

Message

From: Annie Dwyer [Annie.Dwyer@cei.org]
Sent: 4/3/2018 3:49:08 AM
To: Bennett, Tate [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=1fa92542f7ca4d01973b18b2f11b9141-Bennett, El]
CC: Dewey, Amy [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=fc3a7e01b12f4aeba5d34b813df8112a-Dewey, Amy]
Subject: Re: CEI media on CAFE announcement

Thanks for the heads up on the location change. I'm confirming that Marlo Lewis, Myron Ebell, and Sam Kazman would like to join you all tomorrow.

Thanks again,
Annie

Annie Dwyer
Vice President of Communications
Competitive Enterprise Institute

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On Apr 2, 2018, at 8:36 PM, Bennett, Tate <Bennett.Tate@epa.gov> wrote:

Thank you! Flagging for my colleague Amy! Did you see my note about the location?

On Apr 2, 2018, at 8:32 PM, Annie Dwyer <Annie.Dwyer@cei.org> wrote:

Tate – I wanted to flag CEI's support for Pruitt's CAFE announcement today. Our press release is [here](#). The San Francisco Chronicle oped linked below should be in the print edition tomorrow. -- Annie

TV on Friday, March 30

- <!--[if !supportLists]--><!--[endif]-->**Sam Kazman on Fox News Special Report:**
<https://youtu.be/1Bcy5c5zTQE>
- <!--[if !supportLists]--><!--[endif]-->**Sam Kazman on CBS affiliate KPIX in San Francisco:**
<https://youtu.be/0xYXthfOsqw>

Media Coverage April 2, 2018

Oped by Marlo Lewis in San Francisco Chronicle: Cutting tailpipe emission not that effective against global warming

https://www.sfchronicle.com/opinion/openforum/article/Opinion-Cutting-tailpipe-emission-not-that-12799988.php?utm_campaign=twitter-premium

The U.S. Environmental Protection Agency announced Monday it will reconsider the federal government's Corporate Average Fuel Economy standards for passenger cars for model years 2022-25. The Obama administration set very stringent standards, peaking at 54.5 miles per gallon in 2025. After the EPA's midterm review, it found these standards to be inappropriate. Automakers also warn that the standards are too strict and potentially price millions of consumers out of the market for new cars.

The EPA's decision could save car buyers thousands of dollars in the showroom, make auto companies

more attuned to what consumers want rather than what bureaucrats want, and increase autoworkers' wages. At the same time, and contrary to what the EPA's critics claim, relaxing the standards would have no discernible impact on either climate change or energy security.

E&E News: Pruitt reopens 'inappropriate' rules to cheers, jeers

<https://www.eenews.net/eenewspm/stories/1060077959>

Free-market groups, meanwhile, expressed support for the Trump administration's efforts to scale back Obama-era fuel economy rules in a letter today to Pruitt and Transportation Secretary Elaine Chao.

"We stand ready to help you and your team in any way," says the [letter](#) from 12 groups, including the American Energy Alliance and Competitive Enterprise Institute.

ClimateWire: A skeptic's auto mall could host rollback on car rules

<https://www.eenews.net/stories/1060077885>

According to Pohanka's [bio](#) on NADA's website, he entered the auto industry in 1973 by working summers in his father's dealership. He is a third-generation dealer.

He launched his website on global warming in 2008 as part of his efforts to lobby against the carbon cap-and-trade bill in Congress.

"He's just a really nice guy," said Myron Ebell, director of the Center for Energy and Environment at the Competitive Enterprise Institute. "The auto dealers are much closer to consumers than the automakers are. They see them going into the showroom; they understand there's growing resistance to increasing vehicle prices."

In a 2010 [video](#) promoted by the Competitive Enterprise Institute, Pohanka said, "It's true temperatures have been rising moderately. ... The one thing about the warming is it's not global."

He continued, "If we had a choice between a warming environment and a cooling one, the historical record is a warming one is one of increased plant growth, increased harvests. ... Man has flourished in warming periods. It's cold periods that are ones of disease, sickness, political instability and depopulation."

Greentech Media: California Girds for Battle as EPA Rules to Weaken Vehicle Emissions Standards

<https://www.greentechmedia.com/articles/read/california-prepares-for-battle-as-epa-rules-to-weaken-vehicle-emissions-sta#gs.tuWZZcQ>

Meanwhile, the right-leaning Competitive Enterprise Institute celebrated Pruitt's announcement, claiming fuel economy mandates restrict consumer choice and negatively affect vehicle crashworthiness.

"We hope that the Trump administration will finally take account of those effects and start to liberalize this program," said CEI General Counsel Sam Kazman.

Buzzfeed: Trump's EPA Is Weakening Pollution Rules For Cars And Trucks

https://www.buzzfeed.com/zahrahirji/epa-pruitt-cars-pollution-climate?utm_term=.cozZYQeX5#qvXRVGpLb

The long-anticipated announcement on car emissions rules was immediately praised by conservative groups.

"This is the first step in many years toward reducing government control over what kinds of cars people can choose to buy," Myron Ebell, a director of the Competitive Enterprise Institute who has long advocated against action on climate change, said in a statement.

Daily Caller: Trump's EPA Prepares To Repeal A Key Part Of Obama's Climate Agenda (also picked up by Western Journal)

<http://dailycaller.com/2018/04/02/trump-epa-repeal-obama-climate-agenda/>

"Fuel economy mandates restrict consumer choice, add thousands of dollars to the cost of new vehicles, and limit vehicle safety," Marlo Lewis, a senior fellow at the free market Competitive Enterprise Institute, said in an emailed statement.

"Contrary to the program's original rationale, the world is not running out of oil," Lewis said.

Reason: Trump Administration Announces Rollback of Obama-Era Vehicle Emissions Standards

<https://reason.com/blog/2018/04/02/trump-administration-announces-rollback>

Free market voices, conversely, cheered the move while pointing out the downsides that the current CAFE standards have had.

"CAFE's lethal effects on vehicle crashworthiness were documented by analysts and a federal appeals court years ago," said the Competitive Enterprise Institute's Sam Kazman in a statement. "We hope that the Trump Administration will finally take account of those effects and start to liberalize this program."

One way automobile manufacturers have satisfied CAFE standards over the years is by reducing the weight and size of their vehicles. This Kazman [argues](#), and federal agencies concede, makes vehicles less safe in crashes, leading to a greater number of automobile fatalities.

Wash Exam Energy Newsletter: Daily on Energy: EPA ready to scrap Obama's fuel-efficiency rules this week

<https://www.washingtonexaminer.com/daily-on-energy-epa-ready-to-scrap-obamas-fuel-efficiency-rules-this-week>

CONSERVATIVE COALITION CALLS FOR REPEALING VEHICLE FUEL STANDARDS PROGRAM: A coalition of conservative leaders on Monday morning praised the EPA for its expected action to reject strict fuel-efficiency rules for vehicles imposed during the Obama administration and even called for repeal of the program that sets the rules.

Other signees include Michael Needham of Heritage Action, Brent Wm. Gardner of Americans for Prosperity, Myron Ebell of the Competitive Enterprise Institute, and Grover Norquist of Americans for Tax Reform.

Annie Dwyer

Vice President of Communications
Competitive Enterprise Institute

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