

107TH CONGRESS
1ST SESSION

H. R. 1815

To amend title 49, United States Code, to require phased increases in the fuel efficiency standards applicable to light trucks; to required fuel economy standards for automobiles up to 10,000 pounds gross vehicle weight; to raise the fuel economy of the Federal fleet of vehicles, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 10, 2001

Mr. OLVER (for himself, Mr. GILCHREST, Mr. INSLEE, Mrs. JOHNSON of Connecticut, Ms. LOFGREN, Mr. BOEHLERT, Mr. UDALL of Colorado, Ms. SOLIS, and Mr. GREENWOOD) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To amend title 49, United States Code, to require phased increases in the fuel efficiency standards applicable to light trucks; to required fuel economy standards for automobiles up to 10,000 pounds gross vehicle weight; to raise the fuel economy of the Federal fleet of vehicles, 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,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Automobile Fuel Econ-
3 omy Act of 2001”.

4 **SEC. 2. INCREASED AVERAGE FUEL ECONOMY STANDARD**
5 **FOR LIGHT TRUCKS.**

6 (a) DEFINITION OF LIGHT TRUCK.—Section
7 32901(a) of title 49, United States Code, is amended by
8 adding at the end the following new paragraph:

9 “(17) ‘light truck’ has the meaning given that
10 term in regulations prescribed by the Secretary of
11 Transportation in the administration of this chap-
12 ter.”.

13 (b) REQUIREMENT FOR INCREASED STANDARD.—
14 Section 32902(a) of title 49, United States Code, is
15 amended—

16 (1) by inserting “(1)” after “AUTO-
17 MOBILES.—”;

18 (2) by inserting before the period at the end of
19 the third sentence the following: “, subject to para-
20 graph (2)”; and

21 (3) by adding at the end the following new
22 paragraph:

23 “(2) The average fuel economy standard for light
24 trucks manufactured by a manufacturer may not be less
25 than 27.5 miles per gallon, except that the average fuel
26 economy standard for—

1 “(A) light trucks manufactured by a manufac-
 2 turer in a model year after model year 2002 and be-
 3 fore model year 2005 may not be less than 22.5
 4 miles per gallon; and

5 “(B) light trucks manufactured by a manufac-
 6 turer in a model year after model year 2004 and be-
 7 fore model year 2007 may not be less than 25 miles
 8 per gallon.”.

9 (c) APPLICABILITY.—Paragraph (2) of section
 10 32902(a) of such title does not apply with respect to light
 11 trucks manufactured before model year 2003.

12 **SEC. 3. FUEL ECONOMY STANDARDS FOR AUTOMOBILES UP**
 13 **TO 10,000 POUNDS GROSS VEHICLE WEIGHT.**

14 (a) VEHICLES DEFINED AS AUTOMOBILES.—Section
 15 32901(a)(3) of title 49, United States Code, is amended
 16 by striking “is rated at—” and all that follows through
 17 the end and inserting “is rated at not more than 10,000
 18 pounds gross vehicle weight.”.

19 (b) EFFECTIVE DATE.—The amendment made by
 20 subsection (a) shall take effect on January 1, 2007.

21 **SEC. 4. FUEL ECONOMY OF THE FEDERAL FLEET OF VEHI-**
 22 **CLES.**

23 (a) BASELINE AVERAGE FUEL ECONOMY.—The head
 24 of each executive agency shall determine, for each class
 25 of vehicles that are in the agency’s fleet of vehicles in fiscal

1 year 2001, the average fuel economy for all of the vehicles
2 in that class that are in the agency's fleet of vehicles for
3 that fiscal year. For the purposes of this section, the aver-
4 age fuel economy so determined for the agency's vehicles
5 in a class of vehicles shall be the baseline average fuel
6 economy for the agency's fleet of vehicles in that class.

7 (b) INCREASE OF AVERAGE FUEL ECONOMY.—The
8 head of an executive agency shall manage the procurement
9 of vehicles in each class of vehicles for that agency in such
10 a manner that—

11 (1) not later than September 30, 2003, the av-
12 erage fuel economy of the new vehicles in the agen-
13 cy's fleet of vehicles in each class of vehicles is not
14 less than 3 miles per gallon higher than the baseline
15 average fuel economy determined for that class; and

16 (2) not later than September 30, 2005, the av-
17 erage fuel economy of the new vehicles in the agen-
18 cy's fleet of vehicles in each class of vehicles is not
19 less than 6 miles per gallon higher than the baseline
20 average fuel economy determined for that class.

21 (c) CALCULATION OF AVERAGE FUEL ECONOMY.—
22 Average fuel economy shall be calculated for the purposes
23 of this section in accordance with guidance which the Sec-
24 retary of Transportation shall prescribe for the implemen-
25 tation of this section.

1 (d) DEFINITIONS.—In this section:

2 (1) The term “class of vehicles” means a class
3 of vehicles for which an average fuel economy stand-
4 ard is in effect under chapter 329 of title 49, United
5 States Code.

6 (2) The term “executive agency” has the mean-
7 ing given the term in section 4(1) of the Office of
8 Federal Procurement Policy Act (41 U.S.C. 403(1)).

9 (3) The term “new vehicle”, with respect to the
10 fleet of vehicles of an executive agency, means a ve-
11 hicle procured by or for the agency after September
12 30, 2002.

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