

**[DISCUSSION DRAFT]**

SEPTEMBER 23, 2003

1           **TITLE \_\_\_\_—AUTOMOBILE**  
2                           **EFFICIENCY**

3   **SEC. \_\_\_\_01. AUTHORIZATION OF APPROPRIATIONS FOR IM-**  
4                           **PLEMENTATION AND ENFORCEMENT OF**  
5                           **FUEL ECONOMY STANDARDS.**

6           In addition to any other funds authorized by law,  
7 there are authorized to be appropriated to the National  
8 Highway Traffic Safety Administration to implement and  
9 enforce average fuel economy standards \$5,000,000 for  
10 fiscal years 2004 through 2006.

11   **SEC. \_\_\_\_02. REVISED CONSIDERATIONS FOR DECISIONS ON**  
12                           **MAXIMUM FEASIBLE AVERAGE FUEL ECON-**  
13                           **OMY.**

14           Section 32902(f) of title 49, United States Code, is  
15 amended to read as follows:

16           “(f) CONSIDERATIONS FOR DECISIONS ON MAXIMUM  
17 FEASIBLE AVERAGE FUEL ECONOMY.—When deciding  
18 maximum feasible average fuel economy under this sec-  
19 tion, the Secretary of Transportation shall consider the  
20 following matters:

21                   “(1) Technological feasibility.

22                   “(2) Economic practicability.

1           “(3) The effect of other motor vehicle standards  
2 of the Government on fuel economy.

3           “(4) The need of the United States to conserve  
4 energy.

5           “(5) The effects of fuel economy standards on  
6 motor vehicle and passenger safety.

7           “(6) The effects of compliance with average fuel  
8 economy standards on levels of automobile industry  
9 employment in the United States.”.

10 **SEC. \_\_\_03. EXTENSION OF MAXIMUM FUEL ECONOMY IN-**  
11 **CREASE FOR ALTERNATIVE FUELED VEHI-**  
12 **CLES.**

13       (a) MANUFACTURING INCENTIVES.—Section 32905  
14 of title 49, United States Code, is amended—

15           (1) in each of subsections (b) and (d), by strik-  
16 ing “1993–2004” and inserting “1993–2008”;

17           (2) in subsection (f), by striking “2001” and  
18 inserting “2005”;

19           (3) in subsection (f)(1), by striking “2004” and  
20 inserting “2008”; and

21           (4) in subsection (g)—

22               (A) by striking “September 30, 2000” and  
23 inserting “September 30, 2004”; and

24               (B) by striking “of this title” and inserting  
25 “of this section”.

1 (b) MAXIMUM FUEL ECONOMY INCREASE.—Sub-  
2 section (a)(1) of section 32906 of title 49, United States  
3 Code, is amended—

4 (1) in subparagraph (A), by striking “the model  
5 years 1993–2004” and inserting “model years  
6 1993–2008”; and

7 (2) in subparagraph (B), by striking “the model  
8 years 2005–2008” and inserting “model years  
9 2009–2012”.

10 **SEC. \_\_\_04. STUDY OF FEASIBILITY AND EFFECTS OF RE-**  
11 **DUCING USE OF FUEL FOR AUTOMOBILES.**

12 (a) IN GENERAL.—Not later than 30 days after the  
13 date of the enactment of this Act, the Administrator of  
14 the National Highway Traffic Safety Administration shall  
15 initiate a study of the feasibility and effects of reducing  
16 by model year 2012, by a significant percentage, the use  
17 of fuel for automobiles.

18 (b) SUBJECTS OF STUDY.—The study under this sec-  
19 tion shall include—

20 (1) examination of, and recommendation of al-  
21 ternatives to, the policy under current Federal law  
22 of establishing average fuel economy standards for  
23 automobiles and requiring each automobile manufac-  
24 turer to comply with average fuel economy standards  
25 that apply to the automobiles it manufactures;

1           (2) examination of how automobile manufactur-  
2           ers could contribute toward achieving the reduction  
3           referred to in subsection (a);

4           (3) examination of the potential of fuel cell  
5           technology in motor vehicles in order to determine  
6           the extent to which such technology may contribute  
7           to achieving the reduction referred to in subsection  
8           (a); and

9           (4) examination of the effects of the reduction  
10          referred to in subsection (a) on—

11                   (A) gasoline supplies;

12                   (B) the automobile industry, including  
13                   sales of automobiles manufactured in the  
14                   United States;

15                   (C) motor vehicle safety; and

16                   (D) air quality.

17          (c) REPORT.—The Administrator shall submit to the  
18          Congress a report on the findings, conclusion, and rec-  
19          ommendations of the study under this section by not later  
20          than 1 year after the date of the enactment of this Act.