

applied to improve each manufacturer's fuel economy from the level of the manufacturer's plans up to the level of the final rule. Table 1 provides those cost estimates on an average per vehicle basis and Table 2 provides those estimates on a fleet-wide basis.

Benefits: We also determined benefits from the level of the manufacturer's plans up to the level of the final rule. The benefits are derived mainly from fuel savings over the lifetime of the vehicle. However, the benefits also include the results of a number of additional analyses that relate to the value of oil import externalities, criteria pollutant emissions, and a variety of beneficial transportation impacts brought about by the "rebound effect". Table 1 provides the benefit estimates on a per vehicle basis and Table 2 provides them on a fleet-wide basis.

Net Benefits: We compared the costs and benefits and concluded that the fuel economy standards are cost beneficial on a societal basis.

Safety Impacts: The agency believes the manufacturers can meet the fuel economy levels without weight reductions. Thus, there need not be a safety impact due to reducing weights for light trucks.

Table 3 provides the level of the final rule, an adjusted baseline weighted average fuel economy based on the manufacturers' product plans, and a weighted average fuel economy for the fleet after assuming increases in technology to bring the manufacturers' average fuel economy up to the level of the standard. Some manufacturers already (in MY 2001) exceed the standard levels, thus the weighted average exceeds the level of the final rule. Finally, Table 3 shows the lifetime fuel savings in millions of gallons.

TABLE 1.—INCREMENTAL COST AND SOCIAL BENEFIT ANALYSIS PER AVERAGE VEHICLE—OVER ITS LIFETIME
[In year 2000 dollars]

Model year	Costs	Benefits	Net benefits
2005	\$22	\$29	\$7
2006	67	83	16
2007	106	121	15

TABLE 2.—INCREMENTAL TOTAL COST BENEFIT ANALYSIS OVER THE LIFETIME OF THE FLEET
[In millions of year 2000 dollars]

Model year	Costs	Benefits	Net benefits
2005	\$170	\$218	\$48
2006	537	645	108
2007	862	955	93

TABLE 3.—SAVINGS IN MILLIONS OF GALLONS OF FUEL

Model year	Proposed fuel economy standard (mpg)	Adjusted baseline fuel economy level based on manufacturer plans (mpg)	Estimated fuel economy level with technology additions needed to meet standard (mpg)	Lifetime fuel savings (in millions of gallons)—undiscounted	Lifetime fuel savings—present discounted value
2005	21.0	21.13	21.29	432	263
2006	21.6	21.31	21.78	1,273	774
2007	22.2	21.60	22.31	1,892	1,151

B. National Environmental Policy Act

Consistent with the requirements of the National Environmental Policy Act and the regulations of the Council on Environmental Quality, the agency has prepared a final Environmental Assessment for this action, responding to comments to the draft Environmental Assessment, and has placed this analysis in the docket. Based on the final Environmental Assessment, the agency has concluded that the action will not have a significant effect on the quality of the human environment.

C. Regulatory Flexibility Act

Pursuant to the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*, as amended by the Small Business Regulatory Enforcement Fairness Act (SBREFA) of 1996), whenever an agency is required to publish a notice of rulemaking for any proposed or final rule, it must prepare and make available for public comment a regulatory flexibility analysis that describes the effect of the

rule on small entities (*i.e.*, small businesses, small organizations, and small governmental jurisdictions). The Small Business Administration's regulations at 13 CFR part 121 define a small business, in part, as a business entity "which operates primarily within the United States." (13 CFR 121.105(a)). No regulatory flexibility analysis is required if the head of an agency certifies the rule will not have a significant economic impact on a substantial number of small entities. SBREFA amended the Regulatory Flexibility Act to require Federal agencies to provide a statement of the factual basis for certifying that a rule will not have a significant economic impact on a substantial number of small entities.

NHTSA has considered the effects of this final rule under the Regulatory Flexibility Act and certifies that this final rule will not have a significant economic impact on a substantial number of small entities. The rationale

for this certification is that there are not any single stage light truck manufacturers within the United States with 1,000 or fewer employees.

D. Executive Order 13132, Federalism

Executive Order 13132 requires NHTSA to develop an accountable process to ensure "meaningful and timely input by State and local officials in the development of regulatory policies that have federalism implications." Executive Order 13132 defines the term "Policies that have federalism implications" to include regulations that have "substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government." Under Executive Order 13132, NHTSA may not issue a regulation that has federalism implications, that imposes substantial direct compliance costs, and that is not required by statute, unless the Federal