

Comparing NCEP's 2007 Energy Policy Recommendations to the President and the 110th Congress and the Energy Independence and Security Act of 2007

	The Energy Independence and Security Act of 2007	NCEP 2007 Recommendations
Vehicle Efficiency	<ul style="list-style-type: none"> •Beginning in 2011, increases the fleet-wide fuel economy standard for passenger vehicles to 35 mpg by 2020. From 2021-2030, passenger vehicle fuel economy will be the "maximum feasible" as determined by NHTSA. Preserves the "two fleet rule." •Permits automakers to calculate fuel economy based on vehicle attributes; distinguishes between cars and trucks; and includes vehicles up to 10,000 lbs. •Establishes a credit trading program between manufacturers and allows manufacturers to borrow against future fuel economy gains for up to three years. Also allows credit trading between different fleets of the same manufacturer although with some limitations. •Calls for the establishment of efficiency standards for work-, medium-, and heavy-duty trucks after study. •Extends flexible fuel credit program but begins a phase out in 2015 that is completed by 2020. •Directs DOT to establish a tire fuel efficiency rating system. •Authorizes grants for plug-in hybrids and other transportation electrification programs. •Includes grants, loan guarantees, and other incentives for production of advanced vehicles, their components and advanced batteries and for retooling domestic manufacturer facilities. •Creates aggressive targets for petroleum reduction and alternative fuel use, beginning with 20% reduction in annual petroleum use and 10% increase in alternative fuel use by 2015 for federal vehicle fleets. 	<ul style="list-style-type: none"> • Establish a national average new-vehicle fuel-economy improvement target of four percent per year, while retaining the full discretionary authority of the National Highway Traffic Safety Administration (NHTSA) to modify the presumptive target up or down if safety, technology, or economic considerations warrant. • Encourage and empower NHTSA to implement reforms aimed at making the existing corporate average fuel economy (CAFE) program more cost-effective, market-oriented, and responsive to the jobs and competitiveness concerns of the automobile industry. • Provide targeted consumer and manufacturer incentives to promote the domestic development, production, and deployment of advanced automotive technologies such as hybrids, plug-in hybrids, and advanced diesel vehicles. • Pursue cost-effective opportunities to further reduce transportation energy use by improving heavy-truck fuel economy and by adopting efficiency standards for light-duty vehicle replacement tires.
Renewable Electricity Standard		<ul style="list-style-type: none"> • Federal requirement of at least 15% by 2020 • Complement but not preempt state RPS requirements (and provide credit to utilities for early action). Allow for national trading of renewable energy credits, harmonizing with current varied state programs. • Technology neutral • Assure retail electricity providers adequate cost recovery and fair rate of return for prudent investments made to comply with federal RPS
Transmission	<p><i>Smart Grid</i></p> <ul style="list-style-type: none"> • Includes broad definition of smart grid - smart meters, appliances, renewable energy/efficiency resources • NIST directed to establish standards for use of smart grid equipment/systems • Allows utilities to recover prudent Smart Grid investments through rates • Orders DOE to report on potential security impacts of smart grid deployment 	<p><i>Original recommendations to improve transmission siting processes, security, and reliability:</i></p> <ul style="list-style-type: none"> • Streamlining planning and siting processes by building on the best practices exhibited at the state siting process level • Improving security of transmission grid • Fair distribution of costs among all beneficiaries of transmission upgrades • Continued interstate and state/federal cooperation in the siting of critical transmission infrastructure needed to support regional reliability and/or national security (expanded federal siting authority as a last resort) • Expanded regional resource and grid enhancement planning • FERC should promulgate clear, fair rules that: (1) provide for recovery of costs associated with grid enhancements; and (2) assign responsibility for payment of these costs

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Energy Efficiency	<ul style="list-style-type: none"> • Updates a number of appliance efficiency, lighting efficiency, and residential building efficiency standards • Promotes industrial energy efficiency – CHP study, data center efficiency • Directs DOE to review procedures and improve schedule for updating efficiency standards • Establishes Efficiency and Conservation Block Grant program • Accelerates energy efficiency programs for federal buildings and agencies 	<ul style="list-style-type: none"> • Enhance and extend tax incentives for efficiency investments introduced under EAct05. • Support for state policy initiatives and efficiency standards
Nuclear Waste		<ul style="list-style-type: none"> • Reform the Nuclear Waste Policy Act (NWPA) to align its requirements with human engineering and scientific capabilities (without compromising adequate protection of public health/safety or environment) • Advancing consolidated national or regional interim storage options • R&D investments for technological alternatives to direct geologic disposal of waste
Oil and Natural Gas		<ul style="list-style-type: none"> • Full inventory of on- and off-shore resources • Continued support for EAct05 provisions – Alaskan pipeline, LNG infrastructure, market transparency, permitting/leasing
Energy R&D	<ul style="list-style-type: none"> • Accelerated R&D programs for solar, geothermal, marine hydrokinetic, energy storage, manufacturing 	<ul style="list-style-type: none"> • Double direct federal spending on energy RD&D • Technology can be funded by cap-and-trade • Cooperative international efforts in energy RD&D
CCS	<ul style="list-style-type: none"> • Requires DOE to carry out a 10 year carbon sequestration R&D program with funding of \$240 million per year from 2008-2012 • Authorizes \$200 million per year for DOE to carry out a program to demonstrate large-scale capture of CO2 • Requires DOE and NAS to study interdisciplinary requirements for large scale geologic sequestration • Authorizes funds to develop methodology and maintain records of CO2 storage capacity • Requires Dept. of Interior to submit a report to Congress recommending framework for managing geological storage on public land 	<ul style="list-style-type: none"> • Incentives equal to new nuclear plants and renewable energy (under federal PTCs) • Bonus allowance program to create sufficient incentives for sequestration • \$3 billion program to support the commercial-scale demonstration of sequestration projects in several different geologic settings