NOTIFICATION

Revision

The following notification is being circulated in accordance with Article 10.6.

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| **1.** | **Notifying Member:** United States of America**If applicable, name of local government involved (Articles 3.2 and 7.2):**  |
| **2.** | **Agency responsible:** Environmental Protection Agency (EPA)**Name and address (including telephone and fax numbers, email and website addresses, if available) of** **agency or authority designated to handle comments regarding the notification shall be indicated if different from above:**  |
| **3.** | **Notified under Article 2.9.2 [X], 2.10.1 [ ], 5.6.2 [ ], 5.7.1 [ ], other:** |
| **4.** | **Products covered (HS or CCCN where applicable, otherwise national tariff heading. ICS numbers may be provided in addition, where applicable):** Greenhouse gas emissions and fuel economy standards; Environmental protection (ICS 13.020), Air quality (ICS 13.040), Commercial vehicles (ICS 43.080), Passenger cars. Caravans and light trailers (ICS 43.100), Fuels (ICS 75.160). |
| **5.** | **Title, number of pages and language(s) of the notified document:** Light-Duty Vehicle GHG Program Technical Amendments |
| **6.** | **Description of content:** EPA is proposing two technical corrections to the light-duty vehicle greenhouse gas (GHG) emissions standards regulations finalized in the 2012 rulemaking that established standards for model years 2017- 2025 light-duty vehicles. First, EPA proposes to correct regulations pertaining to how auto manufacturers must calculate credits for the GHG program's optional advanced technology incentives. The regulations currently in place result in auto manufacturers receiving fewer credits than the agency intended for electric vehicles, plug-in hybrid electric vehicles, fuel cell electric vehicles, and natural gas fueled vehicles. Auto manufacturers requested through a petition letter submitted jointly by the Auto Alliance and Global Automakers in June 2016 that EPA correct the regulations to provide the intended level of credits for these technologies. Second, the regulations regarding how manufacturers must calculate certain types of off-cycle credits contain an error and are inconsistent with the 2012 final rule preamble, raising implementation concerns for some manufacturers. The proposed amendments would clarify the calculation methodology in the regulations. Both of these corrections allow the program to be implemented as originally intended. The proposed corrections are not expected to result in any additional regulatory burdens or costs. |
| **7.** | **Objective and rationale, including the nature of urgent problems where applicable:** Protection of the environment |
| **8.** | **Relevant documents:** 83 Federal Register (FR) 49344, 1 October 2018; 40 CFR Part 86. Will appear in the Federal Register when adopted. |
| **9.** | **Proposed date of adoption:**To be determined**Proposed date of entry into force:**To be determined |
| **10.** | **Final date for comments:** 31 October 2018 |
| **11.** | **Texts available from: National enquiry point [ ]** **or address, telephone or fax numbers and email and website addresses, if available, of other body:**<https://members.wto.org/crnattachments/2018/TBT/USA/18_5195_00_e.pdf> |