

111TH CONGRESS
2^D SESSION

S. 3433

To prohibit the leasing of the Pacific, Atlantic, Eastern Gulf of Mexico, and Central Gulf of Mexico Regions of the outer Continental Shelf and to increase fuel economy standards.

IN THE SENATE OF THE UNITED STATES

MAY 27 (legislative day, MAY 26), 2010

Mr. SANDERS introduced the following bill; which was read twice and referred to the Committee on Energy and Natural Resources

A BILL

To prohibit the leasing of the Pacific, Atlantic, Eastern Gulf of Mexico, and Central Gulf of Mexico Regions of the outer Continental Shelf and to increase fuel economy standards.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Clean Coasts and Effi-
5 cient Cars Act of 2010”.

6 **SEC. 2. FINDINGS.**

7 Congress finds that—

1 (1) according to the Energy Information Ad-
2 ministration, opening all areas in the Pacific, Atlan-
3 tic, Eastern Gulf of Mexico, and Central Gulf of
4 Mexico Regions of the outer Continental Shelf that
5 were subject to a moratorium that expired in 2008
6 to drilling would—

7 (A) save consumers only 3 cents per gallon
8 of gas in 2030; and

9 (B) produce an estimated 500,000 barrels
10 of oil per day by 2030;

11 (2) fuel economy standards that achieve 35.5
12 miles per gallon by 2016, are projected to save—

13 (A) consumers the equivalent of \$1 per
14 gallon of gas by 2030; and

15 (B) 2,000,000 barrels per day of oil by
16 2030;

17 (3) increasing fuel economy to 55 miles per gal-
18 lon by 2030 would—

19 (A) save consumers the equivalent of \$1.43
20 or more per gallon of gas by 2030; and

21 (B) save 3,900,000 barrels of oil per day
22 by 2030, and 1,423,500,000 barrels of oil an-
23 nually in 2030;

1 (4) the oil disaster in the Gulf of Mexico stem-
2 ming from the incident at the Deepwater Horizon
3 rig has led to—

4 (A) the loss of life;

5 (B) the release of an estimated hundreds
6 of thousands of gallons of oil into the Gulf of
7 Mexico every day since the April 20, 2010, dis-
8 aster; and

9 (C) an environmental cleanup and eco-
10 nomic damages estimated to cost tens of billions
11 of dollars;

12 (5) the limited benefits of continued offshore
13 drilling are outweighed by the substantial risks of
14 offshore drilling;

15 (6) there are cleaner and safer ways to reduce
16 the price of gasoline than offshore drilling, such as
17 strong fuel economy standards;

18 (7) China—

19 (A) already achieves a fuel economy stand-
20 ard of 36.8 miles per gallon for new passenger
21 vehicles; and

22 (B) is raising fuel economy to more than
23 42 miles per gallon by 2015; and

24 (8) in Japan and in Europe current fuel econ-
25 omy standards are higher than 42 miles per gallon.

1 **SEC. 3. PROHIBITION OF OIL AND GAS LEASING IN THE PA-**
 2 **CIFIC, ATLANTIC, EASTERN GULF OF MEXICO,**
 3 **AND CENTRAL GULF OF MEXICO REGIONS.**

4 Section 8 of the Outer Continental Shelf Lands Act
 5 (43 U.S.C. 1337) is amended by adding at the end the
 6 following:

7 “(q) PROHIBITION OF OIL AND GAS LEASING IN THE
 8 ATLANTIC, PACIFIC, EASTERN GULF OF MEXICO, AND
 9 CENTRAL GULF OF MEXICO REGIONS.—Notwithstanding
 10 any other provision of this Act or any other law, the Sec-
 11 retary shall not issue a lease or permit for the exploration,
 12 development, or production of oil or natural gas in—

13 “(1) the Pacific Region of the outer Continental
 14 Shelf;

15 “(2) the Atlantic Region of the outer Conti-
 16 nental Shelf; or

17 “(3) the areas in the Gulf of Mexico described
 18 in section 104(a) of the Gulf of Mexico Energy Se-
 19 curity Act of 2006 (43 U.S.C. 1331 note; Public
 20 Law 109–432).”.

21 **SEC. 4. FUEL ECONOMY AND MOTOR VEHICLE EMISSION**
 22 **STANDARDS.**

23 (a) FUEL ECONOMY STANDARDS.—Section
 24 32902(b)(2)(B) of title 49, United States Code, is amend-
 25 ed to read as follows:

1 “(B) AUTOMOBILE FUEL ECONOMY AVER-
2 AGE FOR MODEL YEARS 2017 THROUGH 2030.—
3 The Secretary shall prescribe an average fuel
4 economy standard for passenger and non-pas-
5 senger automobiles for each model year begin-
6 ning with model year 2017 to achieve a com-
7 bined fuel economy average for model year
8 2030 of at least 55 miles per gallon for the
9 total fleet of passenger and non-passenger auto-
10 mobiles manufactured for sale in the United
11 States for that model year (excluding light-duty
12 vehicles that draw motive power from a battery
13 with a capacity larger than 4 kilowatt-hours).”.

14 (b) MOTOR VEHICLE EMISSION AND FUEL ECONOMY
15 STANDARDS.—In accordance with section 202 of the Na-
16 tional Emission Standards Act (42 U.S.C. 7521) and sec-
17 tion 32902 of title 49, United States Code, the Adminis-
18 trator of the Environmental Protection Agency, in collabo-
19 ration with the Administrator of the National Highway
20 Transportation Safety Administration, and in consultation
21 with the State of California and representatives of the
22 automotive industry and other relevant parties, shall en-
23 sure continued progress in significantly improving motor
24 vehicle fuel efficiency and reducing greenhouse gas emis-
25 sions by setting motor vehicle emission and fuel economy

1 standards for model year 2017 and subsequent model
2 years that reflect the greatest emission reductions and fuel
3 efficiency improvement achievable through the application
4 of technology that the Administrators determine will be
5 available for the model year to which the standards apply,
6 considering the costs associated with the application of the
7 technology and other factors, as appropriate.

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