



September 20, 2021

Michael Kuppersmith
Office of the Chief Counsel
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: Petition for Rulemaking – 49 C.F.R. Part 578, Docket No. NHTSA-2021-0001

Dear Mr. Kuppersmith:

Jaguar Land Rover North America LLC (JLRNA) fully supports the petition from the Alliance for Automotive Innovation (Auto Innovators) to amend 49 C.F.R. Part 578 to clarify and establish that the first model year (MY) to which a civil penalty rate of \$14 per 0.1/mpg (\$14) will apply to automobile manufacturers for violations of a fuel economy standard prescribed under 49 U.S.C. 32902 is 202MY.

JLRNA previously submitted comments October 9, 2020 regarding the delay to raising CAFE civil penalty rate from 19MY to 22MY. Our main point within those comments was that the raising of the CAFE civil penalty rate, for 19 MY instead of 22MY, would not lead to improved CAFE performance for the period. It would only serve to retrospectively increase the penalty to manufacturers by a substantial amount. The points in our October 2020 letter still stand today, the key change being that now 22MY cars are on sale, 21MY is nearing completion and 20MY has been completed with final reports submitted. To consider changing the penalty for 19-21MY would be changing the penalty rate for a period where more than 95% of the vehicles have already been sold. In fact, the change in fine would not improve fuel economy but would reduce the amount of R+D that manufacturers can invest into technology to further improve fuel efficiency and support future vehicle electrification.

Based on all the points outlined above and in our previous letter, we strongly recommend that NHTSA delays the \$14 penalty rate from starting at 2019MY and begins implementation with 2022MY.

Sincerely,

Chris Marchand
VP, Government and Industry Relations

Cc: J. Eberhardt, President and CEO