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# Automakers Make Greenhouse Peace, Auto Dealers Still Fighting

By **Jim Motavalli** April 9, 2010 7:30 am

It was unfinished business. Nearly a year after automakers and federal and state regulators signed an agreement on regulating fuel economy and greenhouse gases, the auto industry has dropped its remaining legal challenges to that approach. Automakers objected to the concept of having California (and the states following its rules) regulate tailpipe greenhouse emissions separately from the federal government and filed suit in several jurisdictions.

The Alliance of Automobile Manufacturers said in a letter last May, when the agreement was signed, that it would “dismiss pending litigation” when the Environmental Protection Agency and Transportation Department rules were completed. That happened on April 1. The automakers represented by the Association of International Automobile Manufacturers and the alliance, filed this week to dismiss their cases (which had been set back by judicial rulings).

“We are no longer litigating the issue,” said Charles Territo, a spokesman for the alliance. “This was part of the legal process, in accordance with the terms of the national agreement.”

The federal agreement gave automakers the single national standard they wanted. “My clients are very pleased that they now have in place a national, uniform regulation addressing fuel economy and greenhouse gas emissions in a coordinated manner,” said Raymond Ludwiszewski, who represented the Association of International Automobile Manufacturers. “That was the goal of their litigation, and it is now achieved.”

It’s not, however, the end of all legal challenges. Last September, the National

Automobile Dealers Association and the United States Chamber of Commerce joined forces and filed a suit in federal court seeking to overturn the E.P.A.'s granting of a waiver allowing California to set tailpipe greenhouse gas standards.

That case is still pending, said Sheldon Gilbert, a spokesman for the National Chamber Litigation Center. "There are no new developments," he said.

Some environmental groups would like to see all the litigation end. "We're pleased that the automakers kept their promise and dropped the lawsuits challenging California's global warming emissions program," said Dan Becker, director of the Safe Climate Campaign at the Center for Auto Safety in Washington. "Unfortunately, the Chamber of Commerce and the auto dealers are still wielding the cudgel. But their lawsuit is unlikely to succeed."