



Institute for  
Policy Integrity

NEW YORK UNIVERSITY SCHOOL OF LAW

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## **STATEMENT ON WEAKENING OF FEDERAL CLEAN CAR STANDARDS**

Today, the Trump administration finalized a [rule](#) to significantly weaken federal vehicle-emissions standards. The Institute for Policy Integrity previously filed [comments](#) showing that the administration has no plausible economic basis for weakening federal clean car standards.

**Richard Revesz**, Lawrence King Professor of Law and Dean Emeritus at NYU School of Law and director of the Institute for Policy Integrity, has released the following statement:

*The rollback of the vehicle emissions standards is based on analysis that is shoddy even by the shockingly unprofessional standards of Trump-era deregulation. Once again, the administration is basing its deregulatory policy on analysis that no respected economist would find plausible.*

*At every stage in these proceedings, the Trump administration has mangled the analysis and the evidence. Now, in issuing this final rule, the administration has no further chances to correct its failings. That role now rests with federal judges, who must strike down the rule if they find, as they should, that it is based on unacceptably poor analysis. This upcoming litigation could very well add yet another defeat to the administration's overwhelming losing record on deregulatory matters in the courts.*

*Strong vehicle standards have paid enormous dividends for the American people, greatly improving air quality while spurring technological innovations that have boosted the U.S. auto industry. The weakening of these standards and the subsequent years of legal wrangling will do serious damage to car manufacturers. This rollback will stand as the most pernicious example of the Trump administration's 'bury-its-head-in-the-sand approach' to the existential threat of climate change.*

### **Related Resources:**

- Our [comments on the proposal to weaken vehicle emissions standards, showing that the proposal is based on a fundamentally flawed economic analysis.](#)
- Our [supplemental comments on the proposal to weaken vehicle emissions standards.](#)

- Our [report explaining why EPA's April 2018 decision to withdraw the Obama-era clean car standards is economically flawed](#) and unsupported by evidence.
- [Our amicus brief](#) in litigation over the Trump Administration's separate decision to reduce the penalties automakers pay for violating fuel-economy standards. Litigation in that case is pending.
- Our [report on EPA's separate decision to withdraw California's preemption waiver](#), which allows the state to set its own vehicle standards. Litigation in that case is pending.
- An [op-ed on the problems with attacking California's car standards](#), by Richard Revesz and Bethany Davis Noll.

Revesz and other members of our staff are available for interviews on this matter.

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