



NACS responds to EPA's final rule on car greenhouse regulations

In addition to NATSO and SIGMA, NACS has asked for a technology-neutral approach to the decarbonization of transport.

In reaction to the Environmental Protection Agency's (EPA) issuance of the Light-Duty Vehicle Greenhouse Gas Regulations and Standards Final Rule, NACS, along with NATSO and SIGMA, has issued a statement expressing both appreciation and concerns.

The associations expressed their support for the Biden Administration's goal of reducing transportation emissions and acknowledged the administration's efforts toward achieving this objective through the regulation of carbon emissions from light-duty vehicles. However, they highlighted that the Final Rule falls short of expectations, representing only a modest improvement from the initial proposal.

While recognizing the importance of transitioning to cleaner transportation technologies, the associations emphasized the necessity of adopting technology-neutral and market-oriented policies that encourage all fueling technologies to improve their emissions. They argued that the Final Rule effectively mandates a single technology without adequately considering alternative solutions.

As representatives of 90% of fuel sold at retail, the associations underscored the pivotal role of fuel retailers in investing in new refueling technologies. They advocated for policies that support various technologies based on their climate benefits and commercial viability, rather than focusing solely on one technology.

They also called for additional policies and market reforms to incentivize private sector investment in alternative fuel technologies, including electric vehicle (EV) charging stations. They proposed measures such as permitting owners of DC fast chargers to generate electronic Renewable Identification Numbers (e-RINs) and creating a competitive marketplace for publicly accessible EV charging stations.

The associations emphasized the importance of addressing the challenges facing EV charging infrastructure, particularly the need to establish a safe and reliable charging station network. They suggested that President Biden's goal of a nationwide network of EV charging stations could be achieved by leveraging the existing network of refueling locations.