the arrangement was consistent with federal ethics regulations because Pruitt paid "market value" for it. Another White House official said few people were coming to Pruitt's defense, the newspaper said, although there is no sign yet that his position is in jeopardy.

Pruitt's lease, however, required him to pay just for nights he occupied in the unit. A two bedroom townhome on the same block as the one leased by Pruitt was advertised for rent on Monday at $3,750 a month. And 12 other states, including New York, Pennsylvania and MA, follow California's lead on cleaner cars, meaning that for practical purposes that's the standard automakers have to follow.

Walter Shaub, who ran the U.S. Office of Government Ethics until previous year, rated EPA's legal justification of Pruitt's living arrangements as "Total Baloney". EPA also granted a favourable ruling to a pipeline company also represented by Hart's firm.

Whitehouse also asked the inspector general to probe whether Pruitt flew first class even when traveling on personal business - and if his bodyguards were seated there too. Spokeswoman Jennifer Kaplan said the watchdog office is evaluating the requests.

The unusual arrangement has attracted attention in Washington, where Pruitt has been under increasing scrutiny for this frequent taxpayer-funded travel, which has included first-class airline tickets. Though federal regulations typically require federal officials to fly in coach, the EPA chief has said he needed to sit in premium seats due to security concerns.

"I don't know how you survive this one", former New Jersey governor and ABC News contributor Chris Christie told ABC

News Chief Anchor George Stephanopoulos on This Week Sunday.

Sarah Greenwalt worked as Pruitt's general counsel when he served as attorney general in Oklahoma.

Trump is said to be fond of Pruitt and has cheered his moves to rollback regulations and do battle with environmental groups.

Gloria Bergquist, a spokeswoman for the Alliance of Automobile Manufacturers, said Pruitt made the right decision and that the administration was working on a way to both increase fuel economy and "keep new vehicles affordable to more Americans".

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NewsChannel 3 News at 11 - WTKR-TV

the president says he wants to use the military to secure the u-s mexico border-- until a wall is built. "until we can have a wall and proper security, we re going TO-p&BE guarding our border with the -p&MILITARY. -p&THAT s a big STEP.-p&WE really haven)t done that -p&BEFORE, certainly not very much -p&BEFORE." the president signed a spending bill last month providing less money for the wall than he wanted. he says it)s necessary because the u-s borders aren t strong enough and immigration laws are too weak. the environmental protection agency is planning to revise car and truck emission standards. administrator scott pruitt says the current standards set during the obama administration... are unrealistic. this week marks the end of the mid-term evaluation process for green house gas emissions for cars produced from 20-22 through 20-25. pruitt says the e-p-a will work with individual states on the new standards. "and as we look at variou issues on how we should set these standards, they need to be updated and evaluated and the standards need to be revised accordingly." california -- which has a federal waiver under the clean air act to set its own emissions standards -- has said it will stick with the obama- era rules. that sets a possible legal challenge between the trump administration and the state. new details-- the designer of this kansas waterslide -- where a 10-year- old boy was killed -- is now behind bars. 72 -year -old john schooley is charged with second-degree murder and battery in the 20-16 death of caleb schwab. the water slide was billed as the world s tallest. but officials say its design violated numerous safety standards. it)s not something you see every day-- police chasing a stolen ambulance. this bizarre chase happened early this morning in downtown los angeles. police say paramedics took a patient into the hospital-- leaving the

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Vehicle Lightweighting with Plastics Still Critical to Safety, Performance and Consumer Preference | View Clip
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WASHINGTON (April 3, 2018) - The U.S. Environmental Protection Agency yesterday announced completion of its Midterm Evaluation...

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Fox 43 News at 10/Early Advantage - WPMT-TV

and pennsylvania attorney general josh shapiro -- is part of that lawsuit attempting to block the trump administration over that 20-20 census question about citizenship. on twitter today, shapiro said the question will supress participation in the survey -- and lead to inaccurate results. he tweeted, quote, "thi administrations process to add the untested citizenship question at the last minute is illegal. democrats & republicans havent included the question since 1950 - nearly 70 years ago - because evidence shows it depresses turnout and invalidates census results." the head of the environmental protection agency announcing today, a plan to rollback obama- era fuel standards. administrator scott pruitt says it's part of the president's america first agenda. this president has shown tremendous courage to say to the american people that america is going to be put first. and i think this midterm evaluation, the auto sector, the importance of auto manufacturing to this country, the president, again, is saying america is going to be put first. and we have nothing to be apologetic about." the change in policy would relax fuel efficiency and emissions standards for cars made between 20-22 and 20-25. that includes eliminating a regulation requiring automakers to double fuel economy, to more than 50 miles per gallon. pruitt did not say what the new standards would be -- only that they are still under evaluation. critics say the rollback is a loss for american consumers and the environment. three cancer survivors who hoped to be mothers someday -- left heartbroken. they say they lost their preserved eggs, after a storage tank malfunction at an ohio fertility clinic. now -- they're filing suit. fox's rich denison has more on the actions their taking. deer says" "i've lost future, comprised of 29 precious eggs. i've lost everything." three cancer survivors are suing an ohio fertility clinic... after losing their eggs in a cryogenic freezer failure. the women underwent fertility treatments after they were diagnosed with cancer... and delayed chemotherapy in the hope of conceiving. attorney gloria allred says since the women's eggs have been damaged or destroyed... it's unlikely they'll ever be able to have a biological child. yerkey says: " recently took a blood test just this week which confirmed that my ovarian function has been ruined from the extensive chemotherapy that i've undergone. my hopes and dreams have been shattered, i have no idea how i will go on. everything has been stolen from me and my spirit is crushed." the clinic is run by university hospitals in cleveland. it says a remote alarm system was turned off on a storage tank that malfunctioned in early march... over four- thousand eggs and embryos belonging to nearly a thousand patients were ruined. liu says: "unfortunately we found tha that remote sensor was deactivated and we are having an investigation to determine how that happened." universit hospitals says the clinic knew

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Donovan, Moore oppose EPA emission rollback | View Clip
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...the State of Vermont will continue to vigorously oppose the United States Environmental Protection Agency's (EPA) planned...

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EPA Administrator Scott Pruitt (Screenshot) (CNSNews.com) - Environmental Protection Agency Administrator Scott Pruitt said the...

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EPA Scrapping GHG Emissions Rules for Cars, Light Trucks He said EPA is beginning a joint process with the National Highway Traffic...

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3 April 2018 The US Environmental Protection Agency (EPA) Administrator Scott Pruitt announced the completion of the Midterm...

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Trump EPA Moves to Cut Obama-Era Mileage Rules on Vehicles (2) | View Clip
04/03/2018
San Antonio Express-News Online

(Bloomberg) -- The Trump administration announced that fuel-efficiency regulations for cars and light trucks are too stringent and must be revised, beginning a process sought by the U.S. auto industry to pare anti-pollution targets.

The EPA also said it was considering whether to revoke the waiver that allows California to set its own, tougher emissions rules.

The national greenhouse gas emission targets that were a signature element of former President Barack Obama's climate-change policy are too aggressive, U.S. Environmental Protection Agency chief Scott Pruitt said in a statement Monday outlining the decision.

“The Obama EPA's determination was wrong,” Pruitt said in a news release. “Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high.”

The widely anticipated decision drew criticism from consumer and environmental groups. It dovetails with other steps to

unwind actions aimed at combating climate change, such as President Donald Trump's withdrawal from the Paris climate accord and the EPA's repeal of a rule slashing carbon dioxide emissions from power plants.

Why Trump Would Want to Slow Tough Fuel Standards: QuickTake Q&A

The response from environmentalists was swift and harsh.

“The American public overwhelmingly supports strong vehicle standards because they cut the cost of driving, reduce air pollution, and combat climate change,” said Luke Tonachel, director of the Natural Resources Defense Council's clean vehicles program. “Backing off now is irresponsible and unwarranted.”

Pruitt's so-called final determination released Monday is a step needed to dial back the Obama-era rules, which aimed to slash carbon dioxide emissions from cars and light trucks by boosting fuel economy to a fleet average of more than 50 miles per gallon by 2025. That standard is equivalent to roughly 36 mpg in real-world driving.

The EPA's announcement echoed criticisms by automakers, saying the Obama administration short-circuited a review process and rushed out its final determination just days before leaving office. Pruitt said the agency would begin drafting fresh auto standards for 2022-2025 alongside the National Highway Traffic Safety Administration.

Earlier: Trump Urged to Take California's Hands Off Wheel on Emissions

Gloria Bergquist, a spokeswoman for the Alliance of Automobile Manufacturers, said that vehicles need to remain affordable for consumers to replace older, less-efficient cars with newer ones.

“This was the right decision," Bergquist said in a statement. The Auto Alliance represents a dozen automakers including General Motors Co., Ford Motor Co., Fiat Chrysler Automobiles NV and Volkswagen AG.

"To ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel -- and offers more safety features," she said.

Earlier: Trump Is Said to Cite Cost, Safety for Auto Emissions Rollback

The decision also puts the Trump administration's tenuous relationship with California officials on an even rockier path. The state has its own car and truck efficiency standards aligned with the Obama-era targets, made through an agreement reached in 2011 with the support of nearly all major automakers.

"The California waiver is still being reexamined by EPA under Administrator Pruitt's leadership," the agency said. California has been writing its own clean-air rules since 1970, as part of the state's bid to crack down on smog.

California officials vowed to resist a Trump-led rollback of the federal targets, with state Attorney General Xavier Becerra threatening a lawsuit and Air Resources Board Chairman Mary Nichols blasting the EPA's move as a bid to "demolish the nation's clean car program."

"California will not weaken its nationally accepted clean car standards, and automakers will continue to meet those higher standards, bringing better gas mileage and less pollution for everyone," Nichols said in an emailed statement. "This decision takes the U.S. auto industry backward, and we will vigorously defend the existing clean vehicle standards and fight to preserve one national clean vehicle program."

Conservative activists have been pressuring the Trump administration to repeal California's waiver and put the National Highway Traffic Safety Administration in charge.

"Automakers are now being forced to design vehicles not for what consumers want but for what regulators want," the American Energy Alliance, Heritage Action and 10 other free-market advocacy groups told Trump administration officials in a letter released Monday. "Who should decide what cars and trucks consumers should buy: consumers themselves or unelected bureaucrats in Sacramento?"

Without an agreement between Washington and Sacramento, easing the federal standards could lead to a messy legal battle, a patchwork of efficiency standards, or both. The friction has broader implications for carmakers because California's rules are followed by 12 other states that collectively account for about a third of U.S. auto sales.

That has automakers nervous.

"Maintaining a single national program is critical to ensuring that cars remain affordable," said the Auto Alliance. "We look forward to working with key stakeholders and the state of California once EPA and NHTSA begin" crafting new regulations.

(Updates with comments from California officials and conservative groups from 16th paragraph.)

To contact the reporters on this story: Ryan Beene in Washington at rbeene@bloomberg.net, Jennifer A. Dlouhy in Washington at jdlouhy1@bloomberg.net, John Lippert in Chicago at jlippert@bloomberg.net.

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Published 4:13 pm, Monday, April 2, 2018

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...F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier...

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KMVT News at 5 - KMVT-TV

big greasy burger>> 2 in health news... 2 we all know home cooked meals are probably healthier than restaurant food. 2 but a new study is revealing a new reason to Ã¡not eat out. 2 in today's health minute, reid binion has a closer look at the impact fast food can have on your hormones. 2 it's convenient, but eating out may be taking a toll on your hormones. 2 that's according to a study published in the journal environment international. 2 researchers say dining out increases your exposure to potentially harmful chemicals. 2 those chemicals are called "phthalates" (fah-lats) and researchers say ey can make your hormones go haywire. 2 the study found people who ate at restaurants and fast-food outlets had 35-percent higher levels of "phthalates" (fah-lats) than those who didn't. 2 for years, eating foods with high levels of those chemicals have been linked to birth defects. 2 and now scientists suspect the chemicals can disrupt hormones and cause fertility problems. 2 researchers say food is likely contaminated with those chemicals because it comes in contact with gloves and plastic packaging. 2 those same synthetic chemicals are also found in perfumes, hair sprays and shampoos. 2 the good news is that those chemicals stay in the body for only about a day. 2 for today's health minute, i'm reid binion. 2 2 environmental protection agency administrator scott pruitt announced monday that obama-era car and truck emmission standards should be revised. 2 monday marked the end of the midterm evaluation process for green house gas emmissions for cars produced from 20-22 through 20-25. 2 following the evaulation, pruitt announced current emissions standards are too high, calling them rushed and unrealistic. 2 they were passed at the end of obama's second term. 2 pruitt also said the e-p-a will also work with individual states on the new standards, including california, which has stricter requirements than other states. 2 joe>> 2 2 next... we'll meet a squirrel

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WALB News 10 at 5pm - WALB (NBC)

be used to create Amtrak service from New Orleans to Mobile with multiple stops on the Mississippi Coast. The Governor wants to hear from the people of the Mississippi Gulf Coast. He wants to know if this is important to us and if it is then he will know that he has the support to do what the state needs to do to secure the matching grant that is necessary in restoring the

passenger rail service If you want your voice heard -- go to the Southern Rail Commission's website and click on the top of the page where it says contact Governor Bryant in support of passenger rail. Environmental protection agency administrator Scott Pruitt announced this week that obama-era car and truck emmission standards should be revised. Monday marked the end of the midterm evaluation process for green house gas emmissions for cars produced from 20-22 through 20-25. Following the evaluation, Pruitt announced current emissions standards are too high, calling them rushed and unrealistic. They were passed at the end of Obama's second term. Its that time of year when mosquitoes are starting to appear as the season warms up. Why this has Bee Keepers in South Carolina taking some extra precautions. Plus a bill to lower the drinking age in Louisiana is stirring up some controversy. Millions of you are online right now, searching one topic. That will generate over 600 million results. And if you've been diagnosed with cancer, searching for answers like where to treat, can feel even more overwhelming. So start your search with the specialists at Cancer Treatment Centers of America in Atlanta. Start with teams of experts under one roof focused on individual cancer types. Start where experts use advanced technology

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NewsChannel 3 News at 5 - WTKR-TV

border."hours earlier in series of tweets, mr trump warned mexico gfx in that cash cow nafta was "in play" if it failed to stop th caravan of immigrants heading to our "weak laws border. gfx out trump sot "nafta is a phenomenal deal for mexico. its been a horrible deal for the united states. we)re renegotiating it now." mister trump said the obama era policy critics call "catch an release" was a failure. he announced a new step to stop the flow of illegal immigrants. sot trump "we are going to be guarding our borders with the military." gfx cordes the white house is also considering new immigration legislation that would make it tougher for immigrants to apply for asylum, eliminate protections for certain children so they can be removed quickly and keep families in detention for longer periods of time while their case moves through the immigration process. gfx out sot trump "we can not have people flowing into our country illegally, disappearing and not showig up for court." bridge: for the last several ys the president using twitter to get out his messgae.. but with camera s rolling TODAY-p&HE also made the case for going -p&AFTER china to reduce what he -p&SAID was a 500 billion dollar a -p&YEAR trade deficit. -p&SOT trump "we have a PROBLEM-p&WITH china they)ve created A-p&TRADE deficit and i blame our - the u-s military may be sending more troops to syria. this comes after president trump s comments last week that the u-s would leave syria soon. we)re going to be getting out of there real soon back to our country where we belong where we want to be that was part of the president s speech last thursday. the national security council will meet today to discuss the plan for battling isis in syria. the additional troops would focus on providing force protection for the forces already there. right now -- about two- thousand u-s troops are in the middle eastern country. last week -- two u-s service members were killed. the environmental protection agency is planning to revise car and truck emission standards. administrator scott pruitt says the current standards set during the obama administration are unrealistic. this week marks the end of the mid-term evaluation process for green house gas emissions for cars produced from 20-22 through 20-25. pruitt says the e-p-a will work with individual states on the new standards, including california, which has stricter requirements than other states. i m in the toyota first WARNING-p&WEATHER center-- skies ARE-p&SLOWLY clearing this afternoon and temperatures are warming thanks to a warm front moving from south to north through our area. we will reach the upper 60s and lower 70s for daytime highs. much more sunshine by this late afternoon and only a very slight chance for a pop up shower. overnight we will stay mild and dry with

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...about his plan to scrap Obama administration fuel standards. WASHINGTON—Environmental Protection Agency Administrator Scott...

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The U.S. Environmental Protection Agency announced the completion of the midterm evaluation process for greenhouse gas emissions...

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ATTORNEY GENERAL KILMARTIN STATEMENT ON THE EPA ROLLBACK OF EMISSIONS STANDARDS FOR MOTOR VEHICLES
04/02/2018
States News Service

The following information was released by the office of the Rhode Island Attorney General:

Attorney General Peter F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier greenhouse gas emissions standards for 2022 to 2025 model cars and light trucks.

In 2010, the EPA changed the Corporate Average Fuel Economy (CAFE) standards, requiring automakers to meet a minimum fuel standard of 54.5 miles per gallon for vehicles by 2025. According to the EPA, passenger vehicles in model years 2012 through 2025 that met those emissions standards would decrease the country's oil consumption by 12 billion barrels, and its greenhouse gas emissions by six billion metric tons over the vehicles' lifetimes.

"Each week, the EPA announces yet another assault on this country's efforts to improve the air we breathe and to protect our environment. Today's announcement, while not unexpected, is extremely disappointing and damaging to our environment and our innovation economy.

"This decision is short-sighted and pound-foolish as the global automotive market is shifting away from gas guzzlers and toward cleaner, more efficient cars and associated technology. When oil and gas prices rise, which they inevitably will, American automakers will be left flat-footed and in dire financial straits, expecting the government to yet again bail them out.

"The EPA has gone from one of the country's greatest regulatory watchdogs to nothing more than a shill for the country's polluters, this time being the auto industry. As the environmental advocate for the State of Rhode Island, I have continued to hold the EPA accountable for its recent attempts to dismantle sound and long-standing environmental regulations, and will continue to do so."

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EPA says Obama-era fuel guidelines were politically charged
04/02/2018
United Press International

While a trade group representing the U.S. auto industry said a review of fuel standards was the right move, critics said it would hurt the average consumer.

Environmental Protection Agency Administrator Scott Pruitt said Monday the government was working to set "more appropriate" greenhouse gas emission and fuel economy standards for the automotive industry, saying former President Barack Obama cut the review process short.

"Obama's EPA cut the midterm evaluation process short with politically charged expediency, made assumptions about the standards that didn't comport with reality, and set the standards too high," he said in a statement.

As part of his policy of undoing many of his predecessor's environmental moves, President Donald Trump last year called for a review of rules submitted by Obama mandating an increase in fuel economy for all domestic vehicles to an average of 54.5 miles per gallon by 2025. After Obama's orders were issued, the National Highway Traffic and Safety Administration said that, when fuel standards are raised, automakers move to create a more fuel-efficient line, save consumers money and cut back on emissions.

The transportation sector is the largest emitter of greenhouse gases. The average fuel economy during Obama's tenure was around 25 mpg. The average retail price of gas, meanwhile, is up about 15 percent from last year.

The Auto Alliance, an industry trade group, said the EPA's decision under Trump was the right move to make. As it stands, automakers are committed to improving fuel efficiency and transitioning to electric cars, which have a sticker price that could be off limits to some consumers.

"So, to ensure ongoing fuel economy improvement, the wisest course of action is to keep new vehicles affordable so more consumers can replace an older car with a new vehicle that uses much less fuel," the group stated.

Mary Barra, the head of General Motors, said last month her company is committed to zero emissions and an all-electric line.

"We have the ambition, the talent and the technology to create a world with zero crashes, zero emissions and zero congestion," she said in a statement.

Swedish automaker Volvo said last year it was marking an end to a vehicle line powered solely by the internal combustion engine. On the low-end, the International Energy Agency estimates the number of electric vehicles on the road will at least quadruple globally by 2020, but incentives are needed to drive sales because larger trucks and SUVs lead by volume.

U.S. Rep. Paul Tonko, D-N.Y., said Pruitt's call for a review of fuel and emissions standards could take the $1,650 in savings over the life of a vehicle out of the pockets of American taxpayers. Instead of a clear path forward, the Trump administration was creating artificial headwinds without much in the way of an explanation.

"A few industry lobbyists may be celebrating in Administrator Pruitt's apartment, but with middle class wages flatlining and 17 of the last 18 years being the warmest on record, consumers and America's future generations will pay a steep price for this decision," he said.

Pruitt faced ethics questions over the rental of a condo owned by a lobbyist for the energy industry.

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ATTORNEY GENERAL KILMARTIN STATEMENT ON THE ENVIRONMENTAL PROTECTION AGENCY ROLLBACK OF EMISSIONS STANDARDS FOR MOTOR VEHICLES
04/02/2018
US Fed News

PROVIDENCE, R.I., April 3 -- The Rhode Island Department of Environmental Management issued the following news release:

Attorney General Peter F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier greenhouse gas emissions standards for 2022 to 2025 model cars and light trucks.

In 2010, the EPA changed the Corporate Average Fuel Economy (CAFE) standards, requiring automakers to meet a minimum fuel standard of 54.5 miles per gallon for vehicles by 2025. According to the EPA, passenger vehicles in model years 2012 through 2025 that met those emissions standards would decrease the country's oil consumption by 12 billion barrels, and its greenhouse gas emissions by six billion metric tons over the vehicles' lifetimes.

"Each week, the EPA announces yet another assault on this country's efforts to improve the air we breathe and to protect our environment. Today's announcement, while not unexpected, is extremely disappointing and damaging to our environment and our innovation economy.

"This decision is short-sighted and pound-foolish as the global automotive market is shifting away from gas guzzlers and toward cleaner, more efficient cars and associated technology. When oil and gas prices rise, which they inevitably will, American automakers will be left flat-footed and in dire financial straits, expecting the government to yet again bail them out.

"The EPA has gone from one of the country's greatest regulatory watchdogs to nothing more than a shill for the country's polluters, this time being the auto industry. As the environmental advocate for the State of Rhode Island, I have continued to hold the EPA accountable for its recent attempts to dismantle sound and long-standing environmental regulations, and will continue to do so." For any query with respect to this article or any other content requirement, please contact Editor at content.services@htlive.com

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Washington: Senator Markey Condemns EPA Moving to Roll Back Fuel Economy Emissions Standards
04/02/2018
US Official News

Washington: Office of the Senator Ed Markey has issued the following news release:Senator Edward J. Markey (D-Mass.), a member of the Environment and Public Works Committee and Chair of the Senate Climate Task Force, released the following statement after the Environmental Protection Agency (EPA) announced a revised so-called final determination that would relax standards requiring automakers to reduce emissions for model year 2022-2025 cars and light trucks. In January 2017, the Obama Administration EPA issued a final determination that these fuel economy emissions standards were feasible and achievable and should stay in place. The Obama administration's historic 54.5 mpg standard was partially enabled by the Energy Independence and Security Act of 2007, which included fuel economy standards co-authored by Senator Markey when he was in the House of Representatives.

“The Trump administration's decision to roll back our fuel economy standards is an attack on American consumers, our national security and dependence on foreign oil, the competitiveness of the U.S. auto industry and our planet,” said Senator Markey. “These standards are technically feasible and economically achievable. Trying to slam the breaks on these standards isn't just unwarranted, it's unbelievable.” “Slashing these standards would amount to turning the keys to our energy policy over to Big Oil and the auto industry. I will use every legislative tool available to me in the Senate to block the Trump administration's attempts to gut these standards that benefit consumers, our security and our planet.” In December 2017, Senator Markey, Sheldon Whitehouse (D-R.I.), and Kamala Harris (D-Calif.) led a group of 24 Senators in calling on the EPA to not weaken light-duty vehicle emissions standards for model 2022-2025 and strenuously objecting to revisiting emissions standards for model year 2021, which were never supposed to be part of the EPA's midterm evaluation. These standards are projected to save nearly 2.5 million barrels of oil a day by 2030 – around as much oil as we currently import from OPEC countries every day-- save consumers over $1 trillion and reduce global warming pollution by 6 billion metric tons. Since reaching an historic agreement with the Obama administration and state leaders, the auto industry has gone from the brink of economic disaster to record auto sales in 2015 and 2016, including adding 700,000 U.S. jobs.

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Washington: Committee Leaders Comment on EPA's Determination in Mid-Term Evaluation
04/02/2018
US Official News

Washington, DC: Energy & Commerce Committee United States House of Representatives has issued the following press release: Subcommittee on Energy Chairman Fred Upton (R-MI), Subcommittee on Environment Chairman John Shimkus (R-IL), and Subcommittee on Digital Commerce and Consumer Protection Chairman Bob Latta (R-OH), today issued the following statement after the Environmental Protection Agency (EPA) announced a new final determination as part of the Mid-Term Evaluation process for model year 2022-2025 vehicle standards.

"While today's announcement is far from a final rulemaking and actual changes to the standards, EPA's determination reflects current realities and better mirrors what the car-buying public wants," said Upton, Shimkus, and Latta. "If automakers cannot produce the cars people want to buy at prices they can afford, that will quickly have an adverse impact on the auto industry, its workers, and even the environment as older, less-efficient cars will remain on our roadways. That is why we need reasonable and achievable improvements in fuel economy, and this determination is a step in the right direction." Background: Under the Mid-Term Evaluation schedule, NHTSA and EPA were to jointly issue their respective determinations on the model year 2022-2025 standards by April of 2018. However, the Obama EPA abandoned this commitment and issued their own final determination seven days before President Trump was sworn into office. In March of 2017, Trump's EPA announced they would revisit the previous administration's determination and make its own determination by April 2018.

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Washington: Pallone Slams Trump Administration's Decision to Weaken Fuel Efficiency Standards
04/02/2018
US Official News

Washington, DC: Energy & Commerce Committee United States House of Representatives has issued the following press release: Energy and Commerce Ranking Member Frank Pallone, Jr. (D-NJ) released the following statement today after Environmental Protection Agency (EPA) Administrator Scott Pruitt announced that he would reject the current greenhouse gas emissions standards for cars and light trucks for model years 2022-2025:

"Today's announcement by the Trump Administration to roll back efficiency standards for passenger vehicles won't sell more vehicles but it will result in higher fuel costs and more pollution. This action will hurt U.S. competitiveness in the global market, punish innovative companies that are working to comply with higher standards, and lead to needless court battles. It also follows another shortsighted Trump Administration proposal that rejects modest penalty increases for fuel economy violations. "U.S. manufacturers can meet or exceed the standards the Obama Administration negotiated with the auto industry, state regulators, auto workers, and the environmental community. This rollback is nothing but a gift to the fossil fuel industry and continues our dependence on oil."

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New York: A.G. Schneiderman Statement On Trump Administration Rollback Of National Auto Fuel Economy And Pollution Standards
04/02/2018
US Official News

Albany: Office of the Attorney General, New York state has issued the following news release: New York Attorney General Eric T. Schneiderman released the following statement on the Trump Administration's announcement today that it will roll back national fuel economy and pollution standards for automobiles:

"By cooking the books on its review of national auto emissions standards, the Trump Administration is putting special interests ahead of New Yorkers' health and wallets. "This illegal rollback of achievable, common sense fuel efficiency and pollution standards for cars will result in higher fuel costs and more dangerous air pollution, including the carbon dioxide that drives climate change – creating real, direct, and damaging impacts on New Yorkers and our environment. "We stand ready to take legal action to block the Trump administration's reckless and illegal efforts to reverse these critical standards and the gains we've made in ensuring cars are more fuel-efficient and less polluting." Background In 2012, EPA and the National Highway Safety and Transportation Administration jointly adopted national greenhouse gas emissions/fuel economy standards for cars to be sold in 2017-2025. Because of the standards' long time horizon, EPA agreed to perform a midterm evaluation for the standards for 2022-2025 to confirm that the standards remain achievable. Based on an exhaustive record that included state-of-the-art research, input from stakeholders, and published literature and studies, EPA concluded in January 2017 that the 2022-25 standards are feasible at reasonable cost, will achieve significant carbon dioxide emissions reductions, and will provide significant economic and environmental benefits to consumers. But today, EPA Administrator Scott Pruitt announced that EPA will revise the standards. Attorney General Schneiderman has been a leader in forcing the federal government to follow its duty under the federal Clean Air Act to ensure the adoption and implementation of national standards that make cars more fuel-efficient and less polluting. In response to Administrator Pruitt's May 2017 letter to California Governor Jerry Brown contending that the midterm evaluation process was legally flawed, Attorney General Schneiderman led a coalition of Attorneys General who vowed to pursue legal action if necessary. Likewise, during EPA's rulemaking process to reconsider the midterm evaluation, Attorney General Schneiderman led a similar group in submitting a comment demonstrating that the administrative record supports strengthening, not weakening, the standards. In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com

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Gov. Malloy and Commissioner Klee Blast Trump Administration Decision to Weaken Tailpipe Emissions and Fuel Efficiency Standards
04/02/2018
US Official News

Indianapolis: The Office of Governor Dannel P. Malloy has issued the following press release: Governor Dannel P. Malloy and Department of Energy and Environmental Protection (DEEP) Commissioner Rob Klee are criticizing a decision announced today by the U.S. Environmental Protection Agency to roll-back greenhouse gas and fuel economy standards for automobiles.

"As we have seen too often from the Trump administration, the EPA's announcement today again abdicates its leadership role on climate, energy and the environment," Governor Malloy said. "States have long led the way on many important issues, including climate change. President Trump is once again putting the interests of big business ahead of the health and economic interests of the American people. This shortsighted decision will lead to decreasing fuel efficiency, which means more frequent stops at the gas station and higher gas bills for Connecticut drivers. We will continue to work with California and other like-minded states to safeguard the protections provided by the federal Clean Air Act and the Advanced Clean Car program." "Human-induced climate change is the most significant environmental issue we face today, and taking action now to mitigate the most damaging impacts of climate change offers one of the greatest opportunities for reshaping, reenergizing, and transforming our economy to create the green jobs and green industries of the future," Commissioner Klee said. "While this administration may actively try to prevent states from exerting their sovereign rights to fill the void created by federal inaction, we will continue to do our part as a national leader to reduce carbon emissions that contribute to climate change, and look forward to a time when our federal government again allows science and not the demands of the auto industry to drive the important goals and objectives of the advanced clean cars program." California is allowed to set their own motor vehicle tailpipe standards in recognition of their unique air quality challenges and of their early efforts that pre-dated the federal Clean Air Act. Connecticut and 11 other states are authorized to adopt California's standards under section 177 of the federal Clean Air Act provided U.S. EPA first issues a waiver to California under section 209 of the federal Clean Air Act indicating California's standards are at least as stringent as federal standards. The standards at issue are part of a broader agreement made in 2012 among the State of California, U.S. EPA, U.S. DOT/NHSTA and the major auto manufacturers. Under this agreement, California and the federal government agreed to harmonize state and federal tailpipe emission standards for greenhouse gases with federal fuel efficiency standards. The State of California agreed to find vehicles certified as meeting the federal tailpipe standards as being deemed in compliance with the California standards (also adopted by 12 other states, and when combined represent 35% of the national light duty vehicle market). The agreement included a mid-term evaluation during which California assessed three elements of the clean cars program: the zero-emission vehicle (ZEV) regulation, the one milligram per mile (mg/mi) particulate matter (PM) standard, and the light-duty vehicle greenhouse gas standards for 2022 and later model years. U.S. EPA agreed to conduct a similar review of the standards for model year 2022-25. California's technical staff worked with U.S. EPA and NHTSA to review the federal light-duty greenhouse gas standards for 2022 through 2025 model years. This review included collaborating on a second joint Technical Assessment Report (TAR) to re-assess the technical assumptions and analysis used to develop the greenhouse gas standards. The Draft (Joint) TAR was published for public comment in July 2016. After reviewing public comments, U.S. EPA updated their analysis and published for public comment in November 2016 a Proposed Determination that the 2022 through 2025 federal standards remain as adopted. Subsequent to a review of public comment, U.S. EPA concluded their midterm evaluation and published a Final Determination in January 2017 that affirmed the existing federal greenhouse gas standards would remain as adopted. In March 2017, EPA rescinded the Final Determination, and announced that a "new" Final Determination would be published by April 1, 2018. In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com

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Attorney General Kilmartin Statement on the EPA Rollback of Emissions Standards for Motor Vehicles
04/02/2018
US Official News

Providence: Department of Plantations, The state of Rhode Island has issued the following news release: Attorney General Peter F. Kilmartin issued the following statement on the news that the U.S. Environmental Protection Agency (EPA) rejected earlier greenhouse gas emissions standards for 2022 to 2025 model cars and light trucks.

In 2010, the EPA changed the Corporate Average Fuel Economy (CAFE) standards, requiring automakers to meet a minimum fuel standard of 54.5 miles per gallon for vehicles by 2025. According to the EPA, passenger vehicles in model years 2012 through 2025 that met those emissions standards would decrease the country's oil consumption by 12 billion barrels, and its greenhouse gas emissions by six billion metric tons over the vehicles' lifetimes. "Each week, the EPA announces yet another assault on this country's efforts to improve the air we breathe and to protect our environment. Today's announcement, while not unexpected, is extremely disappointing and damaging to our environment and our innovation economy. "This decision is short-sighted and pound-foolish as the global automotive market is shifting away from gas guzzlers and toward cleaner, more efficient cars and associated technology. When oil and gas prices rise, which they inevitably will, American automakers will be left flat-footed and in dire financial straits, expecting the government to yet again bail them out. "The EPA has gone from one of the country's greatest regulatory watchdogs to nothing more than a shill for the country's polluters, this time being the auto industry. As the environmental advocate for the State of Rhode Island, I have continued to hold the EPA accountable for its recent attempts to dismantle sound and long-standing environmental regulations, and will continue to do so." In case of any query regarding this article or other content needs please contact: editorial@plusmediasolutions.com

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FULL TEXTFacebook CEO defends ad-supported business model The CEO of Facebook is defending its advertising-supported business model. Mark Zuckerberg's defense comes after Apple CEO Tim Cook said his company wouldn't be in Facebook's situation becaus
04/02/2018
Chico Enterprise-Record

FULL TEXTFacebook CEO defends ad-supported business model

The CEO of Facebook is defending its advertising-supported business model.

Mark Zuckerberg's defense comes after Apple CEO Tim Cook said his company wouldn't be in Facebook's situation because Apple doesn't sell ads based on customer data the way Facebook does. Zuckerberg responded Monday that an advertising-supported business model is the only way that the service can survive because not everyone would be able to pay for Facebook if it charged a fee.

He says the idea that Facebook doesn't care about its customers is "extremely glib."

Facebook is facing scrutiny over its data collection following allegations that political consulting firm Cambridge Analytica obtained data on tens of millions of Facebook users to try to influence elections.

FirstEnergy unit files for Chapter 11

A subsidiary that runs FirstEnergy Corp.'s nuclear and coal-fired power plants has filed for bankruptcy protection after the utility said earlier that it planned to close its three nuclear plants in Ohio and Pennsylvania.

The move announced by FirstEnergy Solutions late Saturday signals the parent company's plan to get out of the power producing business and concentrate on supplying electricity.

The subsidiary, which has been saddled by mounting debt, said in a statement that it's seeking bankruptcy protection to "facilitate an orderly financial restructuring" and believes the filing is in the best interests of the company and creditors.

The filing for bankruptcy protection includes FirstEnergy Solutions, along with all FES subsidiaries and FirstEnergy Nuclear Operating Co., according to the statement.

FirstEnergy Corp., parent of FirstEnergy Solutions and the FirstEnergy Nuclear Operating Co., is not part of the filing.

Donald R. Schneider, president of FirstEnergy Solutions, said the boards of directors for FirstEnergy Solutions and FirstEnergy Nuclear Operating Co. determined that the Chapter 11 filing represents "our best path forward as we continue to pursue opportunities for restructuring, asset sales and legislative and regulatory relief."

FirstEnergy Solutions and its subsidiaries collectively have more than $550 million in cash, which they believe is "sufficient to continue normal operations and meet post-petition obligations to employees, suppliers and customers as they come due," according to the statement.

The company's aging and costly fleet of coal and nuclear plants has been unable to compete in recent years with the growing number of natural gas power plants in the East and Midwest.

FirstEnergy first warned that it could be forced to close its power plants in Ohio four years ago when it sought to change how it is paid for electricity.

It also has been unable to get financial help from federal and state leaders to keep its nuclear plants operating.

The utility said on March 28 that it intended to shut down its three nuclear plants within the next three years.

Akron-based FirstEnergy supplies electricity to about 6 million customers in Ohio, Pennsylvania, New Jersey, West Virginia, Maryland and New York.

EPA moves to cut auto mileage rules

The Trump administration announced that that fuel-efficiency regulations for cars and light trucks are too stringent and must be revised, formally beginning a process sought by the U.S. auto industry to roll back anti-pollution targets.

The EPA also said it was considering whether to revoke the waiver that allows California to set its own emissions requirements that exceed the federal standards.

The greenhouse gas emission standards that were a signature element of President Barack Obama's climate-change policy are too aggressive, U.S. Environmental Protection Agency chief Scott Pruitt said in a statement Monday outlining the decision.

"The Obama EPA's determination was wrong," Pruitt said in a news release. "Obama's EPA cut the midterm evaluation

process short with politically charged expediency, made assumptions about the standards that didn't comport with reality and set the standards too high."

Pruitt's so-called final determination, announced by the agency on Monday, is a step needed to dial back the Obama-era rules, which aimed to slash carbon emissions from cars and light trucks by boosting fuel economy to a fleet average of more than 50 miles per gallon by 2025.

That standard is equivalent to roughly 36 mpg in real-world driving.

In the statement, Pruitt said the agency would begin drafting fresh auto standards for 2022-2025 alongside the National Highway Traffic Safety Administration.

The widely anticipated action drew criticism from consumer and environmental groups ahead of its release. It dovetails with other steps to unwind actions aimed at combating climate change, such as President Donald Trump's withdrawal from the Paris climate accord and the EPA's repeal of a rule slashing carbon emissions from power plants.

The EPA's announcement echoed criticisms expressed by automakers, saying the Obama administration short-circuited the process and rushed out the final determination just days before leaving office.

The decision also puts the Trump administration's tenuous relationship with California officials on an even rockier path.

The state has its own car and truck efficiency standards aligned with the Obama-era targets, made through an agreement reached in 2011 with the support of nearly all major automakers.

"The California waiver is still being reexamined by EPA under Administrator Pruitt's leadership," the agency said. California has been writing its own clean-air rules since 1970, as part of the state's bid to crack down on smog.

Bitcoin researchers see overvaluation

Given Bitcoin's meteoric rise in 2017, and persistent slump this year, it's easy to wonder just how much the digital currency is really worth.

Researchers at ETH Zurich say they may have found an answer: Bitcoin's value is based on the network of people who use it. And they suspect that the currency is overvalued.

Drawing on a modified version of a model that assigns networks a value proportional to the square of the number of active users, and an equation that can capture how speculative bubbles evolve and grow, researchers at the Swiss university were able to observe how the cryptocurrency's value rises with participation.

Additionally, by pulling from past data, the researchers say they can now better track and spot potential future crashes. On at least four occasions - one each in 2011, 2012 and 2013 plus the most recent at the end of 2017 - the model had determined a fundamental value was heavily exceeded by bubbles that grew and burst.

Their analysis "indicates current support levels for the Bitcoin market in the range of $22-$44 billion, at least four times less than the current level," the researchers said, according to a March 29 MIT Technology Review article.

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US regulator: Auto emissions standards set too high under Obama
04/01/2018
dpa international (Englischer Dienst)

The US Environmental Protection Agency (EPA) said Monday emission standards for cars and light trucks put in place under the Obama administration should be revised.

The decision is a win for carmakers and a loss for environmentalists who argue that rolling back the standards will exacerbate climate change.

The EPA called for the change after a review process in which it determined that current rules requiring carmakers to reach an average fuel efficiency of 54-miles-per gallon across their fleets by model year 2025 "are not appropriote." That's up from

a fleet average of about 36 miles per gallon last year.

"The Obama Administration's determination was wrong," EPA Administrator Scott Pruitt said in a news release announcing the completion of what the EPA said was a lengthy evaluation process for greenhouse gas emissions standards for cars and light trucks for model years 2022-25.

Pruitt also said the EPA under Obama cut short the evaluation process "with politically charged expediency" and rushed out their final determination" days before president Barack Obama left office.

He said the EPA under Obama made assumptions about the emission standards that "didn't comport with reality."

The EPA sets national standards for vehicle tailpipe emissions of certain pollutants under the Clean Air Act. California can impose stricter standards under a waiver, which the EPA is still re-examining, the news release said.

The EPA and the National Highway Traffic Safety Administration (NHTSA) will start a new process to set more appropriate emissions standards and Corporate Average Fuel Economy (CAFE) standards, Pruitt said.

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