

June 14, 2011

The Honorable Fred Upton
Chairman
Committee on Energy and Commerce
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Upton:

We are writing to urge you to oppose H.R. 1687, the "Open Fuel Standard Act of 2011," which would effectively mandate that 95 percent of gasoline-powered light-duty vehicles be tri-fuel vehicles capable of running on gasoline, 85 percent ethanol (E85), and 85 percent methanol (M85) or any combination of the three fuels beginning in model year 2017.

Biofuels and flexible fuel vehicles (FFVs) are, and likely will continue to be, an important pathway to reducing oil consumption and greenhouse gas emissions. However, the effectiveness of alternative fuels depends critically on their price, their availability and consumers' willingness to use the fuel. It is important to note that consumers who want flexible fuel vehicles (FFVs) have the option to buy them. Currently, there are more than 8 million on U.S. roads, yet on average they use less than a single tankful of E85 per year. Additionally, virtually no methanol is produced for use as transportation fuel in the United States today.

At a time when many policy makers are questioning the costs of ethanol to taxpayers, the environment and the food supply, effectively imposing a tax on consumers for a car that can run on ethanol and methanol – regardless of consumer demand and fuel availability – makes no sense. The tri-fuel vehicle mandate proposed in H.R. 1687 will cost consumers more than a billion dollars per year to buy vehicles for which a limited supply of fuel would be available. The mandate will also lead to unintended consequences on vehicle manufacturers, the supply chain and emerging technologies.

H.R. 1687 is a misguided consumer mandate that should not become law.

Thank you for your consideration.

Alliance of Automobile Manufacturers
American Automotive Policy Council
American International Automobile Dealers Association
American Petroleum Institute
Association of Global Automakers
Engine Manufacturers Association
Motor & Equipment Manufacturers Association
National Association of Manufacturers
National Association of Truck Stop Operators
National Automobile Dealers Association
National Marine Manufacturers Association
National Petrochemical and Refiners Association
Outdoor Power Equipment Institute
Specialty Equipment Market Association
Truck Manufacturers Association
U.S. Chamber of Commerce