DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Federal Transit Administration

Environmental Impact Statement: Pitkin, Eagle and Garfield Counties, Colorado

AGENCY: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), DOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA and FTA are jointly issuing this revised notice to advise the public that the project limits have been extended from the Pitkin County Airport to the City of Aspen, a distance of 3.7 miles; and from Glenwood Springs to West Glenwood, a distance of 2 miles. These extensions are in response to comments received at the public scoping meetings held in February 1998 and subsequent public meetings.

FOR FURTHER INFORMATION CONTACT: Eva LaDow, FHWA Colorado Division, 555 Zang Street, Room 250; Lakewood, Colorado 80228. Telephone (303) 969–6730 Extension 341. Dave Beckhouse, FTA Region VIII, 216 16th Street, Suite 650; Denver, Colorado 80202, Telephone (303) 844–3242. Joe Tempel, Colorado Department of Transportation, 4201 East Arkansas; Denver, Colorado 80222, Telephone (303) 757–9771.

SUPPLEMENTARY INFORMATION: The FHWA and FTA in cooperation with the Federal Railroad Administration (FRA), the Colorado Department of Transportation (CDOT) and the Roaring Fork Railroad Holding Authority (RFRHA) will prepare an environmental impact statement (EIS) and Section 4(f) evaluation on a proposal to make major transportation improvements in the Roaring Fork Valley from West Glenwood Springs to the City of Aspen, a distance of approximately 44.2 miles. The purpose of these improvements is to accommodate current and projected travel demands through the corridor. The proposed improvements will be identified in a Corridor Investment Study which will be combined with the EIS. The alternatives to be considered in detail in the EIS/4(f) evaluation include the following:

(1) The No Build Alternative—This alternative will include transportation improvements that are ''committed'' or currently approved transportation projects.

(2) An Improved Bus/Transportation System Management (TSM) Alternative—This alternative will include an optimal bus alternative on the existing SH 82 alignment and improvements beyond the No Build Alternative that enhance the utility of the existing and committed transportation improvements. A valley wide trail is also included from Glenwood Springs to Aspen.

(3) The Build Alternative—This alternative consists of rail improvements in the corridor, a feeder bus service to the rail stations and TSM improvements. A valley wide trail is also included from Glenwood Springs to Aspen.

Comments or questions concerning this proposed action and the CIS/EIS/4(f) evaluation should be directed to the Colorado Department of Transportation at the address provided above.

Issued on April 9, 1999.

Ronald A. Speral,

Environmental/ROW Program Manager, Colorado Division, Federal Highway Administration, Lakewood, Colorado.

Louis F. Mraz, Jr.,

Regional Administrator, Federal Transit Administration, Region VIII, Denver, Colorado.

[FR Doc. 99–10747 Filed 4–28–99; 8:45 am]

BILLING CODE 4910–22–M AND 4910–57–M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Automotive Fuel Economy Program, Report to Congress

The attached document, 23rd Annual Report to Congress on the Automotive Fuel Economy Program, was prepared pursuant to 49 U.S.C. 32916 et seq. which requires that ''the Secretary shall transmit to each House of Congress, and publish in the **Federal Register**, a review of the average fuel economy standards under this part.''

The 23rd Annual Report to Congress on the Automotive Fuel Economy Program summarizes the fuel economy performance of the vehicle fleet and the activities of the National Highway Traffic Safety Administration (NHTSA) during 1998. Included in this report is a section summarizing rulemaking activities during 1998. This report is available on the Internet at: *http://www.nhtsa.dot.gov/cars/problems/studies/fuelecon/index.html.* To obtain paper copies of this document, you may contact NHTSA's Publications Ordering and Distribution Services on (202) 366–1566.

Issued on: April 20, 1999.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

U.S. Department of Transportation

Automotive Fuel Economy Program

National Highway Traffic Safety Administration

Twenty-third Annual Report to Congress Calendar Year 1998

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AUTOMOTIVE FUEL ECONOMY PROGRAM

TWENTY-THIRD ANNUAL REPORT TO CONGRESS

CALENDAR YEAR 1998

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Section I: Introduction

The 23rd Annual Report to Congress on the Automotive Fuel Economy Program summarizes the fuel economy performance of the vehicle fleet and the activities of the National Highway Traffic Safety Administration (NHTSA) during 1998, in accordance with 49 U.S.C. 32916 *et seq.*, which requires the submission of a report each year. Included in this report is a section

summarizing rulemaking activities during 1998.

The Secretary of Transportation is required to administer a program for regulating the fuel economy of new passenger cars and light trucks in the United States market. The authority to administer the program was delegated by the Secretary to the Administrator of NHTSA, 49 CFR 1.50(f).

NHTSA's responsibilities in the fuel economy area include:

(1) Establishing and amending average fuel economy standards for manufacturers of passenger cars and light trucks, as necessary;

(2) Promulgating regulations concerning procedures, definitions, and reports necessary to support the fuel economy standards;

(3) Considering petitions for exemption from established fuel economy standards by low volume manufacturers (those producing fewer than 10,000 passenger cars annually worldwide) and establishing alternative standards for them;

(4) Preparing annual reports to Congress on the fuel economy program;

(5) Enforcing fuel economy standards and regulations; and

(6) Responding to petitions concerning domestic production by foreign manufacturers, and other matters.

Passenger car fuel economy standards were established by Congress for Model Year (MY) 1985 and thereafter at a level of 27.5 miles per gallon (mpg). NHTSA is authorized to amend the standard above or below that level. Standards for light trucks were established by NHTSA for MYs 1979 through 2000. NHTSA set a combined standard of 20.7 mpg for light truck fleets for MY 2000. All current standards are listed in Table I–1.

TABLE I–1.—FUEL ECONOMY STANDARDS FOR PASSENGER CARS AND LIGHT TRUCKS MODEL YEARS 1978 THROUGH 1999

[In MPG]

Model years	Passenger cars	Light Trucks [1]		
		Two-wheel drive	Four-wheel drive	combined [2 3]
1978	[4] 18.0	.....	.....	.....
1979	[4] 19.0	17.2	15.8	.....
1980	[4] 20.0	16.0	14.0	([5])
1981	22.0	[6] 16.7	15.0	([5])
1982	24.0	18.0	16.0	17.5
1983	26.0	19.5	17.5	19.0
1984	27.0	20.3	18.5	20.0
1985	[4] 27.5	[7] 19.7	[7] 18.9	[7] 9.5
1986	[8] 26.0	20.5	19.5	20.0
1987	[9] 26.0	21.0	19.5	20.5
1988	[9] 26.0	21.0	19.5	20.5
1989	[10] 26.5	21.5	19.0	20.5
1990	[4] 27.5	20.5	19.0	20.0
1991	[4] 27.5	20.7	19.1	20.2
1992	[4] 27.5			20.2
1993	[4] 27.5			20.4
1994	[4] 27.5			20.5
1995	[4] 27.5			20.6
1996	[4] 27.5			20.7
1997	[4] 27.5			20.7
1998	[4] 27.5			20.7
1999	[4] 27.5			20.7
2000	[4] 27.5			20.7

[1] Standards for MY 1979 light trucks were established for vehicles with a gross vehicle weight rating (GVWR) of 6,000 pounds or less. Standards for MY 1980 and beyond are for light trucks with a GVWR of 8,500 pounds or less.
[2] For MY 1979, light truck manufacturers could comply separately with standards for four-wheel drive, general utility vehicles and all other light trucks, or combine their trucks into a single fleet and comply with the standard of 17.2 mpg.
[3] For MYs 1982–1991, manufacturers could comply with the two-wheel and four-wheel drive standards or could combine all light trucks and comply with the combined standard.
[4] Established by Congress in Title V of the Act.
[5] A manufacturer whose light truck fleet was powered exclusively by basic engines which were not also used in passenger cars could meet standards of 14 mpg and 14.5 mpg in MYs 1980 and 1981, respectively.
[6] Revised in June 1979 from 18.0 mpg.
[7] Revised in October 1984 from 21.6 mpg for two-wheel drive, 19.0 mpg for four-wheel drive, and 21.0 mpg for combined.
[8] Revised in October 1985 from 27.5 mpg.
[9] Revised in October 1986 from 27.5 mpg.
[10] Revised in September 1988 from 27.5 mpg.

Section II: Vehicle Fuel Economy Performance and Characteristics

A. Fuel Economy Performance by Manufacturer

The fuel economy achievements for domestic and foreign-based manufacturers in MY 1997 were updated to include final Environmental Protection Agency (EPA) calculations, where available, since the publication of the *Twenty-second Annual Report to the Congress.* These fuel economy achievements and current projected data for MY 1998 are listed in Tables II–1 and II–2.

Overall fleet fuel economy for passenger cars was 28.7 mpg in MY 1998, an increase of 0.1 mpg from the MY 1997 level. For MY 1998, Corporate Average Fuel Economy (CAFE) values increased above MY 1997 levels for ten of 23 passenger car manufacturers' fleets. (See Table II–1.) These ten

companies accounted for more than 51 percent of the total MY 1998 production. Twelve manufacturers declined below their MY 1997 levels due to increased market demand for heavier and high performance passenger cars, while one manufacturer remained at its MY 1997 level. Manufacturers generally continued to introduce new technologies and more fuel-efficient models, and some larger, less fuel-efficient models. For MY 1998, the overall domestic manufacturers' fleet average fuel economy was 28.0 mpg. For MY 1998, Chrysler, and Ford/Mazda domestic passenger cars CAFE values rose 1.2 mpg and 0.4 mpg from their 1997 levels, while General Motors, Honda, and Toyota fell 0.4 mpg, 0.4 mpg, and 0.2 mpg, respectively, from their MY 1997 levels. Overall, the domestic manufacturers' combined CAFE increased 0.1 mpg above MY 1997 level.

TABLE II–1.—PASSENGER CAR FUEL ECONOMY PERFORMANCE BY MANUFACTURER*

[Model years 1997 and 1998]

Manufacturer	Model year cafe (MPG)	
	1997	1998
DOMESTIC:		
Chrysler	27.5	28.7
Ford/Mazda	27.2	27.6
General Motors	28.2	27.8
Honda	29.9	29.5
Nissan	.....	29.9
Toyota	28.8	28.6
Sales Weighted Average (Domestic)	27.9	28.0
IMPORT:		
BMW	25.7	25.2
Chrysler	26.4	25.8
Fiat	13.7	13.4
Ford/Mazda	31.1	29.5
General Motors	31.3	28.9
Honda	34.4	34.6
Hyundai	30.9	31.5
Kia	30.6	30.6
Mercedes-Benz	25.2	27.1
Mitsubishi	30.0	29.7
Nissan	29.9	30.7
Porsche	23.2	24.5
Subaru	28.0	27.6
Suzuki	33.9	35.8
Toyota	30.1	30.7
Volvo	25.8	25.7
Volkswagen	28.6	28.7
Sales Weighted Average (Import)	29.8	29.9
Total Fleet Average	28.6	28.7
Fuel Economy Standards	27.5	27.5

*Manufacturers with low volume alternate fuel economy standards are not listed.

TABLE II–2.—LIGHT TRUCK FUEL ECONOMY PERFORMANCE BY MANUFACTURER*

[Model years 1997 and 1998]

Manufacturer	Model year CAFE (MPG)	
	Combined	
	1997	1998
Domestic:		
Chrysler	20.2	20.5
Ford/Mazda	20.0	20.1
General Motors	20.2	21.1
Sales Weighted Average (Domestic)	20.1	20.5
Foreign Based:		
Honda	27.1	27.1
Isuzu	19.4	21.4
Kia	23.8	23.7
Land Rover	17.2	17.2
Mercedes-Benz	.....	21.3
Mitsubishi	22.3	22.5
Nissan	22.1	22.2
Suzuki	27.4	27.2
Toyota	22.6	23.5
Sales Weighted Average (Foreign Based)	22.1	22.9
Total Fleet Average	20.4	20.9

TABLE II–2.—LIGHT TRUCK FUEL ECONOMY PERFORMANCE BY MANUFACTURER *—Continued

[Model Years 1997 and 1998]

Manufacturer	Model year CAFE (MPG)	
	Combined	
	1997	1998
Fuel Economy Standards	20.7	20.7

* Mercedes-Benz began introducing light trucks in MY 1998.

In MY 1998, the fleet average fuel economy for import passenger cars increased by 0.1 mpg from the MY 1997 CAFE level to 29.9 mpg. Eight of the 17 import car manufacturers increased their CAFE values between MYs 1997 and 1998, while eight others decreased and one was unchanged.

Figure II–1 illustrates the changes in total new passenger car fleet CAFE from MY 1978 to MY 1998.

The total light truck fleet CAFE increased 0.5 mpg above the MY 1997 CAFE level of 20.4 mpg (see Table II–2). Figure II–2 illustrates the trends in total light truck fleet CAFE from MY 1979 to MY 1998.

Six passenger car manufacturers (BMW, Chrysler Import, Fiat, Mercedes-Benz, Porsche, and Volvo) and three light truck manufacturers (Chrysler, Ford/Mazda, and Land Rover) are projected to fail to achieve the levels of the MY 1998 CAFE standards. However, NHTSA is not yet able to determine which of these manufacturers may be liable for civil penalties for non-compliance. Some MY 1998 CAFE values may change when final figures are provided to NHTSA by EPA, in mid-1999. In addition, several manufacturers are not expected to pay civil penalties because the credits they earned by exceeding the fuel economy standards in earlier years offset later shortfalls. Other manufacturers may file carryback plans to demonstrate that they anticipate earning credits in future model years to offset current deficits.

Beginning in MY 1998, Nissan reported a domestic passenger car fleet consisting of its Altima model vehicle which is built in Smryna, Tennessee. This fleet had the highest CAFE of the domestic passenger car fleets, but it was also the smallest fleet.

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Figure II-1

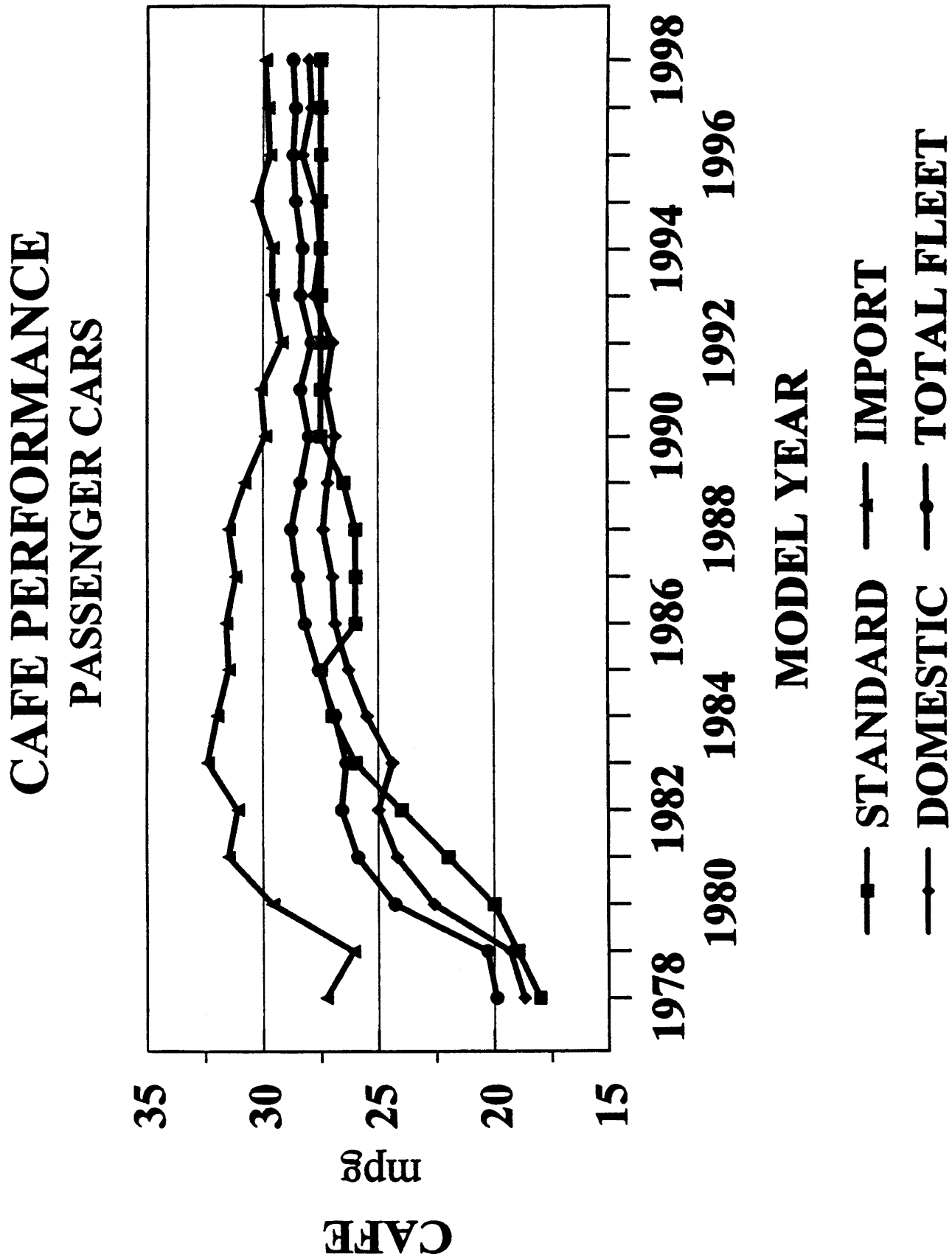
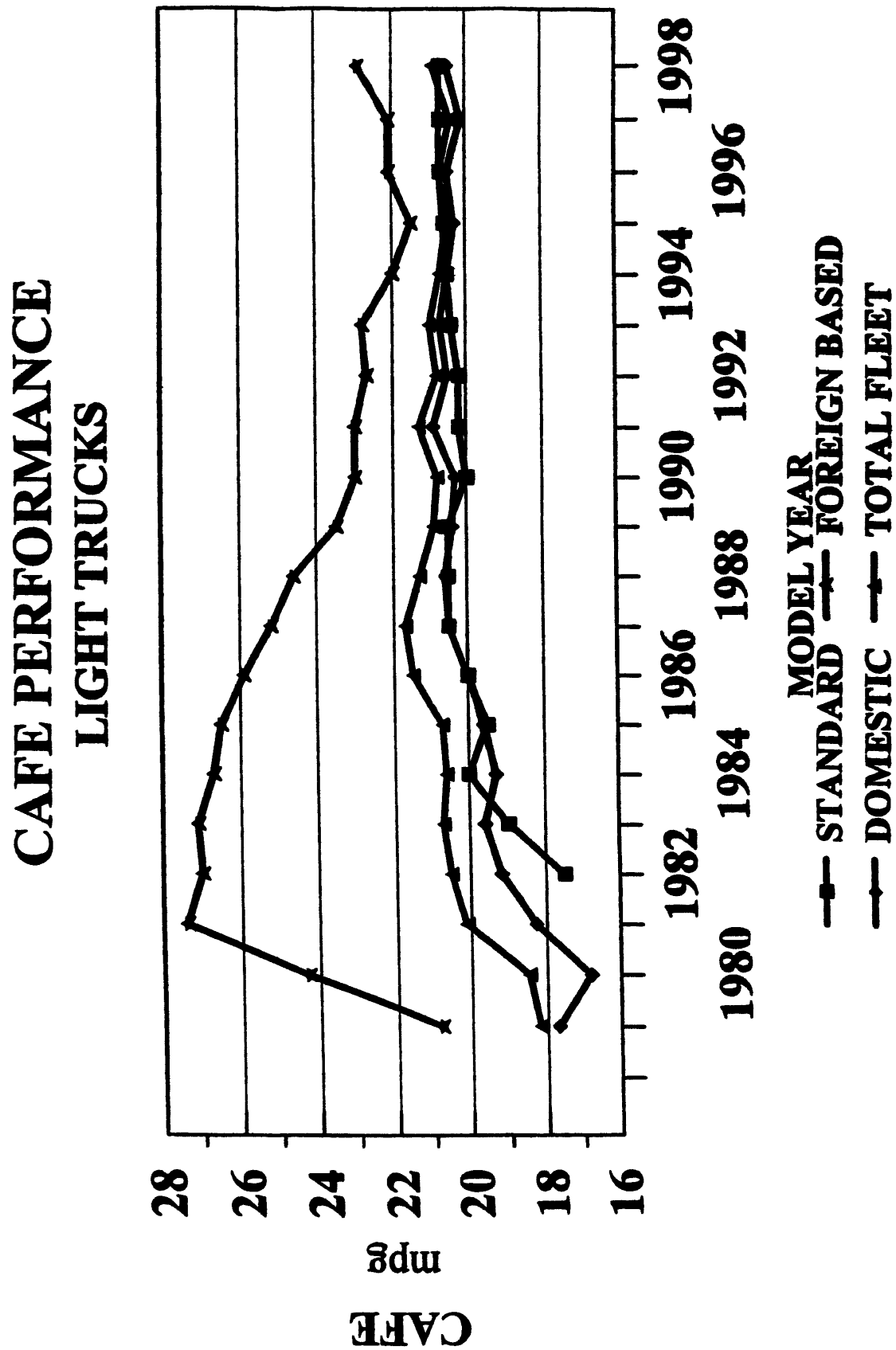

CAFE PERFORMANCE
PASSENGER CARS
CAFE
mpg
35
30
25
20
15
1978
1980
1982
1984
1986
1988
1990
1992
1994
1996
1998
MODEL YEAR
STANDARD
IMPORT
DOMESTIC
TOTAL FLEET

Figure II-2



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B. Characteristics of the MY 1998 Passenger Car Fleet

The characteristics of the MY 1998 passenger car fleet reflect a continuing trend toward satisfying consumer demand for higher performance cars. (See Table II–3.) From MY 1997 to MY 1998, horsepower/100 pounds, a measure of vehicle performance, increased from 5.02 to 5.11 for domestic passenger cars and from 4.82 to 4.93 for import passenger cars. The total fleet average for passenger cars increased from 4.95 horsepower/100 pounds in MY 1997 to 5.05 in MY 1998, the highest level in the 42 years for which the agency has data. Compared with MY 1997, the average curb weight for MY 1998 decreased by 24 pounds for the domestic fleet and increased by 48 pounds for the import fleet. The total new passenger car fleet weight increased only from 3,071 pounds in MY 1997 to 3,075 pounds in MY 1998, primarily because of the larger share held by the domestic fleet. Average engine displacement decreased from 180 to 174 cubic inches for domestic passenger cars and increased from 135 to 137 cubic inches for import passenger cars, from MY 1997 to MY 1998.

The 0.1 mpg fuel economy improvement for the MY 1998 domestic passenger car fleet may be attributed in part to weight reduction and mix shifts.

The size/class breakdown shows an increased trend primarily toward mid-size passenger cars with the reduction of two-seater, minicompact, subcompact, compact, and large passenger cars for the overall fleet. The size/class mix in the domestic fleet shifted from two-seater, compact, and large passenger cars to subcompact and mid-size passenger cars. The size/class mix in the import fleet shifted from two-seater, minicompact, subcompact, and large passenger cars to compact and mid-size passenger cars. The import share of the passenger car market declined in MY 1998, as more foreign-based manufacturers achieved 75 percent domestic content for their U.S. and Canadian-assembled passenger cars.

The share of turbocharged and supercharged engines increased by 0.5 percentage points in MY 1998. Diesel engine shares increased in MY 1998. Diesel engines were offered on certain Mercedes and Volkswagen models during MY 1998.

Passenger car fleet average characteristics have changed significantly since MY 1978 (the first year of fuel economy standards). (See Table II–4.) After substantial initial weight loss (from MY 1978 to MY 1982, the average passenger car fleet curb weight decreased from 3,349 to 2,808 pounds), the curb weight stabilized between 2,800 and 3,075 pounds. Table II–4 shows that the MY 1998 passenger car fleet has nearly equal interior volume and higher performance, but with more than 44 percent better fuel economy, than the MY 1978 fleet. (See Figure II–3.)

C. Characteristics of the MY 1998 Light Truck Fleet

The characteristics of the MY 1998 light truck fleet are shown in Table II–5. Light truck manufacturers are not required to divide their fleets into domestic and import fleets based on the 75-percent domestic content threshold used for passenger car fleets. In Table II–5, the light truck fleet is subdivided according to two-wheel drive or four-wheel drive.

TABLE II–3.—PASSENGER CAR FLEET CHARACTERISTICS FOR MYS 1997 AND 1998

	Total fleet		Domestic fleet		Import fleet	
	1997	1998	1997	1998	1997	1998
Characteristics:						
Fleet Average Fuel Economy, mpg	28.6	28.7	27.9	28.0	29.8	29.9
Fleet Average Curb Weight, lbs.	3071	3075	3143	3119	2944	2992
Fleet Average Engine Displacement, cu. in.	164	161	180	174	135	137
Fleet Average Horsepower/Weight ratio, HP/100 lbs.	4.95	5.05	5.02	5.11	4.82	4.93
Pecent of Fleet	100	100	63.6	65.7	36.4	34.3
Segmentation by EPA Size Class, Percent:						
Two-Seater	1.0	0.7	0.3	0.2	2.3	1.7
Minicompact	0.6	0.4	0.0	0.0	1.6	1.2
Subcompact*	17.6	16.7	7.2	10.4	35.9	28.7
Compact*	37.4	35.8	39.3	35.8	33.9	35.8
Mid-Size*	30.3	34.1	33.3	35.4	25.2	31.6
Large*	13.1	12.3	19.9	18.2	1.2	1.0
Diesel Engines	0.08	0.19	0.0	0.0	0.2	0.6
Turbo or Supercharged Engines	1.5	2.0	1.3	1.2	1.8	3.6
Fuel Injection	100	100	100	100	100	100
Front-Wheel Drive	85.8	87.0	87.8	90.9	82.2	79.5
Automatic Transmissions	86.1	86.4	91.4	90.4	77.0	78.9
Automatic Transmissions with Lockup Clutches	97.7	99.2	100	99.0	93.1	99.8
Automatic Transmissions with Four or more Forward Speeds	92.1	92.0	90.6	90.8	95.2	94.8
percent Electric	0.02	0.0	0.04	0.0	0.0	0.0

*Includes associated station wagons.

TABLE II–4.—NEW PASSENGER CAR FLEET AVERAGE CHARACTERISTICS

[Model years 1978–1998]

Model year	Fuel economy (mpg)	Curb weight (lb.)	Interior space (cu. ft.)	Engine size (cu. in.)	Horsepower/ weight (hp/100 lb.)
1978	19.9	3349	112	260	3.68
1979	20.3	3180	110	238	3.72
1980	24.3	2867	105	187	3.51
1981	25.9	2883	108	182	3.43
1982	26.6	2808	107	173	3.47
1983	26.4	2908	109	182	3.57
1984	26.9	2878	108	178	3.66
1985	27.6	2867	108	177	3.84
1986	28.2	2821	106	169	3.89
1987	28.5	2805	109	162	3.98
1988	28.8	2831	107	161	4.11
1989	28.4	2879	109	163	4.24
1990	28.0	2908	108	163	4.53
1991	28.4	2934	108	164	4.42
1992	27.9	3007	108	169	4.56
1993	28.4	2971	109	164	4.62
1994	28.3	3011	109	169	4.79
1995	28.6	3047	109	166	4.87
1996	28.7	3047	109	164	4.92
1997	28.6	3071	109	164	4.95
1998	28.7	3075	109	161	5.05

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Figure II-3

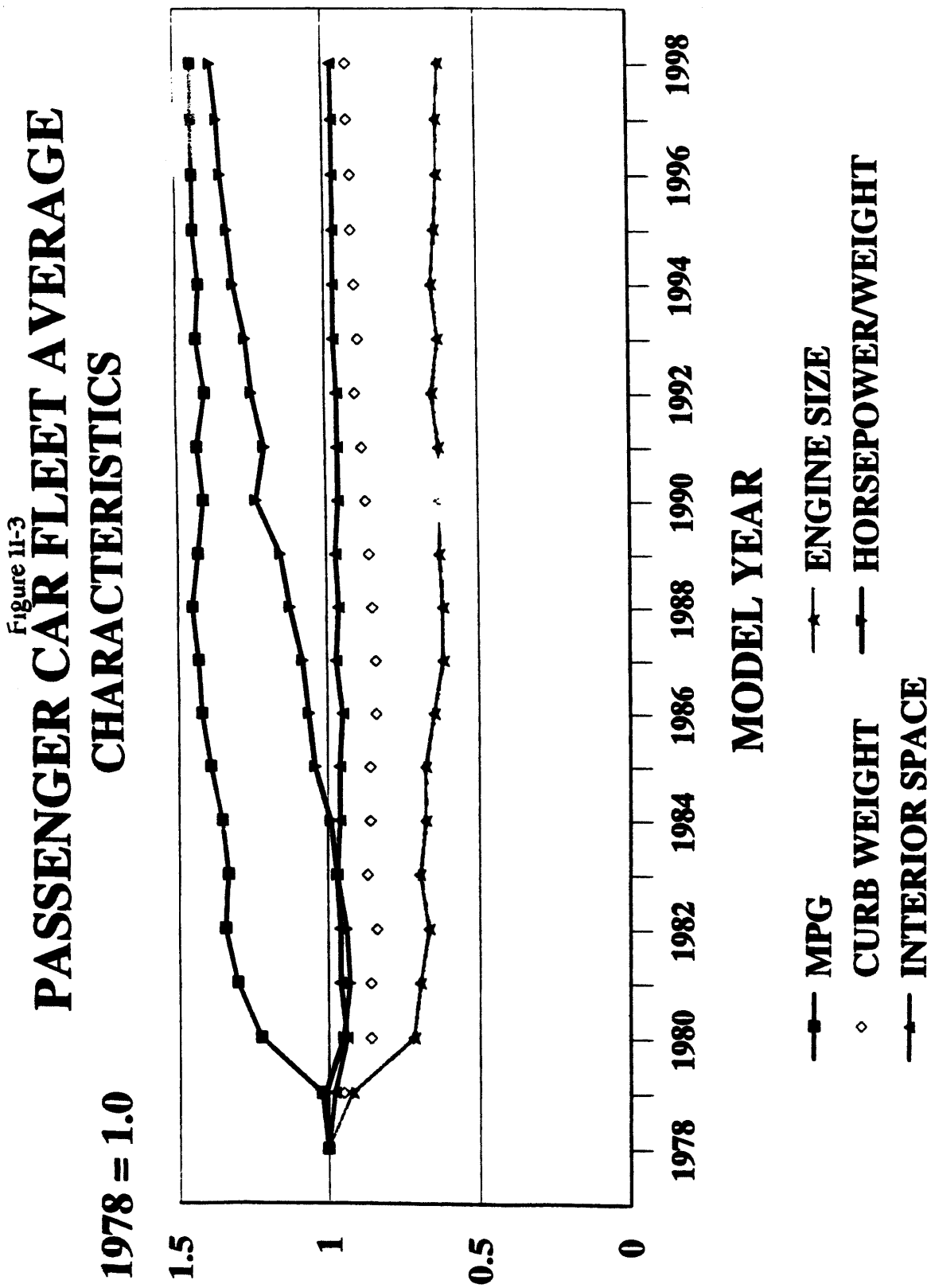

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TABLE II–5.—LIGHT TRUCK FLEET CHARACTERISTICS FOR MYS 1997 AND 1998

	Total fleet		Two-wheel drive		Four-wheel drive	
	1997	1998	1997	1998	1997	1998
Characteristics:						
Fleet Average Fuel Economy, mpg	20.4	20.9	21.7	22.4	19.0	19.1
Fleet Average Equivalent Test Weight, lbs.	4471	4435	4283	4255	4703	4679
Fleet Average Engine Displacement, cu. in.	249	243	235	228	266	263
Fleet Average Horsepower/Weight ratio, HP/100 lbs.	4.20	4.23	4.18	4.20	4.23	4.26
Percent of Fleet	100	100	55.3	57.4	44.7	42.6
Percent of Fleet from Foreign-based Manufacturers	14.2	15.5	9.6	11.4	19.8	21.1
Segmentation by Type, Percent:						
Passenger Van	16.4	18.5	28.1	31.4	1.9	1.3
Cargo Van	3.9	3.3	6.9	5.6	0.3	0.2
Small-Pickup:						
Two-Wheel Drive	6.0	7.3	10.8	12.8	0.0	0.0
Large Pickup:						
Two-Wheel Drive	20.8	17.1	37.6	29.7	0.0	0.0
Four-Wheel Drive	14.8	13.3	0.0	0.0	33.1	31.3
Special Purpose:						
Two-Wheel Drive	9.2	11.8	16.6	20.6	0.0	0.0
Four-Wheel Drive	28.9	28.7	0.0	0.0	64.7	67.3
Diesel Engines	0.03	0.02	0.01	0.01	0.04	0.04
Turbo/Supercharged Engines	0.11	0.25	0.13	0.01	0.10	0.56
Fuel Injection	100	100	100	100	100	100
Automatic Transmissions	85.1	86.1	83.1	85.0	87.7	87.6
Automatic Transmissions with Lockup Clutches	95.5	99.3	99.1	99.1	100	100
Automatic Transmissions with Four or More Forward Speeds	99.5	95.1	92.2	92.2	98.5	94.6
Precent Electric	0.0	0.01	0.0	0.02	0.0	0.00

The MY 1998 average test weight of the total light truck fleet decreased by 36 pounds under that for MY 1997. The average fuel economy of the fleet increased by 0.5 mpg to 20.9 mpg. Diesel engine usage declined slightly in light trucks to 0.02 percent in MY 1998 from 0.03 percent in MY 1997. The share of the MY 1998 two-wheel drive fleet increased by 2.1 percentage points over that for the MY 1997 level of 55.3 percent.

CAFE levels for light trucks in the 0–8,500 pounds gross vehicle weight (GVW) class increased from 18.5 mpg in MY 1980 to 21.7 mpg in MY 1987, before declining to 20.9 mpg in MY 1998, influenced by an increase in performance. Light truck production increased from 1.9 million in MY 1980 to 6.5 million in MY 1998. Light trucks comprised 44 percent of the total light duty vehicle fleet production in MY 1998, more than 2.5 times the share in MY 1980.

D. Passenger Car and Light Truck Fleet Economy Averages

Figure II–4 illustrates an increase in the light duty fleet (combined passenger cars and light trucks) average fuel economy through MY 1987, followed by a gradual decline. (See also Table II–6). Passenger car average fuel economy remained relatively constant for MYs 1987–1998. The overall decline in fuel economy illustrates the growing influence of light trucks and their significant impact on the light duty fleet.

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Figure II-4

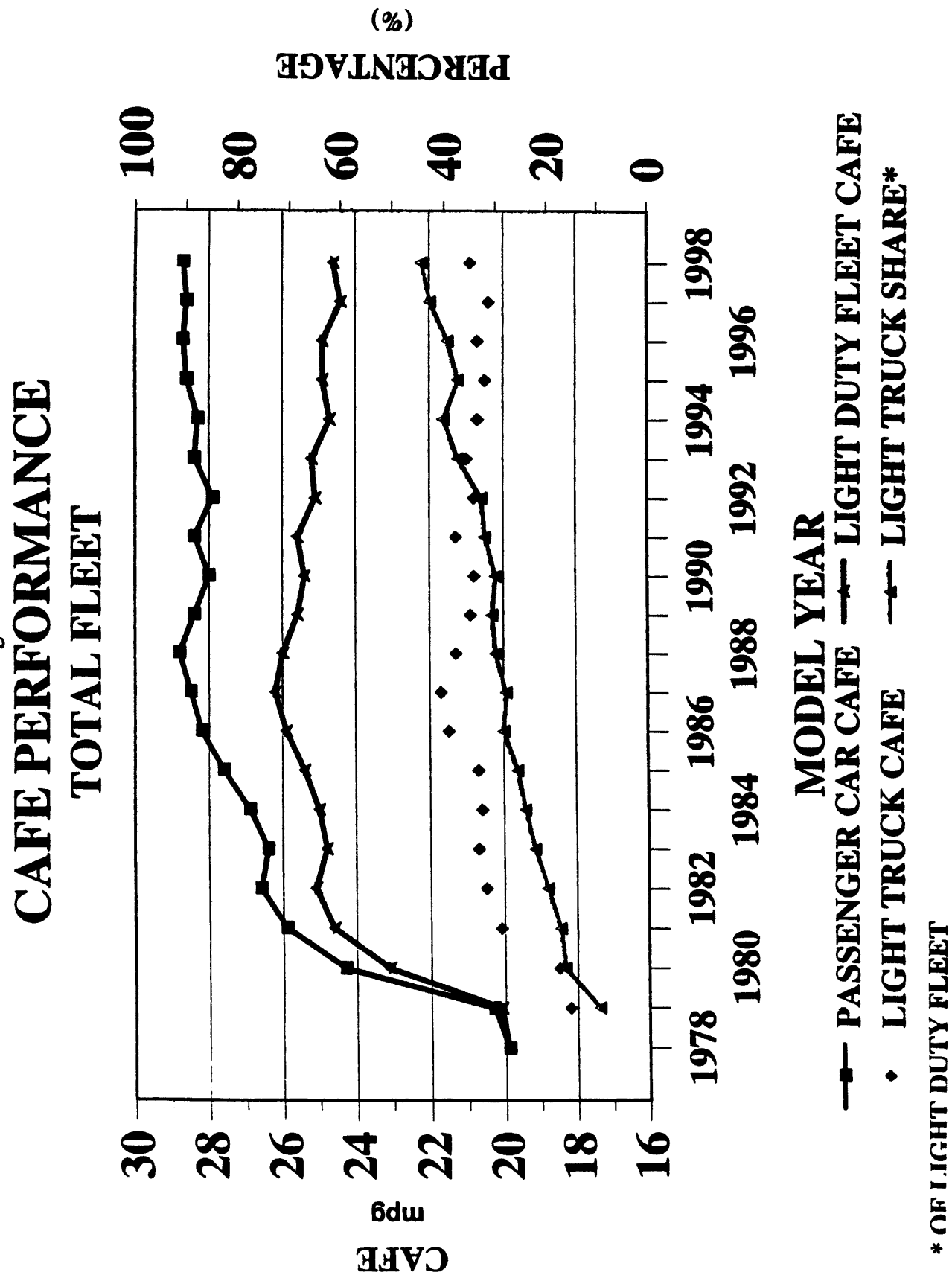

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TABLE II–6.—DOMESTIC AND IMPORT PASSENGER CAR AND LIGHT TRUCK FUEL ECONOMY AVERAGES FOR MODEL YEARS 1978–1998

[In MPG]

Model year	Domestic			Import			All cars	All light trucks	Total fleet	Light truck share of fleet (%)
	Car	Light truck	Combined	Car	Light truck*	Combined				
1978	18.7			27.3			19.9			
1979	19.3	17.7	19.1	26.1	20.8	25.5	20.3	18.2	20.1	9.8
1980	22.6	16.8	21.4	29.6	24.3	28.6	24.3	18.5	23.1	16.7
1981	24.2	18.3	22.9	31.5	27.4	30.7	25.9	20.1	24.6	17.6
1982	25.0	19.2	23.5	31.1	27.0	30.4	26.6	20.5	25.1	20.1
1983	24.4	19.6	23.0	32.4	27.1	31.5	26.4	20.7	24.8	22.5
1984	25.5	19.3	23.6	32.0	26.7	30.6	26.9	20.6	25.0	24.4
1985	26.3	19.6	24.0	31.5	26.5	30.3	27.6	20.7	25.4	25.9
1986	26.9	20.0	24.4	31.6	25.9	29.8	28.2	21.5	25.9	28.6
1987	27.0	20.5	24.6	31.2	25.2	29.6	28.5	21.7	26.2	28.1
1988	27.4	20.6	24.5	31.5	24.6	30.0	28.8	21.3	26.0	30.1
1989	27.2	20.4	24.2	30.8	23.5	29.2	28.4	21.0	25.6	30.8
1990	26.9	20.3	23.9	29.9	23.0	28.5	28.0	20.8	25.4	30.1
1991	27.3	20.9	24.4	30.1	23.0	28.4	28.4	21.3	25.6	32.2
1992	27.0	20.5	23.8	29.2	22.7	27.9	27.9	20.8	25.1	32.9
1993	27.8	20.7	24.2	29.6	22.8	28.1	28.4	21.0	25.2	37.4
1994	27.5	20.5	23.5	29.7	22.1	27.8	28.3	20.8	24.7	40.2
1995	27.7	20.3	23.8	30.3	21.5	27.9	28.6	20.5	24.9	37.4
1996	28.3	20.5	24.1	29.7	22.2	27.7	28.7	20.7	24.9	39.4
1997	27.9	20.1	23.3	29.8	22.1	27.5	28.6	20.4	24.4	42.8
1998	28.0	20.5	23.3	29.9	22.9	27.6	28.7	20.9	24.6	44.5

*Light trucks from foreign-based manufacturers.

While passenger car and light truck fleet fuel economies increased from MY 1997 to MY 1998 by 0.1 mpg and 0.5 mpg, respectively, the total fleet fuel economy for MY 1998 increased by 0.2 mpg to 24.6 mpg. The shift to light trucks for general transportation is an important trend in consumers' preference and has a significant fleet fuel consumption effect.

E. Domestic and Import Fleet Fuel Economy Averages

Domestic and import passenger car fleet average fuel economies have improved since MY 1978, although the increase is far more dramatic for the domestic fleet. The domestic passenger car fleet CAFE has continued to increase gradually since MY 1978, but the import passenger car fleet CAFE peaked in MY 1984 and has declined since then. In MY 1998, the domestic passenger car fleet average fuel economy was 28.0 mpg. The import passenger car fleet average fuel economy was 29.9 mpg. Compared with MY 1978, this reflects an increase of 9.3 mpg for domestic cars and 2.6 mpg for import cars.

Since MY 1980, the total light truck fleet average fuel economy and the average for domestic light truck manufacturers have improved overall, but both have remained below the fuel economy level for the foreign based light truck fleet. The foreign based light truck average fuel economy has decreased significantly since its highest level of 27.4 mpg for MY 1981 to 22.9 mpg for MY 1998. For MY 1998, the domestic light truck fleet has an average fuel economy level of 20.5 mpg, which is 2.4 mpg lower than the foreign based light truck fleet. For MY 1998, the foreign based light truck fleet fuel economy increased 0.8 mpg above the MY 1997 level to 22.9 mpg. The domestic manufacturers continued to dominate the light truck market, comprising 84 percent of the total light truck fleet.

The disparity between the average CAFEs of the import and domestic manufacturers has declined in recent years as domestic manufacturers have maintained relatively stable CAFE values while the import manufacturers moved to larger vehicles and more four-wheel drive light trucks, thus lowering their CAFE values.

Section III: 1998 Activities

A. Light Truck CAFE Standards

On April 6, 1998, NHTSA published a final rule establishing a combined standard of 20.7 mpg for light trucks for MY 2000. The Department of Transportation and Related Agencies Appropriations Act for Fiscal Year 1998, Pub. L. 105–66, precludes the agency from setting the MY 2000 standard at a level other than the level for MY 1999.

B. Low Volume Petitions

49 U.S.C. 32902(d) provides that a low volume manufacturer of passenger cars may be exempted from the generally applicable passenger car fuel economy standards if these standards are more stringent than the maximum feasible average fuel economy for that manufacturer and if NHTSA establishes an alternative standard for that manufacturer at its maximum feasible level. A low volume manufacturer is one that manufactured fewer than 10,000 passenger cars worldwide, in the model year for which the exemption is sought (the affected model year) and in the second model year preceding that model year.

In 1998, NHTSA acted on three low volume petitions filed by DeTomaso, Lamborghini and Vector, and Rolls-Royce.

DeTomaso filed a low volume petition for its high performance exotic vehicle, Mangusta. DeTomaso requested alternative standards for its passenger cars for MYs 2000 and 2001. NHTSA is reviewing this petition and will respond in early 1999.

Lamborghini and Vector submitted a joint petition requesting that each company be exempted from the generally applicable average fuel economy standard and requested that lower alternative standards for their passenger cars for MYs 1998 and 1999. The agency published a proposal

announcing NHTSA's tentative conclusion that Lamborghini and Vector should be exempted from the MY 1998 and 1999 passenger automobile average fuel economy standard of 27.5 mpg, and that alternative standards of 12.4 mpg for MYs 1998 and 1999 be established for Lamborghini and Vector (63 FR 5774; February 4, 1998). Thereafter, on July 24, 1998, Audi AG, a wholly owned subsidiary of Volkswagen, acquired full ownership of Lamborghini. This acquisition causes Lamborghini to be ineligible for an exemption under 49 U.S.C. Section 32902(d) for MYs 1998 and 1999. However, Vector remains eligible for an exemption from the generally applicable average fuel economy standard. A final decision will be issued in early 1999.

NHTSA also witnessed the acquisition of another low volume manufacturer by an import manufacturer. On July 3, 1998, Volkswagen AG (Volkswagen) purchased Rolls-Royce Motor Cars. Volkswagen's acquisition of Rolls-Royce renders this low volume manufacturer ineligible for an exemption under 49 U.S.C. Section 32902(d) for MY 1998 and thereafter. Together, Audi and Volkswagen have an annual worldwide production of more than 10,000 vehicles.

C. Enforcement

49 U.S.C. 32912(b) imposes a civil penalty of $5.50 for each tenth of a mpg by which a manufacturer's CAFE level falls short of the standard, multiplied by the total number of passenger automobiles or light trucks produced by the manufacturer in that model year. Credits earned for exceeding the standard in any of the three model years immediately prior to or subsequent to the model years in question can be used to offset the penalty.

Table III–1 shows CAFE fines paid by manufacturers in calendar year 1998. In calendar year 1998, manufacturers paid civil penalties totaling $55,293,202 for failing to comply with the fuel economy standards of 27.5 mpg for passenger cars in MYs 1996 and 1997.

TABLE III–1.—CAFE FINES COLLECTED DURING CALENDAR YEAR 1998

Model year	Manufacturer	Amount fined	Date paid
1996	BMW	$289,840	11/98
	Fiat	194,480	10/98
	Mercedes-Benz	6,825,610	11/98
	Porsche	2,127,600	11/98
	Land Rover	4,329,850	11/98
	Volvo	5,534,550	11/98
1997	BMW	11,834,910	11/98
	Fiat	542,340	10/98
	Mercedes-Benz	11,731,035	11/98
	Porsche	2,525,820	11/98
	Land Rover	4,195,032	11/98
	Volvo	5,162,135	11/98

D. Contract Activities

• Database Maintenance: Products and Production Capabilities of North American Automobile Manufacturing Plants.

This program was initiated to provide NHTSA with reliable information on industry product development and financing to assist in the analysis of fuel economy rulemaking activities. After calendar year 1998, NHTSA will terminate its contract for the maintenance of the database. This is because of funding reductions. In FY 1999, NHTSA will compile and maintain some of this information in-house. The agency has requested funds in the FY 2000 budget to restore contract support for maintenance of the database.

• Technology Study of Fuel Economy Benefits of Continuously Variable Transmissions (CVTs).

In fiscal year 1997, NHTSA initiated a study with a consultant to the Volpe National Transportation Systems Center to evaluate the fuel economy and emissions benefits and cost implications of continuously variable transmissions that may be feasible for vehicles larger than those vehicles that are currently employing this technology (e.g., mid-size passenger cars and compact light trucks with an equivalent test weight of 3,625 pounds and a 3-liter engine). The study concluded that such an application would improve the vehicle fuel economy by 6 to 11 percent with no increase in cost or weight over a conventional 4-speed automatic transmission with lockup torque converter. The NO_X emissions, however, would be higher. The final report will be published in early 1999.

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DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 99–41]

Revocation of Customs Broker's License

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Broker's license revocation.

I, as Commissioner, hereby pursuant to section 641(b)(5), Tariff Act of 1930, as amended (19 U.S.C. 1641(b)(5)) and section 111.45(a) of the Customs Regulations (19 CFR 111.45(a)), revoke the following Customs broker license.

Port	Individual	License No.
New York	Trimodal International, Inc.	7405

Dated: April 21, 1999.

Raymond W. Kelly,

Commissioner.

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DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 99–42]

Cancellations of Customs Brokers' Licenses

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Brokers' Licenses Cancellations.

I, as Commissioner, hereby pursuant to section 641(f), Tariff Act of 1930, as