February 10, 2017

President Donald J. Trump
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

Dear Mr. President:

We greatly appreciate your personal focus on steps to strengthen the economy in the United States and your commitment to jobs in our sector.

We write you today to ask that you reinstate the data-driven Midterm Review of the fuel economy/GHG rules through Model Year 2025 – without prejudging the outcome - and to harmonize the federal requirements.

As you know, in 2011 the last Administration established these fuel economy/GHG targets. Two commitments underlying that agreement were (1) the concept of One National Program under which rules from two federal agencies and California would be harmonized; and (2) the Midterm Review (MTR), a commonsense evaluation to ensure the assumptions underlying the agreement remained valid. As recently as late last fall, EPA assured us that the MTR would not result in a final determination before the next Administration came into office (the schedule provided a determination by April of 2018).

Despite these commitments, in just days before the Inauguration, the previous Administration truncated the process for the MTR to lock in the GHG stringency schedule through 2025 without any changes, despite significant market realities suggesting flexibility might be in order. At a time when current and projected gas prices are well below anticipated levels and the early years of the CAFE program have yielded material MPG improvement, consumers often are making choices that are inconsistent with the long-term success of the current schedule.

We are committed to continued gains in fuel efficiency and carbon reduction. At the same time, ignoring consumer preferences and market realities will drive up costs for buyers and threaten future production levels, putting hundreds of thousands and perhaps as many as a million jobs at risk (Center for Automotive Research, September 2016).

Accordingly, we urge your Administration to put the process back on track. A data-driven review – under the originally promised schedule – is necessary to arrive at the maximum feasible fuel economy/GHG standards that appropriately balance environmental progress, safety, affordability and jobs.

Again, thank you for your commitment to smart-regulation, employment and a strong U.S. economy.

Sincerely,

Andrew C. Palmer
President and Chief Executive Officer, Aston Martin Lagonda, Ltd.

Ludwig Willisch
Head of BMW Group Region Americas

Sergio Marchionne
Chief Executive Officer, FCA

Mark Fields
President and Chief Executive Officer, Ford Motor Company

Mary T. Barra
Chairman and Chief Executive Officer, General Motors Company

Rick Schostek
Executive Vice President, Honda North America, Inc.

W. Gerald Flannery
President and Chief Executive Officer, Hyundai Motor America

Joe Eberhardt
President and Chief Executive Officer, Jaguar Land Rover North America

Michael Sprague
Chief Operating Officer and Executive Vice President, Kia Motors America

Masahiro Moro
President and Chief Executive Officer, Mazda North American Operations

Dietmar Exler
President and Chief Executive Officer, Mercedes-Benz USA, LLC

Ryujiro Kobashi
President and Chief Executive Officer, Mitsubishi Motors North America, Inc.

José Muñoz
Chairman, Nissan North America, Inc.

Klaus Zellmer
President and Chief Executive Officer, Porsche Cars North America, Inc.

Thomas J. Doll
President and Chief Operating Officer, Subaru of America, Inc.

James E. Lentz
Chief Executive Officer, Toyota Motor North America, Inc.

Hinrich Woebcken
Chief Executive Officer, VW North American Region and President and Chief Executive Officer, Volkswagen Group of America

Lex Kerssemakers
Senior Vice President Americas and President and Chief Executive Officer Volvo Car USA LLC