

MEMA Regulatory Matrix Tracking Tool

Agency/ Govt Body	ACTIVE or COMPLETE?	Category	Regulatory Subject	Docket # (if app)	Docket Title (formal)	Docket Category	Status / Information About	ANPRM or NPRM Pub Date <u>Actual</u> OR <u>Expected</u> (if app)	Comment Deadline <u>Actual</u> OR <u>Expected</u> (if app)	Final Rule <u>Actual</u> OR <u>Expected</u> (if app)	Other Key Timeline Information	MEMA Comments (if app)	Applicable MEMA MSA or Council or Working Group	Priority for Active RM (1=High, 2=Med, 3=Low)	Potential for Global Technical Regulation under WP29
NHTSA	ACTIVE	Safety	FMVSS-108 Automotive Lighting	2007-28322 (FR) 2006-23634 (NPRM)	Federal Motor Vehicle Safety Standards; Lamps, Reflective Devices, and Associated Equipment Administrative Rewrite	Rulemaking	FR amends FMVSS No. 108 on lamps, reflective devices, and associated equipment by reorganizing the regulatory text so that it provides a more straightforward and logical presentation of the applicable regulatory requirements, which includes the agency's interpretation of the existing requirements. Reduces the need to consult relevant 3rd-party standards by including applicable requirements directly into the main body of 108, rather than incorporating by reference. This final rule does not impose any new substantive requirements on manufacturers.	<u>30-Dec-05</u>	<u>18-Jan-08</u>	<u>4-Dec-08</u>	MEMA-TSEI-MVLC met w/ agency April 9, 2008 FR Delay of Effective Date published Aug. 28, 2008 MEMA-TSEI-MVLC sched to meet w/ agency Sept. 24, 2008	NPRM Comments filed by MEMA 03/30/2006 NPRM Comments filed jointly MEMA TSEI MVLC 08/07/2006 Pet for Reconsideration filed jointly MEMA TSEI MVLC 01/18/2008 MEMA TSEI MVLC Joint Presentation to NHTSA fr Apr 9 filed 04/17/08	MVLC TSEI	1	n/a
NHTSA	ACTIVE	Safety	Ejection Mitigation	TBD	Ejection Mitigation	Rulemaking	This rulemaking would create new Federal Motor Vehicle Safety Standard (FMVSS) for reducing occupant ejection. Currently, there are over 52,000 annual ejections in motor vehicle crashes, and over 10,000 ejected fatalities per year. This rulemaking would propose new requirements for reducing occupant ejection through passenger vehicle side windows. The requirement would be an occupant containment requirement on the amount of allowable excursion through passenger vehicle side windows. The SAFETEA-LU legislation requires that: "[t]he Secretary shall also initiate a rulemaking proceeding to establish performance standards to reduce complete and partial ejections of vehicle occupants from outboard seating positions. In formulating the standards the Secretary shall consider various ejection mitigation systems. The Secretary shall issue a final rule under this paragraph no later than Oct. 1, 2009."	<u>16-Nov-09</u>	<u>17-Jan-10</u>		As of Aug 2009, NPRM was sent to OMB 8/26/09. They are behind schedule - mandate is to have FR by Oct 2009, but the NPRM isn't expected to be released until Nov 2009.	Has potential to be of interest to some members. Once RM process begins, we will poll RAC to see if establishing a working group is in order.	OESA	2	Possible
NHTSA	ACTIVE	Safety	Power Window Safety	2009-0154	NPRM: FMVSS 118, Automatic Reversal Systems	Rulemaking	This rulemaking would require automatic reversal systems (ARS) only on those windows that close without continuous actuation of the window switch by the window operator. Additionally, in order to provide comprehensive information on the subject and, to reflect requirements contained in the KT Safety Act of 2007, NHTSA will provide consumers with information regarding which vehicles are equipped with ARS. NHTSA expects to provide this information on www.safercar.gov by October 2009.	<u>1-Sep-09</u>	<u>2-Nov-09</u>	<u>30-Sep-10</u>	STATUTORY DEADLINES: NPRM = NLT 18mos from enactment ~ Sept. 2009; FR = NLT 30mos from enactment ~ Sept 2010.		OESA	2	Possible
NHTSA	ACTIVE	Safety	Rearward Visibility	TBD (ANPRM docket for ref is 2009-0041)	NPRM: FMVSS No. 111, Rearview Mirrors	Rulemaking	This rulemaking would amend FMVSS No. 111; Rearview Mirrors, to reflect requirements contained in the "Kids & Cars" or KT Safety Act of 2007. The Act requires that NHTSA expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. According to the Act, such a standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view.	<u>28-Feb-10</u>	<u>27-Apr-10</u>	<u>28-Feb-11</u>	STAT DEADLINES: NPRM = NLT 12mos from enactment ~ Feb. 2009; FR = NLT 36mos from enactment ~ Feb. 2011; with full compliance phase-in NLT 48mos. from enactment ~ Feb. 2012			2	

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NHTSA	ACTIVE	Safety	Rollaway Prevention	2009-0049	NPRM; FMVSS No. 114, Theft Protection and Rollaway Prevention	Rulemaking	<p>This rulemaking would amend FMVSS No. 114, Theft protection and rollaway prevention, to reflect requirements contained in the "Kids & Cars" or KT Safety Act of 2007.</p> <p>The rulemaking would update FMVSS No. 114 to prevent vehicle rollaways by requiring all motor vehicles manufactured for sale after Sept. 1, 2010 and equipped with an automatic transmission, including a park position, to have a system that requires the service brake to be depressed before the transmission can be shifted out of park. A violation shall be treated as a violation of a motor vehicle safety standard.</p> <p>The KT Safety Act stipulates that a violation of these requirements shall be treated as a violation of a motor vehicle safety standard prescribed under section 30111 of Title 49, U.S.C.</p>	<u>25-Aug-09</u>	<u>24-Sep-09</u>	<u>1-Sep-10</u>	<p>NPRM published; comments due Sept. 24 to amend brake transmission shift interlock FMVSS 114</p> <p>Statutory deadline is FR by Sept. 1, 2010.</p> <p>The rulemaking has been downgraded to as an insignificant RM.</p>	n/a	n/a	3	n/a
NHTSA	ACTIVE	Safety	Early Warning Reporting Information	2008-0169; Notice 2	NPRM; Early Warning Reporting Regulations	Rulemaking	<p>This rule amends certain provisions of the EWR rule published pursuant to TREAD Act. and adds requirements for information identifying products involved in a recall under 49 CFR part 573 Defect and Noncompliance Responsibility and Reports. This rule modifies the threshold for submitting quarterly EWR reports for light vehicle, bus, medium-heavy vehicle (excluding emergency vehicles), motorcycle and trailer manufacturers. It further requires manufacturers submitting EWR reports to submit product names that are consistent from reporting quarter to quarter and amends the definition of 'other safety campaign.' It also amends part 573 Defect and Noncompliance Responsibility and Reports to add requirements that tire manufacturers provide a range of tire identification numbers of recalled tires and manufacturers provide the country of origin of a component involved in a recall.</p>	<u>5-Dec-08</u>	<u>2-Feb-09</u>	<u>17-Sep-09</u>	<p>Petitions for Reconsideration due April 11, 2010.</p> <p>The agency was proposing to make country of origin information a mandatory data element of the manufacturer's initial report. MEMA suggested that the requirement be revised to indicate that country of origin information must be provided "if available" at the time the initial report is filed. MEMA further suggested that if the information is not available at the time of first filing, manufacturers should be allowed to provide that information in a supplemental 573 report. The agency agreed with MEMA and amended 49 CFR 573.6(c)(2)(iv) to require reporting manufacturers to identify a recalled component's country of origin (i.e., final place of manufacture or assembly), and the manufacturer and/or assembler of the component by name, business address, and business telephone number. If the reporting manufacturer does not know the country of origin of the component, it must provide that information once it becomes available.</p>	MEMA submitted brief comment 1/29/09 (posted to docket 2/03/09) specifically regarding defect and noncompliance reporting requirement to include country of origin.	OESA	3	n/a
NHTSA	ACTIVE	Safety	FMVSS No. 122, Motorcycle Brake Systems	2008-0150	NPRM; Federal Motor Vehicle Safety Standards; Motorcycle Brake Systems	Rulemaking	<p>Amends FMVSS 122 to harmonize w/ reqs and test procedures of the UN ECE GTR for motorcycle brakes. This GTR was adopted by the United Nations' World Forum for Harmonization of Vehicle Regulations (a.k.a. WP.29) in late 2006.</p> <p>Proposal would specify an add'l dry brake test procedure to test each service brake control individually and with the motorcycle in the fully loaded condition, provide a new test procedure for assessing performance of motorcycle brakes from high speeds, provide a new wet brake test that better simulates in-service conditions, provide an improved test procedure for evaluating heat fade, add test procedures and performance requirements for antilock brake systems, if fitted, and add a power-assisted braking system failure test, if equipped.</p>	<u>17-Sep-08</u>	<u>17-Nov-08</u>	<u>1-Feb-10</u>		Sent info to MEMA's BMC Pat Healey as FYI. Not enough motorcycle brake mfgs in MEMA to generate comment.	BMC	3	Already GTR adopted 2006 ✓
NHTSA	ACTIVE	Safety	Windsheild Zone Intrusion	2008-0124	FMVSS; Windsheild Zone Intrusion	Rulemaking	<p>NPRM Published July 7, 2008.</p> <p>Proposes to rescind FMVSS No. 219 as no longer necessary because other FMVSSs are now in place to meet the safety need that the standard had addressed.</p> <p>FMVSS No. 208 Occupant Crash Protection and No. 113 Hood Latch System limit windshield zone intrusion in to the passenger area, agency concluded that a safety need no longer exists to maintain No. 219 as a safety standard.</p>	<u>7-Jul-08</u>	<u>5-Sep-08</u>	<u>1-Oct-09</u>		n/a		3	n/a

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NHTSA	ACTIVE	Safety	Federal Motor Vehicle Safety Standards; Door Locks and Door Retention Components	2006-23882	Federal Motor Vehicle Safety Standards; Door Locks and Door Retention Components Responses to Petitions for Reconsideration	Rulemaking	This rulemaking would respond to five petitions for reconsideration to the final rule, issued by NHTSA on Feb. 6, 2007, to modify FMVSS No. 206, "Door Locks and Door Retention Components" to harmonize the current standard with the world's first GTR for door systems which includes a new full vehicle test procedure for sliding doors. In addition, this rulemaking would make several minor revisions to the regulatory text to help clarify the provisions for door locks and the sliding door test.				Expect to respond to Petitions Spring of 2009. As of Aug 2009, no response has been published.	n/a	n/a	2	Yes - trying to harmonize existing GTR
NHTSA	ACTIVE	Fuel Econ	CAFE Stnds for MY2012-2016	2009-0059	NPRM: Proposed Rulemaking to Establish Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards	Rulemaking	Proposes Corporate Average Fuel Economy (CAFE) standards for light trucks and passenger cars for model years 2012-2016 to have an avg fuel economy of 35.5 mpg for vehicle fleet. See EPA tab for more info re; EPA vehicle GHG emissions <u>PREVIEW notice published online Sept 15, 2009</u> There is a critically important need for our country to address global climate change and to reduce oil consumption. In this context, EPA and DOT currently intend to work in coordination to propose standards for control of emissions of GHGs and for fuel economy, respectively. If proposed and finalized, these standards would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles (light-duty vehicles) built in MYs 2012-2016. Together, these vehicle categories, which include pass cars, SUVs, minivans, and pickup trucks, are responsible for almost 60% of all U.S. transportation-related GHG emissions. If ultimately adopted, these standards would represent a harmonized and consistent national policy pursuant to the separate statutory frameworks under which EPA and DOT operate. The approach addressed in this Notice, if ultimately adopted, is intended to allow mfgs to build a single, light-duty national fleet that would satisfy all reqs under both programs and would provide significant reductions in both GHG emissions and oil	<u>28-Sep-09</u>	27-Nov-09	1-Apr-10	Printed Preview Notice online Sept. 15, 2009. Actual due date of comments TBA in the official notice which will be published in the <i>FedReg</i> on Sept. 28. STATUTORY DEADLINE is FR by April 1, 2010 CAFE standards must be set at least 18 months prior to the start of a model year.	MEMA will likely comment We can revive the CAFE Working Group and look for other volunteers to draft technical comments to the NPRM.	OESA	1	n/a
NHTSA and EPA	ACTIVE	Fuel Econ	National Program	RIN 2060-ZA15	Notice of Upcoming Joint Rulemaking to Establish Vehicle GHG Emissions and CAFE Standards	Notice of Intent	There is a critically important need for our country to address global climate change and to reduce oil consumption. In this context, EPA and DOT currently intend to work in coordination to propose standards for control of emissions of GHGs and for fuel economy, respectively. If proposed and finalized, these standards would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles (light-duty vehicles) built in MYs 2012-2016. Together, these vehicle categories, which include pass cars, SUVs, minivans, and pickup trucks, are responsible for almost 60% of all U.S. transportation-related GHG emissions. If ultimately adopted, these standards would represent a harmonized and consistent national policy pursuant to the separate statutory frameworks under which EPA and DOT operate. The approach addressed in this Notice, if ultimately adopted, is intended to allow mfgs to build a single, light-duty national fleet that would satisfy all reqs under both programs and would provide significant reductions in both GHG emissions and oil				This is only a notice and no comments were solicited by the NHTSA/EPA re their joint RM effort. This is simply an informational notice to outline some of the expected challenges they face in an effort to harmonize the two different standards into one cohesive Natl Program.	n/a	n/a	1	n/a
NHTSA and NAS	ACTIVE	Fuel Econ	Energy Independence and Security Act of 2007 CAFE for Medium and Heavy-Duty On-Highway Vehicles	n/a	Exploratory Information / NAS Study Fuel Economy of Medium and Heavy Duty On-Hwy Vehicles	Nonrulemaking	Signed into Law 12/19/08. Mandates DOT, in consultation with DOE and EPA, is to first complete a study determining: * test procedures and methodologies * appropriate metric for determining and measuring fuel econ * full range of factors affecting on-hwy veh fuel econ all other factors/conditions impacting fuel econ Second, DOT must publish RM designed to achieve max feasible improvement in fuel efficiency. Includes appropriate test methods, measurement metrics, fuel econ stnds, and compliance and enforcement protocols. Any future RM must be published at least 18 mos prior to the MY to which it applies.				NAS has a group that began meeting in late 2008 and has had a few meetings in 2009. MEMA will continue to monitor their progress and any interim or final reports sent out by the NAS on this subject. Under EISA, the DOT-DOE-EPA study must be finished not later than one (1) year after NAS publishes its study Second, the rulemaking process must begin not less than two (2) years after the NAS study is complete. The first commercial med/heavy truck fuel efficiency program adopted shall provide four (4) full years of regulatory lead-time and three (3) full years of regulatory stability		HDMA	2	n/a

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NHTSA	ACTIVE	Consumer Info	Tire Fuel Efficiency	2008-0121	NPRM; Tire Fuel Efficiency Consumer Information	Rulemaking	Signed into Law 12/19/08. EISA 2007 mandates DOT/NHTSA to promulgate rules to establish a nat'l tire efficiency consumer info program for replacement tires designed for use on motor vehicles to educate consumers about the effect of tires on auto fuel efficiency, safety and durability. EISA says the RM shall include: * a nat'l tire fuel effie rating system for repl tires to assist consumers in making educated tire purchasing decisions * requirements for providing info to consumers, including info at point of sale and other potential info dissemination methods, including Internet * specifications for test methods for mfgs to use in assessing and rating tires to avoid variation among test equip and mfgs * nat'l tire maintenance consumer education program including info on tire inflation pressure, alignment, rotation, and tread wear to maximize fuel efficiency, safety and durability of tires It's about the relative rolling resistance of tires available to purchasers of replacement tires and educate consumers about the effect of tires on automobile fuel efficiency, safety, and durability.	<u>22-Jun-09</u>	<u>21-Aug-09</u>		EISA mandates NHTSA to begin RM not less than 24 mos. after date of enactment. This rulemaking is significant because it has a statutory mandate and it relates to fuel efficiency.	n/a RMA-TIA issue	n/a	3	Possible
NHTSA	COMPLETE	Safety	Rearward Visibility	2009-0041	ANPRM; FMVSS No. 111, Rearview Mirrors	Rulemaking	This rulemaking would amend FMVSS No. 111; Rearview Mirrors, to reflect requirements contained in the "Kids & Cars" or KT Safety Act of 2007. The Act requires that NHTSA expand the required field of view to enable the driver of a motor vehicle to detect areas behind the motor vehicle to reduce death and injury resulting from backing incidents, particularly incidents involving small children and disabled persons. According to the Act, such a standard may be met by the provision of additional mirrors, sensors, cameras, or other technology to expand the driver's field of view.	<u>4-Mar-09</u>	<u>4-May-09</u>	<i>28-Feb-11</i>	FY1- RELATED ISSUES Withdrawl of RM on straight truck rearview mirrors (Docket No. NHTSA 2006-25017). In response to a petition for RM in 2005 NHTSA proposed to amend FMVSS No. 111, "Rearview Mirrors" to require straight trucks with GVWR of between 4,536 kilograms (10,000 pounds) and 11,793 kilograms (26,000 pounds) to be equipped with a system capable of providing drivers with a view of objects directly behind the vehicle. More refined data generated since the 2005 NPRM shows that the sub-population of mid-sized trucks accounts for only four of the estimated 183 fatalities per year due to back-over accidents. In addition, the recently signed Cameron Gulbranson Kids Transportation Safety Act of 2007 (K.T. Safety Act of 2007) requires NHTSA to revise the Federal standard for rearward visibility, specifically to reduce backing crashes involving children and disabled people. Considering these developments, the agency believes it more appropriate to address backing safety of straight trucks as part of the comprehensive effort to address backing safety generally, and that solutions should be formulated after the complet	MEMA Submitted General Comments to ANPRM on 5/1/09 In the interim, individual members should send in information to agency to bolster what they "know/don't know" about various technologis available to abate safety incidents.	OESA & FMVSS 111 Working Group	2	Possible
NHTSA	COMPLETE	Safety	Stopping Distance for Heavy Trucks FMVSS-121 Final Rule	2009-0083 (FR) 2005-21462 (NPRM)	Federal Motor Vehicle Safety Standards; Air Brake Systems Final Rule	Rulemaking	Revised stopping distance requirements for truck tractors equipped with air brake systems (FMVSS-121). 1. Specify a 30% reduction in stopping distance for the vast majority of tractors, with a smaller reduction for very heavy severe service tractors; 2. No changes to the emergency braking requirements or the dynamometer requirements; 3. Alter the stopping distance requirements for reduced speed tests to account for brake system reaction time and the available tire-road friction; and 4. Extend the effective date for compliance of two-axle and severe service tractors. 5. Scope did not include changes for buses or straight trucks requirements.	<u>15-Dec-05</u>	<u>10-Sep-09</u>	<u>27-Jul-09</u>	Effective Date Nov. 24, 2009. Petitions for Reconsideration must be rec'd by Sept. 10, 2009. Compliance 3-axle tractors with a GVWR of 59,600 lbs or less by Aug. 1, 2011; 2-axle tractors and tractors with a GVWR above 59,600 lbs by Aug. 1, 2013. Voluntary early compliance is permitted before those dates.	FR - HDBMC examining options - may have some minor technical corrections; discussing with TMA. NPRM - HDBMC/HDMA Submitted Comments on 04/13/2006 [2005-21462-0020]	HDMA/HDBMC	1	n/a

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NHSTA	COMPLETE	Safety	Electronic Stability Control (light vehicles)	2007-27662 (FR) 2006-25801 (NRPMP)	Federal Motor Vehicle Safety Standards; Electronic Stability Control Systems; Controls and Displays 49 CFR Parts 571 and 585	Rulemaking	This rule establishes Federal Motor Vehicle Safety Standard (FMVSS) No. 126 to require electronic stability control (ESC) systems on passenger cars, multipurpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 4,536 Kg (10,000 pounds) or less. ESC systems use automatic computer-controlled braking of individual wheels to assist the driver in maintaining control in critical driving situations.			<u>6-Apr-07</u>	Gradual Phase-in schedule beginning with MY2008 (55%, 75%, 95%). By Sept. 2011 all vehicles mgf must comply with this standard.	NPRM Comments filed 11/17/2006 (Item-0042)	OESA	1	✓ GTR Completed June 26, 2008.
NHTSA	COMPLETE	Safety	FMVSS 118; Power Operated Windows etc. Responses to FR Petitions for Reconsideration	2008-0125	FMVSS; Power-Operated Window, Partition and Roof Panel Systems	Rulemaking	Final Rule; Response to Petitions for Reconsideration published July 7, 2008. Petitions for reconsideration were submitted by the Alliance and DaimlerChrysler. The final rule, statutorily mandated and published in April 2006, established a new safety requirement for vehicle power window switches, specifically that such switches have a "pull-to-close" design. That final rule set a compliance date of Oct. 1, 2008, which was the same as the compliance date for a rule published in September 2004 that amended the standard to include a performance test to prevent inadvertent actuation of power window switches, particularly by children. Agency granted petitioners' request for an additional two years to comply with the pull-to-close operability requirements of the April 2006 rule. It denied the request that power window switches be excluded from the "pull-to-close" design requirement if the power window systems are equipped with an automatic reversal feature. Also, denied the request for exclusion from the pull-to-close requirement for switches mounted in overhead locations and switches that oper			<u>7-Jul-08</u>	Amendments to FR effective Sept. 5, 2008; Compliance date Oct. 1, 2010.	n/a	n/a	2	n/a
NHTSA	COMPLETE	Safety	Roof Crush Resistance Standards	2008-0015	Federal Motor Vehicle Safety Standards; Roof Crush Resistance FMVSS No. 216	Rulemaking	On Aug. 23, 2005, NHTSA published NPRM to upgrade FMVSS No. 216, Roof Crush Resistance. After much delay and pressure from Congress, subsequently, a FR was published in 2009.			<u>12-May-09</u>		n/a	n/a	3	Possible
NHTSA	COMPLETE	Fuel Econ	Corporate Average Fuel Economy - CAFÉ	2007-27350 Related Dockets: Prod Plan 2008-0069 E.I.S. 2008-0060	Average Fuel Economy Standards, Passenger Cars and Light Trucks; Model Years 2011-2015	Rulemaking	Under EISA, mandated to set CAFÉ to be 35mpg by MY2020 - a 40% increase above the avg of approx 25 mpg for the current combined fleet. Attribute-based. Addresses 1) tech feasibility 2) economic practicability 3) effect of sins on fuel economy 4) need for US to conserve energy and 5) considerations for safety.	<u>2-May-08</u>	<u>1-Jul-08</u>	<u>30-Apr-09</u>	Jan. 2009 - President Obama ordered DOT re-review of rulemaking (for Part 1 MY2011 see NHTSA-2009-0062; for Part 2 MY2012-1016 see ACTIVE RM above) Published the rules for 2011 only - first part of the two part response to revising CAFÉ proposal of the previous Bush Admin. Effective date 5/29/09. NHTSA estimates that the MY 2011 standards will raise the industry-wide combined average to 27.3 mpg, save 887 million gallons of fuel over the lifetime of the MY 2011 cars and light trucks, and reduce CO2 emissions by 8.3 million metric tons during that period.	MEMA submitted comments July 1, 2008 [NHTSA-2008-0089-0002]	OESA MEMA Target Task Group	1	n/a
NHTSA	COMPLETE	Fuel Econ	Corporate Average Fuel Economy - CAFÉ Part II	n/a	Corporate Average Fuel Economy Standards; Effect Upon State Laws and Regulations	Notice of Intent	The Jan. 26, 2009 presidential memorandum requested that NHTSA complete its rulemaking in two phases, the President further requested the agency to reconsider its views. In accordance with that request, NHTSA will re-examine the issue of preemption in the context of its forthcoming rulemaking to establish CAFE standards for MY2012 and later years.		n/a		This is only a notice and no comments were solicited.	n/a	n/a	3	n/a

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NHSTA	COMPLETE	Consumer Info	New Car Assessment Program - NCAP	2006-26555	Consumer Information; New Car Assessment Program	Nonrulemaking	Final Decision Notice Extension of Criteria Notice NHTSA published a report titled "The New Car Assessment Program Suggested Approaches for Future Program Enhancements" (01/25/07). In addition to upgrading the various frontal and side crash tests, the report suggests that the agency look at crash avoidance safety technologies. Examples include, lane departure and forward collision warning and ESC - electronic stability control.			11-Jul-08	The agency announced Dec. 24, 2008 they will begin applying the new NCAP testing and safety rating criteria to MY2011 vehicles, not model year 2010 vehicles as indicated in the July 2008 notice. NHTSA will continue to utilize the existing NCAP testing and safety rating criteria for the MY2010. NHTSA considering a workshop - specifically the rating system and how to run procedures. As of July 2009 no developments. NHTSA published "final decision notice" on NCAP July 11, 2008.	Submitted memo / e-mail to GAC on July 14, 2008 about the NCAP notice. Had follow up conference call with interested members. Then attended mtg with Nat Beuse. Some members submitted individual concerns re: LDW procedures to N.Beuse. No collaborative MEMA action to proceed as of Sept. 12. As this is consumer information, no comment period is required. However, NHTSA will accept technical feedback and data. In Feb2009, NHTSA published the suggestions/questions submitted by some member companies as part of a N.Beuse memo to the docket. Sent to RAC and other NCAP interested parties as FYI.	OESA Target Task Group NCAP	2	Likely Yes Expect GTRs on LDW, FCW and Adaptive Cruise Control
NHTSA	COMPLETE	Consumer Info	Tire ID and Recordkeeping	2008-0014	Tire Identification and Recordkeeping	Rulemaking	Will allow add'l electronic methods to be used for tire registration in addition to currently used paper forms. (49 CFR Part 574)		24-Mar-08	28-Nov-08	Effective date 01/27/2009	n/a RMA-TIA issue	n/a	3	n/a
NHTSA	COMPLETE	Admin	Cash for Clunkers Program Rules	2009-0109	The Consumer Assistance to Recycle and Save Act of 2009 (CARS)	Rulemaking	Mandated in the Supplemental Approps Act of 2009, Title XIII CARS Program. This rulemaking would implement the Temporary Vehicle Trade-In Program. The regulation would provide procedures for registering dealers in the Program, reimbursement of dealers participating in the Program, disposal of trade-in vehicles, and enforcement			20-Jul-09	Program concludes Nov. 2009. Possible extension of program would have to be in separate legislation / approps.	No Comment Period	OESA - new car sales AASA - reman/recycled parts	1	n/a
NHTSA	COMPLETE	Admin	Import Safety Best Practices	2008-0113	Request for Public Comments on Guidance and Recommended Best Importer Practices to Enhance the Safety of Imported Motor Vehicles and Motor Vehicle Equipment	Guidance Document; Request for Comments	Notice Published July 8, 2008 (FR Vol. 73, No. 131 at 39078)		8-Aug-08	24-Dec-08	Comments due Aug. 8, 2008 NHTSA Published Final Guidance - Best Practices Dec. 24, 2008 in FedReg and online www.nhtsa.gov/links/importsafety	MEMA submitted comments Aug. 8, 2008 [NHTSA-2008-0113-0003]	MEMA Target Task Group AASA, MVLC, TSEI, HDMA	1	n/a
NHTSA	COMPLETE	Admin	Evaluation Program Plan 2008-2012	2008-0143	Request for comments	Request for Comments	The report describes the agency's ongoing and planned evaluations of its existing FMVSSs and other vehicle safety, behavioral-safety and consumer programs. It also summarizes the results of completed evaluations. The agency's evaluation program responds to E.O. 12866, which provides for Government-wide review of existing significant Federal regulations. This notice solicits public review and comment on the evaluation plan. Comments received will be used to improve the plan.			29-Dec-08	KEY SUBJECT AREAS OF EVALUATION: FMVSS 223-224 rear impact guards, FMVSS 201 upgrade head injury protection, FMVSS 121 ABS for heavy trucks, tractors and trailers, ABS long-term effectiveness in cars and light trucks, TPMS, effectiveness of advanced air bags RSC and ESC for heavy trucks, tractors, trailers, new crash avoidance technologies for light and heavy vehicles, brake-assist systems, FMVSS 108 red vs amber rear turn signals and headlamp/aux lamp glare problems, FMVSS 301 upgrade fuel system integrity .	MEMA Submitted comments 12/23/08. Addressed FMVSS 201 instrument panel head impact requirements claiming that other safety equipment and technologies render, in our opinion, the 201 IP req's moot. Strategy is to bring an issue to the agency's attention in the context of their own evaluation/review. Depending on response, or lack thereof, MEMA may consider further correspondence or other course of action relative to the FMVSS.	OESA, Target Task Group	2	n/a
NHTSA	COMPLETE	Admin	49 CFR Part 566, Manufacturer's Identification	2007-0051	Reports, Forms, and Recordkeeping Requirements (49 CFR Part 566)	Nonrulemaking	Pro forma request for comments. The regulations require each manufacturer to furnish the agency, with its full name and address, as well as a description of each type of motor vehicle or motor vehicle equipment that it manufactures.		11-Mar-08			MEMA comments filed 03/11/08	MEMA	3	n/a
NHTSA	EXPLORATORY	Safety	Stability Control for Heavy Trucks - Proposed Test Protocol	n/a	n/a	Exploratory Data Collection for Potential Rulemaking	NHTSA has been working on gathering data and developing a test protocol for RSC/ESC for heavy trucks. TMA has commented on agency's initial test matrix proposal. TMA is supplementing NHTSA data with their own test matrix, run some tests with similar parameters to agency's on different t/ configurations, and submit the resulting data. NHTSA will eventually need to make a regulatory decision on whether or not to go forward.				Decision to go fwd on RM is likely to be made by agency by late 2009/early 2010. First testing technical report finished (RSC, ESC) systems examination. Will be posted on agency's website this fall (expected by mid- to late-Sept.)		HDMA/HDBMC	1	Likely Yes
NHTSA	EXPLORATORY	Safety	FMVSS 201 Instrument Panel Impact Requirements	n/a	n/a	Possible Petition for Rulemaking	Proposal to initiate action to petition Agency to evaluate FMVSS 201 to clarify or modify the Instrument Panels (IPs) section of the requirements as it relates to real world data of record. While the new 201 for upper interior impact provides safety benefits to the occupant, the IPs may be potentially obsolete. Particularly in light of air bags and 3-point seat belt systems.				no timeline; but should consider bringing forth the idea after the new Administration is established in 2009. Possible Topic for RAC to consider requesting action on revising the Standard	A few member companies have expressed an interest in pursuing this issue. Initial comment made through the Program Evaluation Plans for 2009 and beyond. Working Group will need to consider other options for this issue - petition for rulemaking, is one possibility, but it must be backed up by data	OESA	2	Unsure

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								Date <u>Actual</u> OR <i>Expected</i> (if app)	<u>Actual</u> OR <i>Expected</i> (if app)	<u>Actual</u> OR <i>Expected</i> (if app)					
NHTSA	EXPLORATORY	Admin	FMVSS 108 Metrication	MVLC plans to petition for RM	n/a	Petition for Rulemaking	Proposal to amend the standard using the Int'l Standard of Measurements (metric). As of Sept 2008, a draft petition is prepared.				MVLC departure from MEMA. Dependent upon agency's agenda. MVLC would like to submit before end of 2008. As of mid-2009, it is our understanding that it has not been submitted. Dept of Commerce published "Interpretation of the International System of Units (the Metric System of Measurement) for the United States" 73 Fed. Reg. 28432 on May 16, 2008. FYI - European Economic Committee Directive takes effect that bans dual labeling and requires that exporters use SI units exclusively on shipments to Europe by Jan. 2010		MVLC, TSEI	2	REF: Council Directive 1999/103/EC, 2000 OJ L 34/17
NHTSA	EXPLORATORY	Admin	FMVSS 108 Markings on Lighting	Possible Topic for MVLC to consider requesting action on revising the Standard	n/a	Petition for Rulemaking	Plan to Propose to Allow Lettering to either be on the lens or the inside components of the lamp, as long as they are still readable. Perhaps a visibility minimum requirement would be necessary to insure that ID is legible.				Dependent upon agency's agenda. This is one of MVLC's priority issues.		MVLC, TSEI	2	Likely Yes

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EPA	ACTIVE	Air	National Program Joint EPA/NHTSA Rulemaking On Oner Nat'l Standard for Vehicle Emissions and Fuel Economy	TBD	Proposed Rulemaking to Establish Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards	NPRM	Proposes an avg emission level of 250 grams of carbon dioxide per mile. See NHTSA tab for more info re; CAFE MY2012-2016 PREVIEW notice published online Sept. 15, 2009	15-Sep-09	15-Nov-09	1-Apr-10	Proposal sent to the OMB Aug. 25, 2009.	Will likely comment in conjunction with CAFÉ comments.	OESA	1
EPA	ACTIVE	Air	Regulation To Establish Mandatory Reporting of GHG from Upstream Fuel, Chemical Producers/Importers and Downstream Emitters	EPA-HQ-OAR-2008-0508	Mandatory Reporting of Greenhouse Gases	NPRM	The rule responds to the legislative mandate to develop such a rule, which was contained in the FY08 Consolidated Appropriations legislation. This rulemaking proposes monitoring, reporting and recordkeeping requirements on facilities and mobile sources that produce, import or emit GHGs above 25K tpy of CO2-e. There are 41 source categories listed. Some that may affect some MEMA member companies include General Sources; Glass Production; Aluminum Production; Electronics Mfg; Petrochemical Production; and perhaps others. The purpose of the data is to inform future regulatory policy options related to greenhouse gases. EPA has a well-developed website summarizing the lengthy proposal and hosted 2 public meetings in April 2009.	10-Apr-09	9-Jun-09	31-Oct-09	Proposed rule was signed by the Administration on March 10, 2009 (PREVIEW copy also made available online same day). Anticipate FR published late Oct./early Nov. with effective date of Jan. 1, 2010. Feeling is this might be challenged as too aggressive a timeline.	No consensus comments were developed from MEMA.	all	2
EPA	ACTIVE	Air	Reconsideration of the California Waiver	EPA-HQ-OAR-2006-0173	California State Motor Vehicle Pollution Control Standards - Request for Waiver of Preemption Under Clean Air Act Section 209(b) for Greenhouse Gas Emissions	Notice for Comment and Schedule of Public Hearing	On Jan. 21, 2009, CARB requested that EPA reconsider its previous waiver denial. On Jan. 26, 2009, President Obama signed a Presidential Memorandum directing EPA to assess whether denial of the waiver based on California's application was appropriate in light of the Clear Air Act. The CAA gives Calif. special authority to enact stricter air-pollution standards for motor vehicles than the federal government's. EPA must approve a waiver, however, before Calif's rules may go into effect. Once Calif files a waiver request, EPA publishes a notice for public hearing and written comment in the <i>Federal Register</i> . The written comment period typically remains open for a period of time after the public hearing. Once the comment period expires, EPA reviews the comments and the administrator determines whether California has satisfied the law's requirements for obtaining a waiver.		6-Apr-09		EPA granted waiver to CA in July 2009. Public meeting 3/05/2009; MEMA attended as observer. Recent omnibus spending bill, which finances government operations through Sept. 2009, required EPA to act on California's petition by June 30, 2009.	MEMA submitted comments April 3, 2009 supporting one, national standard (a la Alliance, AIAM, NADA, et al).	All	1
EPA	ACTIVE	Air	Greenhouse Gases Under the Clean Air Act	EPA-HQ-OAR-2008-0318	Regulating Greenhouse Gas Emissions under the Clean Air Act	ANPRM	Published ANPRM July 20, 2008. Request comment regarding the <i>Massachusetts v. EPA</i> case granting CAA authorizes regulation of GHGs because they meet the 'air pollutant' definition. This notice will also seek comment, relevant data, and questions about the implications of the possible regulation of stationary and mobile sources, particularly covering the various petitions, lawsuits and court deadlines before the Agency. EPA Administrator requests comments from other agencies and members of the public on the full range of issues this granting authority raises. The Executive Branch is highly opposed to this approach (CAA). Comment period presents opportunity to express views that are essentially and realistically directed at the next Congress; next Administration.		9-Jun-09		Comments due Nov. 28, 2008.	MEMA submitted comments Nov 26, 2008	All	1

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EPA	ACTIVE	Air	Implementation of the Primary National Ambient Air Quality Standards (NAAQS) for Nitrogen Dioxide	EPA-HQ-OAR-2006-0922	Primary National Ambient Air Quality Standard for Nitrogen Dioxide	NPRM	EPA proposes to make revisions to the primary NO2 NAAQS in order to provide requisite protection of public health. Specifically, EPA proposes to supplement the current annual standard by establishing a new short-term NO2 standard based on the 3-year average of the 99th percentile (or 4th highest) of 1-hour daily maximum concentrations. EPA proposes to set the level of this new standard within the range of 80 to 100 ppb and solicits comment on standard levels as low as 65 ppb and as high as 150 ppb. EPA also proposes to establish requirements for an NO2 monitoring network that will include monitors within 50 meters of major roadways. In addition, EPA is soliciting comment on an alternative approach to setting the standard and revising the monitoring network. Consistent with the terms of a consent decree, the Administrator will sign a notice of final rulemaking by January 22, 2010. http://www.epa.gov/ttn/naaqs/standards/nox/s_nox_cr_fr.html			22-Jan-10					
EPA	ACTIVE	Air	Protection of Stratospheric Ozone: New Substitute in the Motor Vehicle Air Conditioning Sector under the Significant New Alternatives Policy (SNAP) Program	TBD		NPRM	In this action, the Agency will propose a decision on a new refrigerant substitute, HFO-1234yf, for use in new motor vehicle air-conditioning systems. The substitute is currently under review by the Significant New Alternatives Policy (SNAP) program.						AASA ASPA		
EPA	ACTIVE	Air	Protection of Stratospheric Ozone: New Substitute in the Motor Vehicle Air Conditioning Sector under the Significant New Alternatives Policy (SNAP) Program	Docket ID No. EPA-HQ-OAR-2004-0488	Notice of data availability	NODA	This EPA action makes available a human health effects review of R-744 (CO2) that EPA will consider as it moves forward to address its proposed "acceptable subject to use conditions" listing for R-744 in motor vehicle air conditioning. EPA is considering whether to establish a breathing zone ceiling and this short-term exposure information is relevant to EPA's decision on this issue. In addition, EPA is providing the public with opportunity to respond to an issue raised in a public comment on the proposed rule. EPA periodically reviews and lists as acceptable alternatives to ozone-depleting substances (ODS). In 2006, EPA proposed to list R-744 (CO2) as "acceptable with use conditions" as a substitute for CFC-12 in the motor vehicle air conditioning (MVAC) end-use within the refrigeration and air-conditioning sector. When using CO2 as a refrigerant, MVAC systems would be required to use the refrigerant according to those legally enforceable conditions. EPA proposed use conditions because of the potential risk of exposure to elevated concentrations of CO2 within the passenger compartment if there was a leak of the MVAC		16-Nov-09						
EPA	ACTIVE	Fuel	Ethanol Content Waiver Request E15	EPA-HQ-OAR-2009-0211; FRL-8907-7	Notice of Receipt of a Clean Air Act Waiver Application To Increase the Allowable Ethanol Content of Gasoline to 15 Percent; Extension of Comment Period	Waiver Request	Waiver application to increase the allowable ethanol content of gasoline to 15 percent ("E15") was submitted by Growth Energy and 54 ethanol manufacturers on March 6, 2009. EPA published notice of receipt and request for comment in the Federal Register on April 21, 2009 (74 FR 18228). The public comment period ended May 21, 2009. Administrator must grant or deny the E15 waiver request by December 1, 2009.		20-Jul-09	1-Dec-09		MEMA submitted comments on July 20 2009. Worked with AASA/Fuel Pump Manufacturers Council and AIISAFE Coalition	OESA, AASA	1	

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EPA	ACTIVE	Fuel	Renewable Fuel Standard Revisions (RFS2)	EPA-HQ-OAR-2005-0161 RIN 2060-A081	Expanded Renewable Fuel Standards Program	NPRM	The U.S. Environmental Protection Agency is proposing revisions to the National Renewable Fuel Standard program (commonly known as the RFS program). Today's proposed rule intends to address changes to the Renewable Fuel Standard program as required by the Energy Independence and Security Act of 2007 (EISA). The revised statutory requirements establish new specific volume standards for cellulosic biofuel, biomass-based diesel, advanced biofuel, and total renewable fuel that must be used in transportation fuel each year. The revised statutory requirements also include new definitions and criteria for both renewable fuels and the feedstocks used to produce them, including new greenhouse gas emission (GHG) thresholds for renewable fuels. The regulatory requirements for RFS will apply to domestic and foreign producers and importers of renewable fuel.		<u>27-Jul-09</u>		Held public mtg June 9; workshops June 10-11, 2009. Published the peer review online Aug. 7, 2009.			3
EPA	ACTIVE	Water	CO2 Sequestration	EPA-HQ-OW-2008-0390 FRL-8695-3	Federal Requirements Under the Underground Injection Control (UIC) Program for Carbon Dioxide (CO2) Geologic Sequestration (GS) Wells	Rulemaking	EPA is proposing Federal requirements under the Safe Drinking Water Act (SDWA) for underground injection of carbon dioxide (CO2) for the purpose of geologic sequestration (GS). GS is one of a portfolio of options that could be deployed to reduce CO2 emissions to the atmosphere and help to mitigate climate change. This proposal applies to owners or operators of wells that will be used to inject CO2 into the subsurface for the purpose of long-term storage.		<u>24-Nov-08</u>		NPRM Published July 25, 2008 Comments must be received on or before November 24, 2008. A public hearing will be held during the public comment period in September 2008.	n/a	n/a	3

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EPA	COMPLETE	Air	Review of National Ambient Air Quality Standards (NAAQS) for Lead	EPA-HQ-OAR-2006-0725	Proposed Rule for NAAQS for Lead	Proposal & Final Rule	EPA made revisions to the primary and secondary NAAQS for Pb to provide requisite protection of public health and welfare.		<u>21-Jul-08</u>	<u>12-Jan-09</u>				2
EPA	COMPLETE	Air	Review of National Ambient Air Quality Standards (NAAQS) for Ozone	EPA-HQ-OAR-2005-0172; FRL-8544-3		Final Rule	With regard to the primary standard for O3, EPA is revising the level of the 8-hour standard to 0.075 parts per million (ppm), (previous std was 0.084 ppm). With regard to the secondary standard for O3, EPA revised the current 8-hour standard by making it identical to the revised primary standard. EPA is made conforming changes to the Air Quality Index (AQI) for O3, setting an AQI value of 100 equal to 0.075 ppm, 8-hour average, and making proportional changes to the AQI values of 50, 150 and 200.				This final rule is effective on May 27, 2008.			
EPA Ofc of Air and Radiation	COMPLETE	Chemical	Nat'l VOC Emission Stnds for Aerosol Coatings		Nat'l VOC Emission Stnds for Aerosol Coatings	Direct Final Rule	Published Mar. 24, 2008 Modeled after CARB reg. Revised reg definition of VOC. Amended and clarified reg text and tables in FR.				FYI - Canada submitted proposal also modeled on CARB reg in late April 2008.		AASA ASPA	
EPA	COMPLETE	Fuel	Diesel Fuel Testing	EPA-HQ-OAR-2008-0558	Regulation of Fuels and Fuel Additives: Gasoline and Diesel Fuel Test Methods	Direct Final Rule	Because EPA received adverse comment, they withdrew the provision for the allowance of an alternative test method for olefins in gasoline of the direct final rule, published on December 8, 2008			<u>8-Dec-08</u>	Withdrawl was published Feb. 6, 2009			
EPA	COMPLETE	Fuel	Renewable Fuel Standard Technical Amendments	n/a		Direct Final Rule	Ofc of Transportation and Air Quality. EPA, under the Energy Independence and Security Act of 2007 is responsible for revising and implementing regulations to ensure that gasoline sold in the United States contains a minimum volume of renewable fuel. The Renewable Fuel Standard program will increase the volume of renewable fuel required to be blended into gasoline from 9 billion gallons in 2008 to 36 billion gallons by 2022. The new RFS program regulations are being developed in collaboration with refiners, renewable fuel producers, and many other stakeholders. Feb. 14, 2008, EPA published a revised RFS as required by EISA 2007 from 4.66% to 7.76% .				On Aug 7, the Administrator denied the request from Texas, submitted in April, that EPA waive a portion of the renewable fuel standard under section 211(o)(7) of the Clean Air Act.			

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OSHA	Active		Globally Harmonized System for Hazard Communication	ANPRM 71 FR 53617 Sept. 2006 NPRM expected	n/a	Rulemaking	<p>OSHA's Hazard Communication Standard (HCS) requires chemical manufacturers and importers to evaluate the hazards of the chemicals they produce or import, and prepare labels and material safety data sheets to convey the hazards and associated protective measures to users of the chemicals. All employers with hazardous chemicals in their workplaces are required to have a hazard communication program, including labels on containers, material safety data sheets (MSDS), and training for employees.</p> <p>Multiple sets of requirements for labels and safety data sheets present a compliance burden for U.S. manufacturers, distributors and transports involved in international trade. Adoption of the Globally Harmonized System (GHS) would facilitate international trade in chemicals, reduce the burdens caused by having to comply with differing requirements for the same product, and allow companies that have not had the resources to deal with those burdens to be involved in international trade.</p> <p>Additionally, comprehensibility of hazard information will be enhanced as the GHS will:</p>	<u>19-Dec-06</u>	<u>13-Nov-06</u>	<i>1-Oct-09</i>	<p>ANPRM Published followed by Complete Peer Review of Economic Analysis Published on 11/19/2007</p> <p>NPRM Expected in October of 2009</p>	Remains to be seen - perhaps an effort with the ASPA (MEMA-CSPA-AAIA)	All, + ASPA		<i>This is a globally harmonized system, but not under different UN WP group. In 2003 UN adopted a GHS of Classification and Labeling of Chemicals</i>

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FTA	Active	Brakes	Bus Testing; Performa nce Brakes	FTA- 2007- 0011	Bus Testing; Phase-In of Brake Performance and Emissions Testing, and Program Updates	Rulemaking	<p>This notice of proposed rulemaking (NPRM) provides interested parties with the opportunity to comment on the Federal Transit Administration's (FTA's) proposed changes to its Bus Testing Regulation. The NPRM incorporates tests for brake performance and emissions into FTA's Bus Testing Program to comply with the SAFETEA-LU. To improve the FTA Bus Testing Program, FTA is also proposing several updates that will enhance the Program's value and respond to changes in the transit bus industry.</p> <p><i>NOTE: At time NPRM published, there was still no final rule released on truck stopping distance.</i></p>		<u>12/1/08</u>		<p>Comments due Dec. 1, 2008.</p> <p>To date, no FR has been published</p>	MEMA/HDBMC submitted comments 12/01/08.	HDMA, HDBMC	Med

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Agency/ Govt Body	Regulatory Subject	Status / Information About	Recent or Next Meeting	Other Key Timeline Information
NAS	<p>Energy Independence and Security Act of 2007</p> <p>NAS Studies on CAFE</p>	<p>NAS Chair John Holmes Signed into Law 12/19/08. Mandates DOT/NHTSA to commission a Nat'l Academy of Sciences (NAS) study to evaluate vehicle fuel econ stnds including:</p> <ul style="list-style-type: none"> * an assessment of technologies and costs to reflect developments since the last NAS study in 2002 * an analysis of existing and potential technology that may be used to improve fuel efficiency. * an assessment of how tech can be integrated into mfg process * an assessment of how tech can be used to meet new efficiency stnds 	<p>Aug. 5, 2009 Wash, DC</p>	<p>Report submitted to Congress with findings and recommendations no later than five (5) years after NAS is commissioned. NAS must update this report every five (5) years thru 2025.</p> <p>Report Published in 2008 Titled 'Assessment of Technologies for Improving Light Duty Vehicle Fuel Economy: Letter Report'</p>
NAS	<p>Energy Independence and Security Act of 2007</p> <p>NAS Studies on Medium- and Heavy-Duty Truck fuel economy</p>	<p>NAS Chair Duncan Brown Signed into Law 12/19/08. Mandates DOT/NHTSA to commission a Nat'l Academy of Sciences (NAS) study to evaluate med/heavy duty truck fuel economy:</p> <ul style="list-style-type: none"> an assessment of tech and costs to eval fuel econ for medium- and heavy-duty trucks an analysis of existing and potential technology that may be used to improve medium- and heavy-duty trucks fuel econ an assessment of how tech can be integrated into mfg process an assessment of how tech can be used to meet fuel econ stnds to be prescribed associated costs and other impacts on the operation of med/heavy duty trucks, including congestion 	<p>Sept. 23-24, 2009 Wash, DC</p>	<p>Report submitted to Congress with findings and recommendations no later than one (1) year after NAS is commissioned (which should be "as soon as practicable" after EISA enacted - Dec. 2007)</p> <p>The project is sponsored by NHTSA.</p> <p>First meeting was Dec. 2008</p> <p>A report will be issued at the end of the project - expected in March 2010.</p> <p>Also see NHTSA tab for more details</p>