**WASHINGTON, D.C. —** Today, a dozen organizations—the American Fuel & Petrochemical Manufacturers **(AFPM)**, California Asphalt Pavement Association **(CalAPA)**, California Manufacturers & Technology Association **(CMTA)**, Consumer Energy Alliance **(CEA)**, Domestic Energy Producers Alliance **(DEPA)**, Energy Marketers of America **(EMA)**, International Association of Machinists and Aerospace Workers, Port Arthur Lodge No. 823 **(IAM)**, Louisiana Mid-Continent Oil & Gas Association **(LMOGA)**, National Association of Convenience Stores **(NACS)**, The Petroleum Alliance of Oklahoma **(Petroleum Alliance)**, Texas Oil & Gas Association **(TXOGA)** and Western States Petroleum Association **(WSPA)**—filed a petition with the DC Circuit Court to sue the U.S. Environmental Protection Agency (EPA) over its regulation, finalized in March, that will effectively ban most new gas cars and trucks in less than eight years. Information on the underlying regulation is here: https://www.afpm.org/newsroom/blog/what-know-about-epas-passenger-vehicle-standards.

Statements from the petition signers are below.

This petition is one of three filed today challenging EPA's light- and medium-duty vehicle emissions standards for model years 2027-2032. The other two petitions were filed by the American Petroleum Institute and a coalition of U.S. biofuel producers. In total, 36 petitioners are represented among the three filings.

Please contact media@afpm.org with additional questions and/or to receive a summary of key legal issues with EPA's regulation.

**American Fuel & Petrochemical Manufacturers (AFPM)**

> "EPA's Light Duty Vehicle rule is unlawful and harmful to consumers, our economy and our national security. We are confident the Court will agree that Congress has not authorized EPA to effectively ban the sale of new gas and diesel cars and overhaul the U.S. economy in such a major way.
>
> "EPA also overstepped in finalizing fleetwide average standards, rather than concrete standards that all cars and trucks must meet. Since no gas, diesel or traditional hybrid today can meet 85 grams/mile, EPA's averaging scheme—which is already being contested for the 2023-2026 standards—is clearly meant to force EV adoption. And the choice to ignore all other vehicle lifecycle emissions, save those from the tailpipe, puts internal combustion engine vehicles at an arbitrary disadvantage.
>
> "We support the continued drive to make our cars and trucks cleaner and more efficient, but EPA must set standards lawfully."
>
> **– Chet Thompson, President and CEO, American Fuel & Petrochemical Manufacturers (AFPM)**

**Consumer Energy Alliance (CEA)**

> “Families, businesses and communities deserve a wide array of choices to help ensure affordable, reliable and environmentally responsible energy. Mandates and overly restrictive energy policies imposed by federal control have been proven to increase energy costs, making energy less reliable and offering little to no real environmental benefits. Not only does coercing the purchase of electric vehicles limit choice and increase costs on families and businesses, it fosters frustration among consumers and hinders acceptance of EVs.”
>
> **– Chris Ventura, Midwest Executive Director, Consumer Energy Alliance (CEA)**

**Domestic Energy Producers Alliance (DEPA)**

> “At the core of it, the EPA lacks the authority to impose restrictions on vehicles. Period. What they have done is not only restricting, but also effectively banning the majority of new gas and diesel vehicles. Consequently, we are contesting the light-duty vehicle regulation in court. EPA regulations must not be used to undermine access to affordable gasoline vehicles or infringe upon consumers’ broader decision-making powers. Overturning this rule is imperative for the benefit of the American public and the security of our energy supply.”
>
> **– Jerry Simmons, President and CEO, Domestic Energy Producers Alliance (DEPA)**

**Energy Marketers of America (EMA)**

> “The EPA doesn’t have a leg to stand on where its gas car ban regulation is concerned, and we are going to make that case in court. This regulation is clearly bad for consumers as it will quickly and drastically restrict their ability to find and purchase affordable new gas cars. It’s bad for marketers of American-made liquid fuels and for U.S. energy security. And importantly, it’s also unlawful. EPA does not have authority under the law to do this.”
>
> **– Rob Underwood, President, Energy Marketers of America**

**National Association of Convenience Stores (NACS)**

> “We need innovations to improve all vehicle technologies to fight climate change. EPA’s tailpipe rule would stop a great deal of internal combustion engine innovation in its tracks. The rule is bad policy and should be blocked by the court.”
>
> **– Jeff Lenard, Vice President, Strategic Industry Initiatives, National Association of Convenience Stores (NACS)**

**Western States Petroleum Association (WSPA)**

> “California’s ban on sales of new gas cars and trucks is clearly the inspiration behind this EPA policy. Thankfully, Congress never empowered either to take vehicle choice away from U.S. consumers, which is why we’re challenging EPA’s rule in court.”
>
> **– Cathy Reheis-Boyd, President and CEO, Western States Petroleum Association (WSPA)**

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About AFPM:

The American Fuel & Petrochemical Manufacturers (AFPM) is the leading trade association representing the makers of the fuels that keep us moving, the petrochemicals that are the essential building blocks for modern life, and the midstream companies that get our feedstocks and products where they need to go. We make the products that make life better, safer and more sustainable — we make progress.

Topics

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