In a new article, *The New York Times* attempts to vilify The American Fuel & Petrochemical Manufacturers for issue advocacy and lobbying around a proposed transportation policy. But educating on critical issues and advocating for policy outcomes is the whole reason AFPM, countless trade associations and the Washington offices of organizations of differing stripes exist.

Every day, AFPM works on behalf of U.S. refiners and petrochemical manufacturers, representing companies that operate 117 refineries responsible for more than 95 percent of U.S. refining capacity, and more than 230 petrochemical facilities. Our members produce the gasoline, diesel, jet fuel and petrochemical building-blocks for thousands of products that make innovation and progress possible. Our job is to make sure the critical work and contributions of our members are considered in policy debates and that the consumers who depend on our products have a voice in the political process.

When *The New York Times* reached out to us recently to clarify details on AFPM's activity around corporate fuel economy standards, this is what we told them:

> *"As a trade association, we advocate for our members' policy priorities. AFPM has been clear and consistent in our position that fuel economy standards must be set at achievable levels that reflect market realities and allow for affordable and widely available options for consumers.*
>
> *"AFPM, as most advocacy organizations do, regularly works with policymakers, coalition groups and individuals to promote shared goals. We lead and join groups like Energy4US, which represents 25 labor groups that include people who work in our industry, and over 20 large and small businesses organizations, all of which depend on affordable access to energy."?*

AFPM's position on Corporate Average Fuel Economy (CAFE) standards and other issues is well-documented and clear.

As recently as this August, Chet Thompson, President & CEO of AFPM, made the following statement on the joint proposal by the National Highway Traffic Safety Administration (NHSTA) and the Environmental Protection Agency (EPA) to revise the 2021 – 2026 CAFE standards:

> *"The return to national, unified emissions targets set at reasonable levels would be a positive step toward ensuring that the vehicle fleet contains affordable options with features that meet the needs of American drivers.*
>
> *"Today, vehicles with internal combustion engines are cleaner and more efficient than ever, and fuel, petrochemical and automobile manufacturers are innovating continuously to help Americans get more out of their cars.*
>
> *"We applaud the administration, EPA and NHTSA for offering this practical proposal and look*

*forward to a final rule that reflects market realities, industry progress and consumer preferences."*

AFPM has and will continue to represent America's refining and petrochemical sector and the consumers who, each day, rely on our products in the United States and around the world.

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