

NATIONAL TRIBAL AIR ASSOCIATION FACT SHEET

EPA's Reconsideration of the Withdrawal of California's Waiver for the Advanced Clean Car Program (SAFE-1)

OVERVIEW

The U.S. EPA seeks public comment on its reconsideration of the 2019 action titled, the Safer Affordable Fuel-Efficient Vehicles Rule for the purposes of rescinding the action taken by the prior administration.

WHAT ARE THE MAIN POINTS?

EPA is breaking this reconsideration into two parts:

1. SAFE-1, which includes interpretations that led to withdrawal of the CA waiver,
2. SAFE-2, which will address the fuel efficiency standards (expected proposal July 2021)



Nuvve's V2G AC chargers and platform connected to Lion Electric school buses on Con Edison's grid in White Plains NY. Photo credit [here](#).

This Reconsideration seeks comment on:

- Appropriateness of EPA's interpretations that led to the withdrawal of CA's CAA waiver to set GHG standards and a ZEV sales mandate
- Appropriateness of EPA's interpretation that disallowed other states to adopt CA GHG emission standards

Essentially: CA has had a waiver since 2013 that allowed them to set their own GHG emissions standards and set a ZEV sales mandate, and other states were allowed to adopt the CA standards. CA was granted this waiver in part due to the high levels of air pollution in the state, and the state's increased need for improving air quality for human and environmental health. In 2019, EPA withdrew this waiver. This proposal seeks to reconsider the withdrawal.

WHERE CAN I LEARN MORE AND COMMENT ON THE DRAFT?

- NTAA [commented on the full SAFE proposal](#), which included both the waiver withdrawal and the freezing of fuel efficiency standards, on October 26, 2018.
- SAFE-1 Public hearing: June 2, 2021. Click [here](#) for more details.

Comment deadline: July 6, 2021 EPA-HQ-OAR-2021-0257

More information and to comment, visit the Federal Register [website](#).