

Message

From: Bennett, Tate [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=1FA92542F7CA4D01973B18B2F11B9141-BENNETT, EL]
Sent: 4/2/2018 6:34:58 PM
To: Scales, Sam (S.A.) [SSCALES3@ford.com]
Subject: Re: EMBARGOED UNTIL NOON- MTE Announcement

<http://createsend.com/t/d-4AC988BD1868DDC72540EF23F30FEDED>

On Apr 2, 2018, at 1:21 PM, Scales, Sam (S.A.) <SSCALES3@ford.com> wrote:

Thanks for sending over

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>
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>
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>
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**

- <!--[if !supportLists]--><!--[endif]-->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.
- <!--[if !supportLists]--><!--[endif]-->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.
- <!--[if !supportLists]--><!--[endif]-->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.
- <!--[if !supportLists]--><!--[endif]-->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.
- <!--[if !supportLists]--><!--[endif]-->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.
- <!--[if !supportLists]--><!--[endif]-->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.
- <!--[if !supportLists]--><!--[endif]-->**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.