

S 889

Fuel Choice and Deregulation Act of 2015

Congress: 114 (2015–2017, Ended)

Chamber: Senate

Policy Area: Environmental Protection

Introduced: Mar 26, 2015

Current Status: Read twice and referred to the Committee on Finance.

Latest Action: Read twice and referred to the Committee on Finance. (Mar 26, 2015)

Official Text: <https://www.congress.gov/bill/114th-congress/senate-bill/889>

Sponsor

Name: Sen. Paul, Rand [R-KY]

Party: Republican • **State:** KY • **Chamber:** Senate

Cosponsors (3 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Grassley, Chuck [R-IA]	R · IA		Mar 26, 2015
Sen. Roberts, Pat [R-KS]	R · KS		Apr 28, 2015
Sen. Thune, John [R-SD]	R · SD		May 11, 2015

Committee Activity

Committee	Chamber	Activity	Date
Finance Committee	Senate	Referred To	Mar 27, 2015

Subjects & Policy Tags

Policy Area:

Environmental Protection

Related Bills

Bill	Relationship	Last Action
114 HR 1944	Identical bill	Apr 24, 2015: Referred to the Subcommittee on Energy and Power.
114 HR 905	Related bill	Feb 11, 2015: Referred to the House Committee on Ways and Means.

Fuel Choice and Deregulation Act of 2015

This bill amends the Clean Air Act to revise provisions concerning alternative fuel.

Currently, a change to the original configuration of a certified vehicle or engine, including alternative fuel conversion, may be a potential violation of the Act's prohibition against tampering with devices used to control emissions from vehicles.

The bill prohibits the aftermarket conversion of a vehicle to alternative fuel operation from: (1) being considered tampering under the Act if the conversion technology is matched to an appropriate vehicle and does not degrade emission performance, or (2) requiring the issuance by the Environmental Protection Agency (EPA) of any certificate of conformity. The bill also establishes labelling requirements for an aftermarket conversion.

The EPA may not prohibit or control biomass fuel under the Act. Biomass fuel is produced by conversion of certain organic matter which is available on a renewable basis.

If a fuel choice enabling manufacturer (certain manufacturers of vehicles that operate with alternative fuels) is in compliance with applicable fuel economy standards, the vehicles it makes are deemed to be in compliance with greenhouse gas regulations established by the EPA under the Act. The requirements governing the calculation of average fuel economy are revised, including by giving an average fuel economy bonus for those manufacturers.

The bill amends the Internal Revenue Code to adjust the excise tax on liquefied natural gas to 24.3 cents per energy equivalent of a gallon of diesel.

The Clean Air Act places Reid vapor pressure limitations, or gasoline volatility limits, on gasoline during the summer ozone season. Gasoline blended with 10% ethanol may exceed this limitation by a certain amount under the Act. The bill extends this waiver to gasoline blended with more than 10% ethanol.

Actions Timeline

- **Mar 26, 2015:** Introduced in Senate
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