



Comparison of Greenhouse Gas Reductions Between California Air Resources Board Green House Gas Standards and Proposed Federal CAFE Standards for North Carolina

Prepared by North Carolina Division of Air Quality Mobile Emissions Team



California Air Resources Board (CARB) GHG Reduction Study

- Study estimates reductions for all 50 states using fuel sales as a surrogate to ratio results for various states. Makes the comparisons we need for North Carolina.
- The tool we have available only makes simple estimates of CO₂.
- Less resource intensive to use the study that is already available.



Comparison of GHG Reductions Under CARB Regulation and Proposed Federal Standards

- Assumes Federal Standard of 35 mpg by 2020 with phase-in schedule beginning in 2011.
- Assumes Pavley 1 in effect in 2011 and more stringent Pavley 2 phased in starting in 2017.
- Conclusion: CARB standards are considerably more effective at reducing GHGs than the new federal fuel standards if waiver is granted.



Estimated NC GHG Reductions in Million Metric Tons CO₂e

Year(s) of Analysis	Proposed Federal CAFE Standards	Pavley I and II Standards	Additional Benefit of Pavley over CAFE
2016 single year results	2.9	3.7	0.8
2020 single year results	5.9	7.9	2.0
2009-2020 cumulative	28.4	39.7	11.3



NCDAQ Review

- CARB assumes national average vehicle mix of 55% passenger cars and 45% light trucks. NC is currently 61% cars and 39% light trucks.
- NC has no current legislation to implement Pavley standards. Therefore NC start date would be later, which would lessen the benefits, depending on the duration of the legislation process.



The Latest on the Waiver

- December 9, 2008; the EPA Inspector General concluded that EPA's procedure for denying the California waiver met statutory procedural requirements.
- The Administrator's decision to deny the waiver was based on his opinion that CA did not establish a need to meet compelling and extraordinary air quality conditions.
- HR 5560 – Legislation to reverse EPA's denial of California's request for waiver.



The Latest on the Federal Standards

- On January 7, 2009 the Bush Administration announced that it will not promulgate a CAFE Standard rulemaking, instead leaving a final decision for the Obama Administration.
- Reasoning that the recent financial difficulties of the auto industry will require the next administration to conduct a thorough review of matters affecting the industry.



Questions

- Janice Godfrey (919) 715-7647
Janice.godfrey@ncmail.net
- Sushma Masemore (919) 715-7566
Sushma.masemore@ncmail.net