

**Statement of the Honorable Lisa P. Jackson
Administrator, U.S. Environmental Protection Agency
Hearing on Clean Energy Policies that Reduce Our Dependence on Oil
Subcommittee on Energy and the Environment
Committee on Energy and Commerce
U.S. House of Representatives
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Chairmen Markey and Waxman, Ranking Members Upton and Barton, Chairman Emeritus Dingell, and Members of the Subcommittee, thank you for inviting me to testify about the Environmental Protection Agency's work to reduce America's dependence on oil and reduce emissions of greenhouse gases. That work stems from two seminal events.

First, in April 2007, the U.S. Supreme Court concluded in *Massachusetts v. EPA* that the Clean Air Act's definition of "air pollutant" includes greenhouse gases. The Court rejected the then-EPA Administrator's refusal to determine whether those emissions from motor vehicles cause or contribute to air pollution that endangers public health or welfare.

Second, in May 2009, President Obama announced an agreement between EPA, the Department of Transportation, the nation's automakers, America's autoworkers, and the State of California to seek harmonized, nationwide limitations on the fuel consumption and greenhouse gas emissions of new cars and light trucks.

In response to the Supreme Court's decision, and based on the best available science and EPA's review of thousands of public comments, I found in December 2009 that greenhouse gas emissions from motor vehicles do contribute to air pollution that endangers public health and welfare.

I am not alone in reaching that conclusion. Scientists at the thirteen federal agencies comprising the U.S. Global Change Research Program have reported that unchecked greenhouse gas emissions pose significant risks to the wellbeing of the American public. The National Academy of Sciences has stated that the climate is changing, that the changes are predominantly caused by human interference with the atmosphere, and that those changes will transform the environmental conditions on Earth unless counter-measures are taken. Other major scientific organizations in the United States, including the American Geophysical Union, the American Institute of Physics, and the American Meteorological Society, have affirmed the human contribution to climate change and its impacts.

My finding last December satisfied the prerequisite in the Clean Air Act for establishing a greenhouse gas emissions standard for cars and light trucks of Model Years 2012 through 2016. I signed that final standard earlier this month, on the same day that Secretary of Transportation Ray LaHood signed a final fuel efficiency standard for the same vehicles. Using existing technologies, manufacturers can configure new vehicles to satisfy both standards simultaneously. And vehicles complying with the federal standards will automatically comply with the greenhouse gas emissions standard established by California and adopted by thirteen

other states. This harmonized, nationally uniform program carries out the historic agreement that the President announced last May.

Acting together, the EPA and DOT standards will reduce the lifetime oil consumption of the affected vehicles by more than 1.8 billion barrels. That means eliminating more than a billion barrels of imported oil, assuming the current ratio of domestic production to imports does not improve. At today's prices, we are talking about more than 80 billion dollars' worth of foreign oil that Americans will not need to buy thanks to these standards. What is more, the standards will eliminate more than 960 million metric tons of greenhouse gas pollution.

If Congress were to nullify EPA's finding that greenhouse gas pollution endangers the American public, then that would remove the legal basis for a greenhouse gas emissions standard for new vehicles. Eliminating the EPA standard would forfeit one quarter of the combined program's fuel savings and one third of its greenhouse gas emissions reductions. Moreover, California and the other states that have adopted California's greenhouse gas emissions standards could respond by enforcing those standards within their jurisdictions, leaving the automobile industry without the nationwide uniformity that it has described as vital to its business.

I would like to mention another action that EPA has taken to reduce America's oil dependence and greenhouse gas emissions. In February of this year, I signed a final renewable fuels standard. It requires a large increase in the volume of renewable products, including cellulosic bio-fuel, blended into transportation fuel. EPA will have implemented the standard fully by the end of 2022. In that year alone, the standard will displace approximately 13.6 billion gallons of petroleum-based gasoline and diesel, thereby decreasing America's oil imports that year by 41.5 billion dollars. And U.S. greenhouse gas emissions in 2022 will be 138 million metric tons lower thanks to the standard.

I believe EPA's recent work on vehicles and fuels illustrates the fact that enhancing America's energy security and reducing America's greenhouse gas pollution are two sides of the same coin.

At Senator Kerry's request, EPA recently conducted a scoping exercise to identify the potential reductions in oil consumption and greenhouse gas emissions that would result from pervasive deployment, throughout the U.S. transportation sector, of efficiency technologies and practices that exist today. According to EPA's analysis, that widespread deployment would cause the U.S. transportation sector's year-2030 greenhouse gas emissions to be between 600 million and one billion metric tons less – and our daily oil use in 2030 to be between four million and seven million barrels less – than they otherwise would be. Those numbers represent cuts of 25 to 40 percent from currently projected levels for the transportation sector. EPA's analysis highlights that, while we have started addressing these twin challenges, we have the potential to do much more.

Thank you again for inviting me to testify. I would be happy to answer any questions you might have.