

Message

---

**From:** Scales, Sam (S.A.) [SSCALES3@ford.com]  
**Sent:** 4/2/2018 6:21:54 PM  
**To:** Bennett, Tate [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1fa92542f7ca4d01973b18b2f11b9141-Bennett, E]  
**Subject:** Re: EMBARGOED UNTIL NOON- MTE Announcement

From Politico

By Alex Guillén and Emily Holden

04/02/2018 02:15 PM EDT

EPA will revise auto emissions regulations set by the Obama administration, according to a set of agency talking points reviewed by POLITICO.

"Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised," Tate Bennett, associate administrator for public engagement and environmental education, wrote in an email this morning to supportive groups outside the agency.

The changes "will ensure that auto-manufacturers can make cars that consumers both want and can afford," Bennett's email said. "They will also treat all advanced vehicle technologies the same, including the potential natural gas vehicles and the role of high-octane fuels."

The move was widely expected following automakers' request for the Trump administration revisit the rules.

Those opposed to changing the standards, including California regulators and environmentalists who helped create the original rules, say weakening them will cost consumers more in the long run because of higher fuel usage. California is authorized to enforce higher standards inside its borders and in a dozen other states, raising the threat of automakers facing two sets of requirements.

Standards for model year 2022-2025 vehicles were set by a 2012 rule that also directed EPA to conduct a "midterm" review. In the event automakers would not be able to reach those later standards, EPA could revise them.

EPA Administrator Scott Pruitt is expected to formally announce the decision on Tuesday.

**WHAT'S NEXT:** Pruitt's determination triggers a new round of notice-and-comment rulemaking to revise the standards for 2022-2025 model year cars and light trucks. A proposal describing the changes could come as soon as this summer, but the timeline is still unclear.

Sam A. Scales

**Ex. 6**

On Apr 2, 2018, at 1:53 PM, Bennett, Tate <[Bennett.Tate@epa.gov](mailto:Bennett.Tate@epa.gov)> wrote:

negative

---

**From:** Scales, Sam (S.A.) [<mailto:SSCALES3@ford.com>]  
**Sent:** Monday, April 2, 2018 1:53 PM  
**To:** Bennett, Tate <[Bennett.Tate@epa.gov](mailto:Bennett.Tate@epa.gov)>  
**Subject:** RE: EMBARGOED UNTIL NOON- MTE Announcement

Y'all send out other info yet?

Sam A. Scales  
Ford Motor Company

**Ex. 6**

---

**From:** Bennett, Tate [<mailto:Bennett.Tate@epa.gov>]  
**Sent:** Monday, April 02, 2018 12:59 PM  
**To:** Scales, Sam (S.A.) <[SSCALES3@ford.com](mailto:SSCALES3@ford.com)>  
**Subject:** FW: EMBARGOED UNTIL NOON- MTE Announcement

---

**From:** Chuck Cunningham [<mailto:ccunningham@secureenergy.org>]  
**Sent:** Monday, April 2, 2018 12:05 PM  
**To:** Bennett, Tate <[Bennett.Tate@epa.gov](mailto:Bennett.Tate@epa.gov)>  
**Subject:** RE: EMBARGOED UNTIL NOON- MTE Announcement

Thanks for this information. Hope that you had a great Easter weekend.

As we discussed last week, I would be interested in your event on this issue. Please send me the detail when they are available. Thanks.

---

**From:** Bennett, Tate [<mailto:Bennett.Tate@epa.gov>]  
**Sent:** Monday, April 02, 2018 11:03 AM  
**To:** Bennett, Tate <[Bennett.Tate@epa.gov](mailto:Bennett.Tate@epa.gov)>  
**Subject:** EMBARGOED UNTIL NOON- MTE Announcement

Please see below talking points regarding our noon MTE announcement. Please flag any press that may be conducted on your end. Also, **please give me a call if you'd like to be a part of an event on this issue later in the week.** – Tate **Ex. 6**

- In 2012, EPA and the National Highway Traffic Safety Administration (NHTSA) set greenhouse gas (GHG) and Corporate Average Fuel Economy (CAFE) standards for light-duty vehicles starting in Model Year (MY) 2017 - 2025.
- As part of the 2012 rulemaking, EPA made a regulatory commitment to conduct a Midterm Evaluation of the standards for MY 2022-2025 no later than April 1, 2018. This Evaluation would determine whether the standards remain appropriate or should be made more or less stringent.
- In November 2016, the Obama Administration cut short the Midterm Evaluation process and rushed out a Final Determination days before leaving office, on January 12, 2017. Since then, the auto industry and other stakeholders sought a reinstatement of the original Midterm Evaluation timeline, so that the Agency could review the latest information.
- On March 15, 2017, President Trump alongside EPA Administrator Pruitt and U.S. Department of Transportation Secretary Chao announced a reestablishment of the Midterm Evaluation process.
- In August 2017, EPA and NHTSA formally reopened the regulatory docket initiating a 45-day comment period asking for additional information and data relevant to assessing whether the GHG emissions standards remain appropriate, including information on: consumer behavior, feedback on modeling approaches, costs and assessing advanced fuels technologies.
- EPA held a public hearing in Washington, DC, on September 6, 2017. By the end of the comment period, EPA received over 290,000 comments.
- **Based on EPA's review and analysis of the comments and information received, and the Agency's own analysis, the Administrator believes that the current GHG emission standards for MY 2022-2025 light-duty vehicles are not appropriate and should be revised.**
- EPA will continue its close partnership with NHTSA to ensure there is adequate consideration of any potential impacts on automobile safety.