TLU-x Low-Rolling Resistance Tires

Policy Description:

Low rolling resistance (LRR) tires can reduce vehicle fuel use and associated carbon dioxide emissions by as much as x percent. Manufacturers currently use LRR tires on new vehicles, but they are not easily available to consumers as replacement tires. When installing original equipment tires, carmakers use low rolling resistance tires as a way to contribute to meeting the federal automobile fuel economy (CAFÉ) standards. When replacing the original tires, consumers often purchase less efficient tires. Currently, tire manufacturers and retailers are not required to provide information about the fuel efficiency of replacement tires. In addition, there is no current minimum standard for fuel efficiency that all replacement tires must meet. The rolling resistances of the various tires consumers can purchase have significant variations depending on tread design, composition, cross-section geometry, and inflation pressure. State policy can improve the fuel economy of the light duty vehicle (LDV) fleet by setting minimum energy efficiency standards for replacement tires and requiring that greater information about Low-Rolling Resistance (LRR) replacement tires be made available to consumers at the point of sale.

Policy Design:

- **Goal levels:** Require that replacement tires be LRR tires achieving an average x.x% gain in fuel economy.
- **Timing:** The requirement would begin in 20xx.
- **Parties:** State government, industry

Implementation Mechanisms

An appropriate State agency would initiate a fuel-efficient tire replacement program. The program could include consumer education, product labeling, and minimum standards elements. The program would include consideration of the technical feasibility and cost of such a program, the relationship between tires fuel efficiency and tire safety, potential effects upon tire life, and impacts on the potential for tire recycling. In addition, the program would exempt certain classes of tires that sell in low volumes, including specialty and high performance tires.

Related Policies/Programs in place:

TBD

Estimated GHG Savings and Cost Per Ton:

	2010	2020	Units
GHG Emission Savings			$MMtCO_2e$
Net Present Value (2006-2020)			$ Million
Cumulative Emissions Reductions (2006-2020)			$MMtCO_2e$
Cost-Effectiveness			$/$MtCO_2e$

- **Data Sources:** TBD
- **Quantification Methods:** TBD
- **Key Assumptions:** TBD

Key Uncertainties

TBD

Additional Benefits and Costs

TBD

Feasibility Issues

TBD

Status of Group Approval

TBD

Level of Group Support

TBD

Barriers to Consensus

TBD

AFW-x Policies to Promote Ethanol Production

Policy Description

Trees, crops and other plants convert atmospheric carbon to carbohydrate or fiber stocks that can be converted to liquid fuels, such ethanol. The use of these renewable, biological fuels can offset fossil fuel use and reduce associated net carbon dioxide emissions. Production incentives for the conversion of crops, forest sources, animal waste and other sources to ethanol through existing or new technologies can increase the level of ethanol use in future markets. These incentives can be provided through a variety of state policy approaches.

Policy Design

- **Goals:** Several projects are being proposed in [x state] hat would result in the production of x million gallons of ethanol annually in [x state] by x. Production incentives could increase this amount by x% beyond expected levels in 2010, and x% by 2020.
- **Timing:** Startup in 200x and ramp up to higher levels in 20xx and 20xx, consistent with goals.
- **Coverage of parties:** Suppliers of feedstocks, ethanol producers and distributors, etc.
- **Other:** As needed, identify incentives that encourage the growing and supply of feedstocks, and the utilization of ethanol in transportation markets across the state.

Implementation Mechanisms

TBD

Related Policies/Programs in Place

TBD

Estimated GHG Savings and Costs per $MtCO_2e$

	2010	2020	Units
GHG Emission Savings			$MMtCO_2e$
Net Present Value (2006-2020)			$ Million
Cumulative Emissions Reductions (2006-2020)			$MMtCO_2e$

Cost-Effectiveness $/MtCO$_2$e

- **Data Sources:** TBD
- **Quantification Methods:** TBD
- **Key Assumptions:** TBD

Key Uncertainties

TBD

Additional Benefits and Costs

TBD

Feasibility Issues

TBD

Status of Group Approval

TBD

Level of Group Support

TBD

Barriers to Consensus

TBD