

United States



Holly Alfano,
Chief Executive Officer, ILMA (Independent
Lubricant Manufacturers Association)

While international governments look to ban internal combustion engines (ICEs), in the U.S. the debate is centered on vehicle fuel economy. The Obama administration tasked OEMs with raising the corporate average fuel economy (CAFE) to 50 mpg by 2026. The Trump administration reversed this regulation with a proposal that cars and light duty trucks need to average 37 mpg by 2026 arguing that fuel efficient vehicles cost consumers more which goes against their best interests over the short-term.

The Trump administration has also proposed stripping the state of California of its special authority to create its own fuel economy standard which has resulted in California and a number of other states announcing their intention to challenge this move.

Although the U.S. has resisted federal action to ban internal combustion engines, the state of California has implemented an EV mandate that requires automakers to sell electric cars and light duty trucks. The exact number of vehicles offered for sale is based on the automakers' overall sales within the state. Other states are considering following suit.

At federal level, the government is offering a tax incentive of \$7,500 for consumers to purchase electric vehicles. Widespread adoption of electric vehicles would require a major upgrade of the nation's electric infrastructure and so far there is no serious plan to provide this.

Lubricant manufacturers have also closely followed President Trump's regulatory reform initiatives including an early directive that for every new regulation issued, two regulations should be withdrawn which has resulted in outdated and irrelevant regulations being rescinded.

A focus of regulatory reform has centered on the Environmental Protection Agency which recently opted against expanding regulation of hazardous

substances under the Clean Water Act. Lubricant manufacturers were concerned about a potential expansion of the Spill Prevention Control and Countermeasure (SPCC) rule to include tanks that contain hazardous substances. The Agency opted against moving forward with an expansion of the rule.

ILMA has engaged in an advocacy initiative to remove obsolete oils, engine oils that don't meet a current American Petroleum Institute (API) service category, from the marketplace. The Association is working with the National Conference on Weights and Measures (NCWM), a body of state regulators, to develop regulations which ILMA expects to be approved and adopted on a state-by-state basis in 2019.

On metalworking fluids, the association is also closely following the development of 3D printing, or additive manufacturing, and the resulting impact on MWFs. Aircraft manufacturers are already using 3D to manufacture parts and automakers are following. ILMA hopes to move forward in collating data to better assess the possible impact on our sector.

Since 1948, the Independent Lubricant Manufacturers Association (ILMA) has been the voice of the sector with more than a quarter of U.S. automotive lubricants and three-quarters of its metalworking fluids produced and marketed by its members.

Through an enforceable Code of Ethics, ILMA promotes integrity and quality in lubricant manufacturing and marketing and closely monitors legislative and regulatory issues that affect our members.

LINK
www.ilma.org