

FACT SHEET: The Safer Affordable Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026

March 31, 2020

Summary of Natural Gas Vehicle (NGV) Treatment in Final Light-Duty Rule:

Sales Multiplier – extends sales multiplier of 2.0 for each dedicated and dual-fuel NGVs that is sold; essentially doubling the value or credits generated by each NGV

GHG Measurement – GHG emissions are based on actual tailpipe emissions as measured during test cycle and are not adjusted or multiplied by 0.15 factor or other factors to discount NG GHG emissions; no credit for RNG use; NG has about 20 percent advantage/reduction over gasoline in terms of CO₂ emissions and as long as methane emissions are within limits, this benefit is credited to NGVs without any offset for methane emissions



Fuel Efficiency Factor – 0.15 factor continues to be used for determining fuel economy compliance credits for both dedicated and dual-fuel NGVs in recognition of petroleum reductions

Utility Factors – will use SAE utility factors instead of 50/50 default for dual-fuel natural gas vehicles; this provides larger fuel economy and GHG credit for natural gas as the utilities factors generally assume much higher use of natural gas than the 50/50 default

Driving Range Design Restriction – removes the 2:1 driving range for dual-fuel NGVs that would have essentially prevented NGVs from being able to benefit from the SAE utility factors without having to equip NGVs with small gasoline tanks or extremely large CNG fuel tank systems; rule now clarifies that driving range restriction no longer applies after MY 2020

Drive to Empty Restriction – removed also; the rule now clarifies that this restriction no longer applies after MY 2020

Link to Rule:

<https://www.epa.gov/sites/production/files/2020-03/documents/final-fr-safe-preamble-033020.pdf>

Link to NGV America and Partners Joint Statement:

<https://www.ngvamerica.org/2020/03/31/natural-gas-vehicle-industry-statement-on-safe-rule/>