

110TH CONGRESS
1ST SESSION

H. R. 656

To require higher standards of automobile fuel efficiency with the goal of reducing the amount of oil used for fuel by automobiles in the United States by 10 percent beginning in 2017, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 24, 2007

Mr. REICHERT (for himself, Mr. JOHNSON of Illinois, Mr. CASTLE, Mr. KUHL of New York, Mr. GILCHREST, Mr. SHAYS, Mr. BARTLETT of Maryland, Mr. PLATTS, Mr. SAXTON, Mr. LOBIONDO, Mr. LAHOOD, Mr. KIRK, and Mr. WALSH of New York) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To require higher standards of automobile fuel efficiency with the goal of reducing the amount of oil used for fuel by automobiles in the United States by 10 percent beginning in 2017, 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. INCREASED AVERAGE FUEL ECONOMY STAND-
4 ARDS.**

5 Section 32902 of title 49, United States Code, is
6 amended—

7 (1) in subsection (c)—

1 (A) by striking “(1) Subject to paragraph
2 (2) of this subsection, the” and inserting “Sub-
3 ject to subsection (i)”; and

4 (B) by striking paragraph (2);

5 (2) by redesignating subsections (i) and (j) as
6 subsections (k) and (l), respectively;

9 (4) by inserting after subsection (h) the fol-
10 lowing:

11 “(i) STANDARDS FOR MODEL YEARS AFTER 2009.—
12 The Secretary of Transportation shall prescribe by regula-
13 tion average fuel economy standards for automobiles man-
14 ufactured by a manufacturer in model years after model
15 year 2009, that shall—

16 “(1) ensure that the average fuel economy
17 achieved by automobiles (including passenger auto-
18 mobiles) manufactured by a manufacturer in model
19 years after 2016 is no less than 33 miles per gallon;

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

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

1 “(j) SIZED-BASED STANDARDS.—The Secretary may
2 establish separate standards for different classes of auto-
3 mobiles (including passenger automobiles) according to
4 size.”.

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

6 Section 32903 of title 49, United States Code, is
7 amended by adding at the end the following new sub-
8 section:

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

