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News新闻

美国2018年燃油效率创纪录 众车企交易“积分”

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美国汽车在2018年创下了燃油效率的记录，在现实驾驶中平均每加仑行驶25.1英里，燃油效率每加仑上升0.2英里。

美国环境保护署（EPA）表示，美国汽车在2018年创下了燃油效率的记录，在现实驾驶中平均每加仑行驶25.1英里，燃油效率每加仑上升0.2英里。初步预计将在2019年跃升至25.5英里。

EPA和美国国家公路交通安全管理局（National Highway Traffic Safety Administration）正努力敲定相关规定，将奥巴马时代的要求推迟到2026车型年。官员们希望在4月1日前敲定新规则，但仍在努力解决剩下的问题。

该报告还显示，菲亚特克莱斯勒汽车公司购买了大量的汽车排放信用额度，而特斯拉、本田和丰田则出售了这些信用额度。此外，戴姆勒汽车，大众汽车和宝马汽车也购买了信用额。



在13家最大的汽车制造商中，只有大众和现代汽车在2018年的平均燃油经济性下降，原因是它们售出了更多的SUV和更少的汽车。

安全气候运动（Safe Climate Campaign）负责人丹·贝克尔（**Dan Becker**）表示，汽车制造商远未达到他们本应在2018年实现的每加仑1英里的改善目标。”这些规定应该得到加强，以减少污染，并为消费者节省开支。

EPA局长安德鲁·惠勒（**Andrew Wheeler**）指出，每年的小幅增长证明奥巴马时代的要求是“不可行的”。

一个代表几乎所有主要汽车制造商的组织表示，这份报告“展示了存在的市场挑战”，并指出大多数汽车制造商需要依靠信贷来满足2018年的要求。

特朗普政府在2018年8月提出，将2020年至2026年的燃油效率标准冻结，抹去2012年颁布的提高标准。但参议员汤姆·卡珀（**Tom Carper**）今年1月表示，目前正在定稿的提案草案将使美国汽车排放标准的严格性从2021年到2026年的车型年每年提高1.5%。

卡珀说，到2030年，草案将使车队平均燃油效率达到每加仑40.5英里。美国政府2018年的提案到2026年平均燃油效率达到37英里/加仑，而根据奥巴马的规定，这一数字为46.7英里/加仑。

美国政府辩称，出于经济和安全原因，削减开支是必要的，但加州和环保人士对此表示反对，称消费者将在燃料成本上多花数千亿美元。

美国环保署科学咨询委员会（EPA science advisory board）周一公布的一份分析报告发现，特朗普政府提出的回滚计划“在科学分析方面存在重大缺陷”，通过预测加价将导致“汽车行业整体规模的不合理结果”，这将导致汽车“在通常预期会缩减的情况下大幅增长”

环保署表示，当最终确定“支持最终规则制定的分析将公开”，政府将对所有评论作出回应。

<http://www.iautodaily.com/index.php?c=article&id=11401>

U.S. record fuel efficiency in 2018

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American cars set a record for fuel efficiency in 2018, driving an average of 25.1 miles per gallon in real driving, and fuel efficiency increased by 0.2 miles per gallon.

The U.S. Environmental Protection Agency (EPA) said that U.S. autos set a record for fuel efficiency in 2018, driving an average of 25.1 miles per gallon in real driving and a 0.2 mile increase in fuel efficiency. It is initially expected to jump to 25.5 miles in 2019.

The EPA and the National Highway Traffic Safety Administration are working to finalize regulations that will delay Obama-era requirements until the 2026 model year. Officials hope to finalize the new rules by April 1, but are still working to resolve the remaining issues.

The report also showed that Fiat Chrysler Automobiles purchased a large number of auto emission credits, while Tesla, Honda and Toyota sold these credits. In addition, Daimler, Volkswagen and BMW also bought credits. Of the 13 largest automakers, only Volkswagen and Hyundai's average fuel economy declined in 2018 as they sold more SUVs and fewer cars.

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EPA Director Andrew Wheeler pointed out that the small annual increase proves that Obama-era requirements are "infeasible".

An organization representing almost all major automakers said the report "shows market challenges that exist" and noted that most automakers need to rely on credit to meet 2018 requirements.

The Trump administration proposed in August 2018 to freeze fuel efficiency standards from 2020 to 2026, erasing the increase in standards promulgated in 2012. But Senator Tom Carper said in January that a draft proposal currently being finalized would increase the stringency of U.S. auto emissions standards from 2021 to 2026 models by 1.5% per year.

Carper said that by 2030, the draft will bring the average fuel efficiency of the fleet to 40.5 miles per gallon. The U.S. government's 2018 proposal has an average fuel efficiency of 37 mpg by 2026, compared to 46.7 mpg according to Obama regulations.

The U.S. government argues that spending cuts are necessary for economic and security reasons, but California and environmentalists have objected, saying consumers will spend hundreds of billions more on fuel costs.

An analysis report released by the EPA science advisory board on Monday found that the rollback plan proposed by the Trump administration "has significant flaws in scientific analysis", and predicting price increases will lead to "the overall size of the automotive industry "Unreasonable results", which will cause cars to "grow significantly under what is normally expected to shrink"

The EPA said the government will respond to all comments when it is finalized that "analysis supporting the final rulemaking will be made public".