



Written by [James Murphy](#) on April 13, 2023

## Biden Floats Tough New Vehicle Emissions Standards

On Wednesday, the Biden administration unveiled startling new “proposed vehicle pollution standards,” which it claims will “protect public health by cutting nearly 10 billion tons of CO2 emissions.” If adopted, the standards will affect new vehicles beginning in 2027.

In an ironically named [fact sheet](#), the White House laid out its plans, which would appear to be a death knell to gasoline- and diesel-powered automobiles in the near future.

“Cars and truck manufacturers have made clear that the future of transportation is electric,” the fact sheet states, completely ignoring the *fact* that the reason manufacturers say that is because of government intervention based on unrealistic climate concerns.



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“Since President Biden took office, the private sector — including the American auto industry — has invested more than \$120 billion in the American-made electric vehicle and battery supply chain. The United States can seize this moment to secure American leadership in the global race to a clean transportation future, or let competitors like China out-compete us for the jobs and investments building that future,” the administration claims.

Biden and his acolytes claim that the draconian new emissions standards will actually save consumers an average of \$12,000 over the lifetime of the vehicle, and strengthen America’s energy independence by reducing energy imports from other countries.

Under the last administration, America was a net energy exporter. This ended almost immediately when Joe Biden took office in 2021.

Vintage Corvette owner Biden apparently believes that destroying a thriving automobile industry in deference to the climate cult will result in more high-paying jobs for Americans.

“As a car enthusiast and self-proclaimed car guy, President Biden is seizing the moment,” the fact sheet said. “His Investing in America agenda is expanding domestic manufacturing and accelerating adoption of zero-emission vehicles (ZEV), including battery electric, plug-in hybrid electric, and fuel cell electric vehicles. This is bringing good-paying jobs back home and putting the United States on a bold path to out-compete China in securing the jobs and investments of the future.”

Should the new rules take effect, the administration expects 67 percent of new vehicles, including sedans, crossovers, SUVs, and light trucks, will be electric by 2032.

The fact sheet claims that the new rules will “spur adoption of pollution-reducing technology for nearly



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all road vehicles,” improve health, combat climate change, and lower costs.

Some are accusing Biden of arbitrarily manipulating the automobile market through extreme regulation in order to satisfy climate fanatics.

“The Biden administration is trying to bend every federal rule they can find to force people into buying EVs,” said Myron Ebell of the Competitive Enterprise Institute. Ebell was Donald Trump’s choice to lead the EPA transition team in 2016. “There is still a market that allows drivers to buy the vehicles of their choice, but government coercion is rapidly limiting those choices.” If the policies are successful, Ebell continued, “we will soon have a choice between buying an EV and not being able to afford a vehicle at all.”

Some Republicans blasted Biden’s emissions plan.

“Yet another draconian rule from the Biden Admin,” said Representative Dan Newhouse, a Washington Republican. “From gas stoves to vehicles, their anti-American energy policies put our nation on a dangerous path. It’s time for the government to stop over-regulating our lives and protect our energy independence.”

Representative Chip Roy (R-Texas) was even more blunt. “Biden’s radical EPA is trying to regulate your car’s engine into OBLIVION,” he said. “[The House GOP] MUST use the power of the purse to END the weaponization of the federal bureaucracy. Slashing the EPA’s funding should be at the top of the list.”

Automotive executives claim that the industry is not ready for such a quick transition to electric vehicles.

“I don’t think we’re ready for it. I think we need one more learning cycle, with the consumer, with the infrastructure, with the technology and the supply base,” former GM executive Larry Burns told *The Washington Post*. “Maybe we need to go a little slower now, to go faster later with better technology.”

Consumer advocates also blasted the proposed new emissions standards.

“With this new set of proposals, the Biden Administration is setting out to use the power of government as a weapon to remove from the market the gas-powered trucks and cars that everyday consumers rely on, in favor of the kinds of cars that are most popular in liberal bastions. Everyday consumers deserve better,” said O.H. Skinner of Alliance for Consumers.

“The federal government shouldn’t be forcing progressive lifestyle choices on consumers. Biden and his activist allies think that they have found a way to force companies and consumers to comply with a progressive worldview without consequence or public scrutiny, and we are saying: enough is enough,” he added.

The new emissions standards for vehicles neglect one thing: Currently, the American energy system is not able to reliably power 67 percent of new American vehicles being electric — not even close. Power grids are already struggling to keep up with demand, especially during times of extreme heat or cold. So what, exactly, is the Biden administration’s plan to power all these new electric vehicles? Renewables are nowhere near up to the task. Any emissions reductions from electric vehicles are certain to be outstripped by the fossil fuels needed to charge those vehicles.



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