

Fact Sheet: Regulations Affected

Final Rule: Rescission of the Greenhouse Gas Endangerment Finding and Motor Vehicle Greenhouse Gas Emission Standards Under the Clean Air Act

Summary of Action

- On February 12, 2026, U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin, alongside President Trump, finalized the single largest deregulatory action in U.S. history by rescinding the 2009 Obama-era Endangerment Finding and eliminating all subsequent federal greenhouse gas (GHG) emission standards for motor vehicles and engines.
- The Endangerment Finding was the basis for all EPA's GHG regulations for new motor vehicles and engines.
- Section 202(a) of the Clean Air Act (CAA) does not provide statutory authority for EPA to prescribe motor vehicle emission standards for the purpose of addressing global climate change concerns, and therefore, absent the Endangerment Finding, there is no legal basis to do so.
- As a result of today's action, engine and vehicle manufacturers will no longer have any future obligations for the measurement, control, and reporting of GHG emissions for any highway engine and vehicle, including model years manufactured prior to this final rule.
- This final action will save Americans over \$1.3 trillion in vehicle costs.
- This final action is only related to GHG emissions and does not affect regulations on any traditional air pollutants.

Vehicle Greenhouse Gas Rulemakings Affected by this Action

The final rule rescinds EPA GHG emission standards and related regulatory provisions for light-, medium-, and heavy-duty vehicles and engines promulgated pursuant to the 2009 Endangerment Finding, including the following rulemakings:

Light-Duty Vehicle Greenhouse Gas Standards

- Model Year (MY) 2012–2016 Light-Duty Vehicle GHG Standards
 - Joint EPA–National Highway Transportation Safety Administration (NHTSA) standards establishing federal GHG emission limits for passenger cars and light trucks.
- MY 2017 and Later Light-Duty Vehicle GHG Standards
 - EPA standards tightening GHG emission requirements beyond MY 2016.
- MY 2023–2026 Light-Duty Vehicle GHG Standards
 - Revisions to national GHG standards for passenger cars and light trucks beyond MY2022.
- MY 2027 and Later Light-Duty Multi-Pollutant Standards (GHG Provisions)
 - Tightening GHG emission requirements beyond MY 2027.

Medium- and Heavy-Duty Vehicle and Engine GHG Standards

- Phase 1 Medium- and Heavy-Duty Vehicle GHG Standards
 - Initial federal GHG standards for heavy-duty engines and vehicles.
- Phase 2 Medium- and Heavy-Duty Vehicle and Engine GHG Standards (Through MY 2027)
 - Expanded GHG standards covering tractors, vocational vehicles, heavy-duty pickups and vans, and trailers.
- Phase 3 Medium- and Heavy-Duty Vehicle GHG Standards (MY 2027 and Beyond)
 - GHG standards applicable to later model years, including early phases extending into the 2030s.

Associated Compliance and Reporting Requirements

This action also rescinds regulatory provisions that are directly tied to EPA's vehicle GHG standards, including:

- GHG testing and measurement requirements
- Manufacturer GHG reporting and certification obligations
- Compliance flexibilities, credit programs, and averaging, banking, and trading provisions specific to GHG emissions

Regulatory Provisions Not Affected

This final action does not rescind or modify:

- Criteria pollutant emission standards
- Mobile source air toxics standards
- Vehicle fuel economy (CAFE) standards, which are administered by NHTSA under separate statutory authority