

109TH CONGRESS
1ST SESSION

H. R. 705

To amend title 49, United States Code, to require phased increases in the fuel efficiency standards applicable to light trucks; to require fuel economy standards for automobiles up to 10,000 pounds gross vehicle weight; to increase the fuel economy of the Federal fleet of vehicles, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 9, 2005

Mr. GILCHREST (for himself and Mr. OLVER) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To amend title 49, United States Code, to require phased increases in the fuel efficiency standards applicable to light trucks; to require fuel economy standards for automobiles up to 10,000 pounds gross vehicle weight; to increase the fuel economy of the Federal fleet of vehicles, 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,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Automobile Fuel Econ-
3 omy Act of 2005”.

4 **SEC. 2. INCREASED AVERAGE FUEL ECONOMY STANDARD**
5 **FOR LIGHT TRUCKS.**

6 (a) **DEFINITION OF LIGHT TRUCK.**—Section
7 32901(a) of title 49, United States Code, is amended by
8 adding at the end the following new paragraph:

9 “(17) ‘light truck’ has the meaning given that
10 term in regulations prescribed by the Secretary of
11 Transportation in the administration of this chap-
12 ter.”.

13 (b) **REQUIREMENT FOR INCREASED STANDARD.**—
14 Section 32902(a) of title 49, United States Code, is
15 amended—

16 (1) by inserting “(1)” after “Automobiles.—”;

17 (2) by inserting before the period at the end of
18 the third sentence the following: “, subject to para-
19 graph (2)”; and

20 (3) by adding at the end the following new
21 paragraph:

22 “(2) The average fuel economy standard for light
23 trucks manufactured by a manufacturer may not be less
24 than 27.5 miles per gallon, except that the average fuel
25 economy standard for light trucks manufactured by a

1 manufacturer in a model year before model year 2013
2 and—

3 “(A) after model year 2009 may not be less
4 than 23.5 miles per gallon;

5 “(B) after model year 2010 may not be less
6 than 24.8 miles per gallon; and

7 “(C) after model year 2011 may not be less
8 than 26.1 miles per gallon.”.

9 (c) **APPLICABILITY.**—Paragraph (2) of section
10 32902(a) of such title, as added by subsection (b)(3), does
11 not apply with respect to light trucks manufactured before
12 model year 2010.

13 **SEC. 3. FUEL ECONOMY STANDARDS FOR AUTOMOBILES UP**
14 **TO 10,000 POUNDS GROSS VEHICLE WEIGHT.**

15 (a) **VEHICLES DEFINED AS AUTOMOBILES.**—Section
16 32901(a)(3) of title 49, United States Code, is amended
17 by striking “rated at—” and all that follows through the
18 end and inserting “is rated at not more than 10,000
19 pounds gross vehicle weight.”.

20 (b) **EFFECTIVE DATE.**—The amendment made by
21 subsection (a) shall take effect on January 1, 2013.

22 **SEC. 4. FUEL ECONOMY OF THE FEDERAL FLEET OF VEHI-**
23 **CLES.**

24 (a) **BASELINE AVERAGE FUEL ECONOMY.**—The head
25 of each executive agency shall determine, for each class

1 of vehicles that are in the agency's fleet of vehicles in fiscal
2 year 2007, the average fuel economy for all of the vehicles
3 in that class that are in the agency's fleet of vehicles for
4 that fiscal year. For the purposes of this section, the aver-
5 age fuel economy so determined for the agency's vehicles
6 in a class of vehicles shall be the baseline average fuel
7 economy for the agency's fleet of vehicles in that class.

8 (b) INCREASE OF AVERAGE FUEL ECONOMY.—The
9 head of an executive agency shall manage the procurement
10 of vehicles in each class of vehicles for that agency in such
11 a manner that—

12 (1) not later than September 30, 2009, the av-
13 erage fuel economy of the new vehicles in the agen-
14 cy's fleet of vehicles in each class of vehicles is not
15 less than 3 miles per gallon higher than the baseline
16 average fuel economy determined for that class; and

17 (2) not later than September 30, 2012, the av-
18 erage fuel economy of the new vehicles in the agen-
19 cy's fleet of vehicles in each class of vehicles is not
20 less than 6 miles per gallon higher than the baseline
21 average fuel economy determined for that class.

22 (c) CALCULATION OF AVERAGE FUEL ECONOMY.—
23 Average fuel economy shall be calculated for the purposes
24 of this section in accordance with guidance which the Sec-

1 retary of Transportation shall prescribe for the implemen-
2 tation of this section.

3 (d) DEFINITIONS.—In this section:

4 (1) The term “class of vehicles” means a class
5 of vehicles for which an average fuel economy stand-
6 ard is in effect under chapter 329 of title 49, United
7 States Code.

8 (2) The term “executive agency” has the mean-
9 ing given the term in section 4(1) of the Office of
10 Federal Procurement Policy Act (41 U.S.C. 403(1)).

11 (3) The term “new vehicle”, with respect to the
12 fleet of vehicles of an executive agency, means a ve-
13 hicle procured by or for the agency after September
14 30, 2008.

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