

June 6, 2019

The Honorable Donald J. Trump
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear Mr. President:

Thank you for your efforts to support a vibrant and competitive auto industry in the United States by reopening the midterm evaluation for the CAFE and Greenhouse Gas rulemaking. Without question, market conditions have changed materially since 2011. Relative to expectations, fuel prices are far lower, consumers are buying more SUVs and pickups, and the adoption rate of alternative powertrain vehicles has been slower than anticipated. Thus, your decision to review and update future auto standards was the proper choice.

As you know from many conversations with us and others in the auto sector, the question of the right level of regulation is complex. What works best for consumers, communities, and the millions of U.S. employees that work in the auto industry is one national standard that is practical, achievable, and consistent across the 50 states. In addition, our customers expect continuous improvements in safety, efficiency, and capability. For these reasons, we support a unified standard that both achieves year-over-year improvements in fuel economy and facilitates the adoption of vehicles with alternative powertrains.

We strongly believe the best path to preserve good auto jobs and keep new vehicles affordable for more Americans is a final rule supported by all parties—including California. Such a final rule would provide the necessary structure and compliance tools to achieve annual fuel economy improvements midway between the existing standards and the preferred path outlined by your Administration last summer. The final rule would cover model years 2021-2026 and include flexibilities that promote advanced technology for the sake of long-term environmental gains and U.S. global competitiveness. We encourage both the federal government and California to resume discussions and to remain open to regulatory adjustments that provide the flexibility needed to meet future environmental goals and respond to consumer needs.

For our companies, a broadly supported final rule would provide regulatory certainty and enhance our ability to invest and innovate by avoiding an extended period of litigation and instability, which could prove as untenable as the current program. This would also preserve vehicle affordability and help advance our shared national interest in America's manufacturing and innovation leadership.

Striking the proper balance will not be easy, but we know with your leadership it can happen. We are eager to work with you to advance this outcome and strengthen our economy and technological leadership.

Once again, thank you for all you have done for our industry and your commitment to maintain our country's role as an automotive leader, bolster the U.S. economy, and support American workers and their families.

Sincerely,

Aston Martin Lagonda, Ltd.

BMW North America

Ford Motor Company

General Motors Company

Honda North America, Inc.

Hyundai Motor America

Jaguar Land Rover North America, LLC

Kia Motors America

Mazda North American Operations

Mercedes-Benz USA, LLC

Mitsubishi Motors North America, Inc.

Nissan North America, Inc.

Porsche Cars North America, Inc.

Subaru of America, Inc.

Toyota Motor North America, Inc.

Volkswagen Group of America

Volvo Car Corporation

CC: The Honorable Elaine L. Chao, Secretary of Transportation
The Honorable Andrew Wheeler, Administrator U.S. Environmental Protection Agency
The Honorable Lawrence Kudlow, Director National Economic Council