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## **INDUSTRY LEADERS UNITE TO CHALLENGE EPA'S BOLD OVERSTEP OF VEHICLE EMISSIONS REGULATION**

In a powerful coalition, more than a dozen prominent organizations have joined forces to file a legal challenge to the U.S. Environmental Protection Agency's (EPA) light and medium duty vehicle emissions standards for model years 2027-2032, finalized March 2024.

These emissions standards are set to drastically reshape the automotive landscape by effectively banning most new gas cars and trucks within the next eight years.

“At the core of it, the EPA lacks the authority to impose restrictions on vehicles. Period. What they have done is not only restricting, but also effectively banning the majority of new gas and diesel vehicles. Consequently, we are contesting the light-duty vehicle regulation in court. EPA regulations must not be used to undermine access to affordable gasoline vehicles or infringe upon consumers’ broader decision-making powers. Overturning this rule is imperative for the benefit of the American public and the security of our energy supply,” said **Jerry Simmons, President and CEO, Domestic Energy Producers Alliance (DEPA)**

The petition, filed Thursday, June 13 with the DC Circuit Court, brings together a diverse array of industry leaders, including:

- The American Fuel & Petrochemical Manufacturers (AFPM)
- California Asphalt Pavement Association (CalAPA)
- California Manufacturers & Technology Association (CMTA)
- Consumer Energy Alliance (CEA)
- Domestic Energy Producers Alliance (DEPA)
- Energy Marketers of America (EMA)
- International Association of Machinists and Aerospace Workers,
- Port Arthur Lodge No. 823 (IAM)
- Louisiana Mid-Continent Oil & Gas Association (LMOGA)
- National Association of Convenience Stores (NACS)

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- The Petroleum Alliance of Oklahoma (Petroleum Alliance)
- Texas Oil & Gas Association (TXOGA)
- Western States Petroleum Association (WSPA)

This petition is one of three filed on Thursday challenging these new regulations. The other two petitions were filed by the American Petroleum Institute and a coalition of U.S. biofuel producers. In total, 36 petitioners are represented among the three filings.

"This regulation represents a seismic shift in our nation's energy and transportation policies," said **AFPM President Chet Thompson**. "While we support efforts to improve air quality, this rule, as it stands, imposes unrealistic deadlines and threatens significant economic disruption across multiple sectors."

The coalition's concerns are multifaceted, ranging from potential economic impacts on the manufacturing and energy sectors to the practicality and feasibility of such a rapid transition away from gasoline-powered vehicles.

"We are advocating for a balanced approach that takes into account technological readiness and economic realities," emphasized **WSPA President Catherine Reheis-Boyd**. "Our goal is to work towards environmental sustainability without compromising the livelihoods of millions of Americans or the stability of our industries."

This alliance underscores the broad implications of the EPA's regulation and the need for a thorough judicial review. As this legal battle unfolds, it will undoubtedly shape the future of vehicle emissions standards and the broader discourse on environmental policy and economic resilience in the United States.

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Statements from the additional petition signers are below.

*“Families, businesses and communities deserve a wide array of choices to help ensure affordable, reliable and environmentally responsible energy. Mandates and overly restrictive energy policies imposed by federal control have been proven to increase energy costs, making energy less reliable and offering little to no real environmental benefits. Not only does coercing the purchase of electric vehicles limit choice and increase costs on families and businesses, it fosters frustration among consumers and hinders acceptance of EVs.”*

**– Chris Ventura, Midwest Executive Director, Consumer Energy Alliance (CEA)**

*“The EPA doesn’t have a leg to stand on where its gas car ban regulation is concerned, and we are going to make that case in court. This regulation is clearly bad for consumers as it will quickly and drastically restrict their ability to find and purchase affordable new gas cars. It’s bad for marketers of American-made liquid fuels and for U.S. energy security. And importantly, it’s also unlawful. EPA does not have authority under the law to do this.”*

**- Rob Underwood, President, Energy Marketers of America**

*“We need innovations to improve all vehicle technologies to fight climate change. EPA’s tailpipe rule would stop a great deal of internal combustion engine innovation in its tracks. The rule is bad policy and should be blocked by the court.”*

**– Jeff Lenard, Vice President, Strategic Industry Initiatives, National Association of Convenience Stores (NACS)**

*“California’s ban on sales of new gas cars and trucks is clearly the inspiration behind this EPA policy. Thankfully, Congress never empowered either to take vehicle choice away from U.S. consumers, which is why we’re challenging EPA’s rule in court.”*

**– Cathy Reheis-Boyd, President and CEO, Western States Petroleum Association (WSPA)**

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DEPA is a nationwide collaboration of 39 coalition associations – from California to West Virginia, Texas to Montana – representing individuals and companies engaged in domestic onshore oil and natural gas exploration and production. DEPA is a non-partisan association seeking common ground, and in common sense solutions to the challenges facing American oil and natural gas production.