

109TH CONGRESS
1ST SESSION

H. R. 3762

To require higher standards of automobile fuel efficiency in order to reduce the amount of oil used for fuel by automobiles in the United States by 10 percent beginning in 2016, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 14, 2005

Mr. BOEHLERT (for himself, Mr. MARKEY, Mr. PLATTS, Mr. LEWIS of Georgia, Mr. KIRK, Mr. MENENDEZ, Mr. GILCHREST, Ms. ESHOO, Mr. BARTLETT of Maryland, Mr. MILLER of North Carolina, Mr. LEACH, Mr. OLVER, Mr. SHAYS, Mr. CARDOZA, Mr. GERLACH, Ms. SOLIS, Mrs. JOHNSON of Connecticut, Mrs. CAPPS, Mr. LAHOOD, Mr. HINCHEY, Mr. JOHNSON of Illinois, Mr. PALLONE, and Mr. LOBIONDO) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To require higher standards of automobile fuel efficiency in order to reduce the amount of oil used for fuel by automobiles in the United States by 10 percent beginning in 2016, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. AVERAGE FUEL ECONOMY STANDARDS.**

4 (a) IN GENERAL.—Section 32902 of title 49, United
5 States Code, is amended—

1 (1) in subsection (c)—

2 (A) by striking “(1) Subject to paragraph
3 (2) of this subsection, the” and inserting
4 “The”; and

5 (B) by striking paragraph (2); and

6 (2) by redesignating subsections (i) and (j) in
7 order as subsections (k) and (l), and by inserting
8 after subsection (h) the following:

9 “(i) STANDARDS FOR MODEL YEARS AFTER 2008.—

10 The Secretary of Transportation shall prescribe by regula-
11 tion average fuel economy standards for automobiles man-
12 ufactured by a manufacturer in model years after model
13 year 2008, that shall—

14 “(1) ensure that the average fuel economy
15 achieved by automobiles (including passenger auto-
16 mobiles) manufactured by a manufacturer in model
17 years after 2015 is no less than 33 miles per gallon;

18 “(2) ensure that improvements to fuel economy
19 standards do not degrade the safety of automobiles
20 manufactured by a manufacturer; and

21 “(3) maximize the retention of jobs in the auto-
22 mobile manufacturing sector of the United States.

23 “(j) SIZED-BASED STANDARDS.—The Secretary may
24 establish separate standards for different classes of auto-

1 mobiles (including passenger automobiles) according to
2 size.”.

3 (b) CONFORMING AMENDMENTS.—Such section is
4 further amended—

5 (1) in subsection (c)(1) in the first sentence by
6 inserting “and subsection (i)” after “of this sub-
7 section”; and

8 (2) in subsection (k) (as redesignated by sub-
9 section (a)) by striking “or (g)” and inserting “(g),
10 or (i)”.

11 **SEC. 2. FUEL ECONOMY CREDIT TRADING PROGRAM.**

12 Section 32903 of title 49, United States Code, is
13 amended by adding at the end the following new sub-
14 section:

15 “(g) CREDIT TRADING AMONG MANUFACTURERS.—
16 The Secretary may establish by regulation a corporate av-
17 erage fuel economy credit trading program to allow a man-
18 ufacturer that exceeds the fuel economy standards it is
19 required to meet to sell credits to another manufacturer.”.

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