

From Miles Per Gallon to Miles Per Charge

Interview w/ Khobi Brooklyn, Public Affairs, Tesla Motors

Dissecting the futility of tightening vehicle emissions standards and stretching miles per gallon under the light of the totally clean electric car.

Cutting to the Chassis

The Environmental Protection Agency (EPA) numbers for 2007 show that since 1990, gas powered motor vehicles have been the culprits of 31 percent of all green house gas (GHG) emissions, namely: carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons.

The State of California 2002 Assembly

Bill 1493 called for cutting vehicle GHG emissions by 30% by 2016. Accordingly, this law failed to take effect in 2006 because California needed a waiver from the EPA to justify higher standards for vehicles sold in the State.

By 2004, Central Valley Chrysler-Jeep, Inc. Et Al. and the Association of International Automobile Manufacturers

(AIAM) – were unwilling to accept the blame that their vehicles had brought such gloom over the atmosphere and they sued California Air Resources Board (CARB) over AB 1493 stringent regulations.

At the same time, a bigger battle ensued all the way to the Supreme Court with *Massachusetts v. E.P.A.*, 127 S.Ct. 1438