



FACT SHEET

MYs 2021-2026 CAFE Proposal - by the Numbers

All quantities compared to standards issued in 2012
Calculated based on “Preferred Alternative” Option in NPRM

Consumer Impacts

Increased vehicle affordability leading to increased driving of newer, safer, more efficient, and cleaner vehicles.

- **A \$2,340 reduction** in overall average vehicle ownership costs for new vehicles
 - **\$1,850 reduction** in the average required technology costs
 - **\$490 reduction** in ownership costs for financing, insurance, and taxes
- **Over 12,000** fewer crash fatalities over the lifetimes of all vehicles built through MY 2029
 - **Up to 1,000** lives saved annually

Manufacturer Impacts

Reduced regulatory costs and burdens. Increased new vehicle sales.

- **\$252.6 billion** reduction in regulatory costs through MY 2029.
- **1 million** additional new vehicle sales through MY 2029.
- **Reduction from 56% to 3%** in the percentage of hybrid vehicles needed to comply in MY 2030.
- **37.0 mpg** projected overall industry average required fuel economy in MYs 2021-2026, **compared to 46.7 mpg** projected requirement in MY 2025 under standards issued in 2012.

Overall Impacts:

Under the preferred alternative, there will be lower costs, thousands of lives saved, and minimal impact to fuel consumption and the environment.

- **Over \$500 billion** reduction in societal costs over the lifetimes of vehicles through MY 2029
 - Technology costs: \$252.6 billion
 - Costs attributable to additional fatalities: \$77.1 billion
 - Costs attributable to additional injuries: \$120.4 billion
 - Costs attributable to additional congestion and noise: \$51.9 billion
- **\$176 billion** in societal **net benefits**
- **2-3%** increase in daily fuel consumption
 - About **0.5 million barrels** per day increase in fuel consumption
- **Increase from 789.11 ppm to 789.76 ppm** in atmospheric CO₂ concentration in 2100
 - **3/1,000^{ths}** of a **degree Celsius** increase in global average temperature in 2100
 - **8/100^{ths}** of a **percent** increase in atmospheric CO₂ concentration in 2100
- **No noticeable** impact to net emissions of smog-forming or other “criteria” or toxic air pollutants