

**STATEMENT OF
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BEFORE THE
SELECT COMMITTEE ON ENERGY INDEPENDENCE AND GLOBAL WARMING
UNITED STATES HOUSE OF REPRESENTATIVES**

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Good morning, Chairman Markey and members of the House Select Committee on Energy Independence and Global Warming. I appreciate the opportunity to appear before you today to discuss the Environmental Protection Agency's (EPA) efforts to address energy security and the challenges posed by climate change.

I. Introduction

The President has consistently acknowledged a human contribution to climate change. The President has requested, and Congress has provided, substantial funding for climate change science, technology, observations, international assistance, and incentive programs – approximately \$37 billion since 2001. Across the federal government, programs are helping to further reduce scientific uncertainties associated with the causes and effects of climate change; promoting the advancement and deployment of cleaner, more energy efficient, lower carbon technologies; encouraging greater use of renewable and alternative fuels; accelerating turnover of older, less efficient technology through an array of tax incentives; and establishing numerous international climate partnerships with some of the world's largest greenhouse gas emitters. Through a comprehensive suite of mandates, incentives, and partnerships, the President's climate change policies are contributing to meaningful

progress in reducing the growth rate of U.S. greenhouse gas emissions, even as our population grows and our economy continues to expand.

II. Administration Climate Strategy: Progress Toward the President's Goal

In 2002, President Bush committed to cut U.S. greenhouse gas intensity (the ratio of greenhouse gas emissions to economic output) by 18 percent through the year 2012, a goal that we are on target to meet. This commitment was estimated to achieve about 100 million additional metric tons of reduced carbon-equivalent (MMTCE) emissions in 2012, with more than 500 MMTCE emissions in cumulative savings over the decade.

According to EPA data reported to the United Nations Framework Convention on Climate Change (UNFCCC), U.S. greenhouse gas intensity declined by 1.9 percent in 2003, by 2.4 percent in 2004, and by 2.4 percent in 2005. Put another way, from 2004 to 2005, the U.S. economy increased by 3.2 percent while greenhouse gas emissions increased by only 0.8 percent.

To build on the substantial progress in meeting the 18 percent intensity reduction, President Bush has announced major energy policies in the last two years. In his 2006 State of the Union address, President Bush proposed the Advanced Energy Initiative (AEI) - a 22 percent increase in funding for 2007 for clean energy technology research to change how we power our homes, business, and cars. The 2008 President's Budget includes \$2.7 billion in the Department of Energy for the AEI, an increase of 26 percent above the 2007 Budget.

In its recent decision in *Massachusetts v. EPA*, the Supreme Court made several findings regarding EPA's denial of a petition to regulate greenhouse gas emissions from new motor vehicles under Section 202(a)(1) of the Clean Air Act. First, the Court found that greenhouse gas emissions are indeed pollutants under the Clean Air Act. Second, the Court ordered EPA to reconsider its denial of a petition from the State of Massachusetts and several other groups seeking regulation of greenhouse gas emissions from new motor vehicles and engines. One of the most significant things the Court instructed EPA to determine is whether greenhouse gas emissions endanger public health or welfare based on the requirements of the Clean Air Act. Third, the Court's decision explicitly left open the issue of whether EPA can consider policy considerations when writing regulations in the event EPA were to make an endangerment finding.

Currently, EPA is moving forward to meet the Supreme Court's decision in a thoughtful, deliberative manner, considering every appropriate option and every appropriate tool at our disposal. In that context, President Bush on May 15 directed EPA and the Departments of Energy, Transportation, and Agriculture to take the first steps toward regulations that would cut gasoline consumption and reduce greenhouse gas emissions from motor vehicles. The President asked that we base this work on the "Twenty in Ten" plan announced in his State of the Union address to reduce U.S. gasoline consumption by 20 percent over the next ten years. This announcement represents the Administration's continued commitment to address climate change and energy security in a comprehensive and thoughtful manner. It both responds to the Supreme Court's recent ruling and provides a path forward for improving our energy security by reducing U.S dependence on oil.

Earlier this year, the Administration sent Congress legislative proposals to achieve the Twenty in Ten plan with two steps. First, the plan would increase the supply of renewable and other alternative fuels by setting a mandatory fuels standard to require the equivalent of 35 billion gallons of renewable and other alternative fuels in 2017, nearly five times the 2012 Renewable Fuels Standard (RFS) mandate established by the Energy Policy Act of 2005. In 2017, this will displace 15 percent of projected annual gasoline use. This plan would replace the RFS in the year 2010, while retaining the flexible credit, banking, and trading mechanisms contained in the RFS. It would provide an accelerating schedule for alternative fuel requirements in the years 2010 to 2017.

Second, the plan would reform and modernize Corporate Average Fuel Economy (CAFE) standards for cars, and further increase the CAFE standards for light trucks. Fuel efficiency standards for cars could be increased by up to 4 percent per year beginning in 2010, and by up to 4 percent per year for light trucks beginning in 2012. In 2017, this will reduce projected annual gasoline use by up to 8.5 billion gallons, a further 5 percent reduction that, in combination with increasing the supply of renewable and other alternative fuels, will bring the total reduction in projected annual gasoline use to 20 percent.

While the President continues to believe that effective legislation is the best approach to implementing his Twenty In Ten plan, he has directed EPA and our federal partners to use the regulatory process to start working toward these goals now. President Bush also signed an executive order requiring coordination among federal agencies tasked with this effort, and to that end, EPA already has had several coordination meetings with the Departments of Transportation, Energy, and Agriculture. He also asked Administration officials to listen to public input; carefully consider safety, science, and available technology; and evaluate benefits and costs before any decisions are reached. This is a complicated legal and technical matter that will take time to fully resolve.

Because the President realizes that it is important to move forward, he has directed us to complete this regulatory process by the end of 2008. This is an aggressive timeframe, but one that I am confident that my staff, working with our federal partners – the Departments of Transportation, Energy, and Agriculture – can achieve. We are working with our partners in developing a plan for the rulemaking process and identifying the appropriate analytical resources that exist across the federal government that should be integrated into this rulemaking.

Any regulation of greenhouse gas emissions from new motor vehicles under Clean Air Act section 202(a) requires that EPA make a determination that emissions of greenhouse gases from new motor vehicles, primarily carbon dioxide emissions, cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare. We are therefore reviewing the most recent and robust scientific evidence from the climate change research community, including EPA's own Global Change Research Program. This includes the 2007 publication of the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report, as well as a number of completed and forthcoming Synthesis and Assessment Products under the U.S. Climate Change Science Program (CCSP).

A substantial amount of work remains to determine the scope of our assessment of the endangerment issue. For example, EPA may need to consider a range of science and impact issues, such as the accumulation of greenhouse gas concentrations in the atmosphere; the observed trends in average global warming, sea level rise, and precipitation patterns; the attribution of these and other observed changes to emissions of carbon dioxide and other greenhouse gases from human activities; the vulnerability of the natural environment, human health, and society to climate change; and the future projected effects within the U.S. under various projected rates of climate change over the course of

this century. As directed by Executive Order 13432, EPA will coordinate with, and seek input from, climate change experts in other government agencies as well as the public.

When approaching the issue of greenhouse gas emissions estimate for the transportation sector, it should be recognized that 95 percent of such emissions consists of carbon dioxide, with the remaining 5 percent of emissions consisting of nitrous oxide and methane exhaust emissions and hydrofluorocarbons from air conditioners. In addressing greenhouse gas emissions from the transportation sector, the President's Twenty in Ten plan recognizes that on-board technology to control carbon dioxide emissions from vehicles does not currently exist. Therefore, the Twenty in Ten plan addresses two primary factors that can reduce carbon dioxide emissions from vehicles: greatly increasing the use of renewable and alternative fuels and increasing the fuel economy of vehicles.

Fuels such as cellulosic ethanol have the potential to offset lifecycle greenhouse gas emissions by over 90 percent when compared with gasoline derived from crude oil. Biodiesel can result in the displacement of nearly 68 percent of lifecycle greenhouse gas emissions relative to diesel made from petroleum. Increasing the use of such fuels in the transportation sector has the potential to make substantial reductions in greenhouse gas emissions. Increasing the fuel economy of a vehicle also will decrease greenhouse gas emissions. Under one possible scenario, the gasoline savings from reforming and increasing CAFE and from implementing the Alternative Fuel Standard could result in as much as a 10 percent reduction in annual emissions (compared to the baseline scenario) of carbon dioxide from cars and light trucks – equal to half the number of cars in Germany.

The President has also issued Executive Order 13423 in January of this year that directs the federal government to reduce fleet petroleum consumption by 2 percent annually, increase the use of alternative fuels by at least 10 percent annually, increase the purchase of efficient and flexible fuel vehicles, make government buildings more efficient, and take other steps with regard to improving energy efficiency with respect to the government's purchase of power.

Furthermore, on May 31st, the President called upon the world's 15 major greenhouse gas emitters to set a global goal on long-term greenhouse gas reductions. As part of this new international global strategy, the President proposed to convene a series of meetings with other countries – including rapidly growing economies like India and China – to establish a new framework for the post-2012 world. Each country would establish midterm national targets and programs that reflect their own current and future energy needs. The President believes that by encouraging and sharing cutting-edge technologies, major emitters will be able to meet realistic reduction goals.

In addition to these initiatives, the President's 2007 Farm Bill proposal includes more than \$1.6 billion of additional new funding over 10 years for energy innovation, including bio-energy research, energy efficiency grants, and guaranteed loans for cellulosic ethanol plants. Also, more than \$50 billion in the Farm Bill is for proposed conservation program incentives, which include activities that provide natural capture and biological storage – “sequestration” – of carbon dioxide.

III. U.S. EPA Climate Initiatives

In addition to the Administration's new climate change and energy independence initiatives, EPA supports many ongoing climate initiatives. This section will highlight several of these programs.

EPA climate programs include a wide array of partnerships, which rely on voluntary measures to reduce greenhouse gas intensity, spur new investments, and remove barriers to the introduction of cleaner technologies. Many of these partnership programs provide near-term solutions that focus on reducing emissions. These programs complement the work of other federal agencies investing in research and development programs, such as the Department of Energy's FutureGen and fuel cell development programs. EPA is also one of many federal agencies participating in the multi-agency Climate Change Technology Program.

In addition, EPA also invests in a long-term global change research program. EPA's global change research focuses on understanding the effects of global change (particularly climate change and variability) on air and water quality, ecosystems, and human health in the United States. The goal of the program is to produce timely and useful information and tools that enable resource managers and policymakers to more effectively consider global change issues in decision-making. The program's activities are coordinated with other federal agencies' climate change research through the U.S. Climate Change Science Program.

EPA's climate initiatives address all key economic sectors. Today, I will focus on EPA's transportation programs, ENERGY STAR and other domestic public-private partnerships, our work to promote carbon capture and sequestration, and the effects of global climate change on water resources.

What follows is a brief look at a subset of EPA's climate initiatives, categorized by sector.

Transportation

While transportation is crucial to our economy and our personal lives, it is also a significant source of greenhouse gas emissions. Travel growth has outpaced improvements in vehicle energy efficiency making it one of the leading economic sectors in greenhouse gas emissions. Within the transportation sector, passenger vehicles contribute 60 percent of greenhouse gas emissions, and freight trucks contribute 20 percent. The next largest contributor is aircraft at roughly 9 percent. Through a combination of new technology development, voluntary partnerships, consumer information, and renewable fuels expansion, EPA is working to reduce greenhouse gas emissions from the transportation sector. By focusing both on vehicles and fuels, these efforts follow the same successful approach the Agency has used to cut emissions from motor vehicles.

Reducing Vehicle Fuel Consumption. EPA's SmartWay Transport Partnership is a public-private partnership that aims to reduce greenhouse gas emissions, fuel consumption, and criteria pollutants from ground freight transportation operations. Nearly 550 companies, including some of the nation's largest shippers and carriers, have joined the SmartWay program.

The efforts of these companies, which include the use of fuel efficient technologies and anti-idling devices, improved aerodynamics, and the next generation single wide tires, will reduce greenhouse gas emissions and fuel consumption. Our SmartWay program is also working with truck stop owners to create "No Idling Zones" and install truck stop electrification systems, allowing tired drivers to take their required 10 hour rest period in comfort without having to operate their 450 horsepower engines. EPA estimates that by 2012, the companies that participate in the SmartWay Transport Partnership will cut carbon dioxide emissions by up to 66 million metric tons per year, and

nitrogen oxide (NOx) emissions by up to 200,000 tons per year. It will save about \$9 billion in fuel costs and as much as 150 million barrels of oil per year – enough oil to heat 17 million houses for one year.

EPA also is working to develop and commercialize new, state-of-the-art low greenhouse gas technologies at its National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. EPA invented and patented the world's first full hydraulic hybrid vehicle system, which is capable of achieving a 40 percent reduction in greenhouse gas emissions and a 60-70 percent improvement in fuel economy. There is a high likelihood that hydraulic hybrids will be commercialized in certain heavy-duty applications, such as urban delivery trucks and garbage trucks, within the next few years.

Promoting Today's Transportation Technologies. EPA also is working to maximize the potential of today's fuel-efficient technologies. For example, the recent phase-in of ultra low sulfur diesel fuel opens up new markets for clean diesel passenger cars and pickup trucks. These vehicles are up to 40 percent more efficient than conventional gasoline vehicles, reducing life-cycle carbon dioxide emissions by up to 20 percent.

In addition, EPA has ongoing efforts to keep the public informed about the fuel economy performance of the vehicles they drive. As evidenced by the million plus monthly "hits," the online Green Vehicle Guide has proven to be a popular consumer tool to help car shoppers identify the cleanest and most fuel efficient vehicles that meet their needs. EPA recently issued new test methods designed to improve the accuracy of window sticker fuel economy estimates to better reflect what consumers actually achieve on the road. We also redesigned the fuel economy label to make it easier for consumers to compare fuel economy when shopping for new vehicles.

Energy Efficiency

EPA has long recognized that energy efficiency offers a lower cost solution for reducing energy bills, improving national energy security, and reducing greenhouse gas emissions – all while helping to grow the economy through increased electric grid reliability and reduced energy costs in the natural gas and electricity markets.

ENERGY STAR. In 1992, EPA introduced ENERGY STAR as a voluntary labeling program designed to identify and promote energy-efficient products. EPA has worked closely with its federal ENERGY STAR partner, the Department of Energy, to expand the program to new product categories which now total more than 50. Since the early 1990s, EPA has also promoted energy efficiency in commercial buildings. Through their ENERGY STAR partnerships, businesses and organizations of all sizes benefit from energy efficiency resources and guidance that help inform their decisions, enabling them to make cost-effective investments and reduce their energy use by as much as 30 percent. Central elements of EPA's efforts include promoting energy management as a strategic business objective and promoting performance benchmarking of building energy use to help energy users target their investments.

In 2005, EPA announced a new national ENERGY STAR campaign in coordination with key professional associations and states. The ENERGY STAR Challenge is a call to action for building owners and operators to implement energy efficiency measures and reduce energy use by 10 percent or more. EPA estimates that if each building owner met this challenge, by 2015 Americans would

reduce greenhouse gas emissions by more than 20 MMTCE — equivalent to the emissions from 15 million vehicles — while saving about \$10 billion.

More than 30 states — along with many other organizations — are participating in the Challenge. They are benchmarking the energy use of their buildings, setting an energy savings target of 10 percent or more, and making the investments necessary to achieve this goal.

EPA's ENERGY STAR building efforts are engaging many states, local governments, and schools to improve the efficiency of their buildings, including:

- Several states (California, Ohio, Michigan) are using ENERGY STAR to help meet state policies and goals for building energy efficiency improvements.
- Minnesota has set a goal to increase the number of ENERGY STAR labeled buildings from the current 87 to 1,000 by 2010, as a key part of their effort to reduce energy consumption 15 percent by 2015.
- The District of Columbia requires that new public buildings be designed to meet ENERGY STAR levels.
- Virginia recommends designing new public buildings to meet ENERGY STAR levels as one of two methods to comply with a new energy efficiency Executive Order.
- School districts have benchmarked the energy performance of more than 12,000 schools, approximately 20 percent of school space across the country and they have earned the ENERGY STAR label on more than 700 schools across more than 30 states; these schools are using about 35 percent less energy than typical schools.

- National Association of Counties (NACo) has partnered with EPA under the ENERGY STAR Challenge on the NACo Courthouse Campaign. Over 100 counties have joined the campaign and are working to improve the energy efficiency of their courthouses.
- In addition, many cities have used Portfolio Manager to rate the performance of their office buildings and some have earned the ENERGY STAR label.

All of these efforts are contributing to the growing results of the ENERGY STAR program. In 2006, Americans, with the help of ENERGY STAR, implemented energy efficiency measures that saved \$14 billion on their energy bills and prevented greenhouse gas emissions equivalent to those of 25 million vehicles – the number of cars in California and Illinois combined.

Geologic Sequestration. Coal is an important fuel to achieve energy security and increase economic prosperity in the United States. Currently, about 50 percent of electricity in the United States is generated from coal, and according to DOE, at current rates of consumption, coal could meet U.S. needs for more than 250 years. To achieve our goal of energy security, coal must continue to play a major role in the generation of electricity in this country. Carbon dioxide capture and storage can potentially make a significant contribution to reducing greenhouse gas emissions from coal-fired electricity generation, while allowing continued use of our ample coal reserves. EPA's role is to ensure that carbon capture and storage is developed and deployed in a manner that safeguards the environment. We are focusing our efforts on two fronts: (1) partnering with public and private stakeholders to develop an understanding of the environmental aspects of carbon capture and storage that must be addressed for the necessary technologies to become a viable strategy for reducing greenhouse gases; and (2) ensuring carbon dioxide storage is conducted in a manner that protects underground sources of drinking water, as required by the Safe Drinking Water Act.

At the recommendation of the Clean Air Act Advisory Committee, EPA established the Advanced Coal Technology Work Group in January 2007 to discuss and identify the potential barriers and opportunities to create incentives under the Clean Air Act for the development and deployment of advanced coal technologies, including carbon capture and sequestration. The Work Group includes participants from electric utilities, coal companies, equipment manufacturers and pollution control providers, states and tribes, public utility commissions, environmental and public health organizations, academia, and federal agencies such as DOE and the Department of Defense.

The Work Group is developing a set of shared recommendations that could be undertaken by various stakeholders (e.g., EPA, DOE, DOD, states, tribes, utilities, public utility commissions, equipment providers, and environmental and health organizations) to accelerate the development and use of advanced coal technologies. In its work to date, the Work Group has discussed a wide range of issues associated with the commercial use of advanced coal technologies. We believe that an approach involving a shared set of actions to address some of these issues will provide the greatest opportunity to advance the technology most quickly.

Some of the areas the Work Group is focusing its discussions on include: 1) incentives to encourage advanced coal technology; 2) education and outreach to inform the public and other affected stakeholders about the importance and need for advanced coal technology; 3) liability and public perception concerns related to carbon capture and sequestration; 4) opportunities to streamline and accelerate permitting for advanced coal technology projects; and 5) the creation of mechanisms to accelerate advanced coal technology research and development. The Work Group plans to issue an interim report in June 2007, with the final report planned for January 2008.

Another focus of the Agency is the development of risk management strategies to ensure that carbon dioxide injection and long-term geologic storage are conducted in an environmentally responsible manner. Working together, EPA's Offices of Air & Radiation and Water have determined that the underground injection of carbon dioxide is subject to the Underground Injection Control (UIC) Program of the Safe Drinking Water Act (SDWA), which regulates injection activities to protect current and future sources of drinking water. In carrying out our responsibilities under the SDWA, EPA's goal is to ensure protective, effective storage of carbon dioxide injection in suitable geologic formations.

EPA has more than 30 years of experience working closely with states to authorize underground injection of billions of gallons of fluids annually. Approximately 35 million tons of carbon dioxide are injected annually and, in the Southwest United States, there is an extensive infrastructure to transport and inject carbon dioxide for enhanced oil and gas recovery. Although the knowledge gained from these activities is extremely useful, we do not yet have experience in integrated carbon dioxide capture and storage technologies on a commercial scale for coal-fired power plants.

Developing this expertise is essential to ensuring the potential utility of carbon dioxide capture and storage technology. The Department of Energy's research efforts to integrate and demonstrate carbon dioxide capture and storage will go a long way toward reducing costs and providing the data needed for EPA and states to develop appropriate risk management strategies.

To support these policies, EPA has developed UIC permitting guidance that recommends treatment of injection wells associated with research and development projects as "experimental technology" wells, which are covered under our existing regulations. Our goal is to provide guidance that facilitates permits while encouraging environmentally responsible injection activities. Another goal

of the guidance is to promote information exchange between project proponents and regulators, which will eventually support the development of a long-term management strategy for future geologic carbon dioxide storage projects and answer public questions about the emerging technology. The guidance recommends a workable UIC permitting approach for the next several years while more data are gathered to determine the most appropriate management framework for large-scale commercial deployment of geologic carbon dioxide storage.

Combined Heat & Power Partnership. Combined Heat and Power (CHP) is an efficient, clean, and reliable approach to generating power and thermal energy from a single fuel source. By installing a CHP system designed to meet the thermal and electrical base loads of a facility, CHP can increase operational efficiency and decrease energy costs, while reducing emissions of greenhouse gases that contribute to climate change. EPA's CHP Partnership is a voluntary program that seeks to reduce the environmental impact of power generation. The Partnership works closely with energy users, the CHP industry, state and local governments, and other stakeholders to support the development of new projects and promote their energy, environmental, and economic benefits.

Other Industrial Sectors

A number of EPA's climate initiatives cut across multiple industrial sectors:

Climate Leaders. Climate Leaders is an EPA partnership that encourages individual companies and other organizations to develop long-term, comprehensive climate change strategies. Partners develop corporation-wide greenhouse gas inventories, including all emission sources of the six major greenhouse gases (CO₂, CH₄, N₂O, HFCs, PFCs, SF₆), set an aggressive corporate-wide

greenhouse gas emissions reduction goal to be achieved over 5 to 10 years, report inventory data annually, and document progress toward their emissions reduction goals. Since its inception in 2002, Climate Leaders has grown to include 118 corporations whose revenues add up to almost 10 percent of the United States' gross domestic product and whose emissions represent 8 percent of total U.S. greenhouse gas emissions. Eight organizations have achieved their greenhouse gas reduction goals – American Electric Power, Baxter International, General Motors Corporation, IBM Corporation, National Renewable Energy Laboratory, SC Johnson, St. Lawrence Cement, and United Technologies.

High GWP Gas Voluntary Programs. EPA has a set of voluntary industry partnerships that are substantially reducing U.S. emissions of high global warming potential (high GWP) gases. These synthetic gases - including perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and sulfur hexafluoride (SF₆) - are manufactured for commercial use or generated as waste byproducts of industrial operations. Some of these gases have valuable uses as substitutes for ozone depleting substances. However, some species of these gases, while released in small quantities, are extremely potent greenhouse gases with very long atmospheric lifetimes. The high GWP partnership programs involve several industries, including HCFC-22 producers, primary aluminum smelters, semiconductor manufacturers, electric power companies, and magnesium smelters and die-casters. These industries are reducing greenhouse gas emissions by developing and implementing cost-effective improvements to their industrial processes. To date, industry partners have achieved significant emission reductions and industry partners are expected to maintain emissions below 1990 levels beyond the year 2010.

International Efforts

EPA's global leadership on climate change extends not only to our suite of domestic programs, but also to our pioneering and effective international partnerships.

Methane to Markets Partnership. The United States launched the Methane to Markets Partnership in November 2004 with active participation from EPA, DOE, USDA, the U.S. Agency for International Development, and the State Department. The Methane to Markets Partnership is a multilateral initiative that promotes energy security, improves environmental quality, and reduces greenhouse gas emissions throughout the world. The Partnership consists of 20 Partner countries, and involves over 500 private sector and other government and non-governmental organizations that participate through a Project Network.

Under the Partnership, member countries work closely with private sector development banks and other governmental and non-governmental organizations to promote and implement methane recovery and use opportunities in four sectors: oil and gas systems, underground coal mines, landfills, and animal waste management systems. Capturing and using "waste" methane not only provides an additional energy source that stimulates economic growth but also reduces global emissions of this powerful greenhouse gas. The United States has committed up to \$53 million for the first five years of the Partnership. EPA estimates that this Partnership could recover up to 500 billion cubic feet of natural gas (50 million metric tons carbon equivalent) annually by 2015.

Asia-Pacific Partnership on Clean Development and Climate (APP). EPA is an active participant in this Presidential initiative, which engages the governments and private sectors in six key nations -

Australia, China, India, Japan, the Republic of Korea and the United States - that account for about half of the world's economy, energy use, and greenhouse gas emissions. Partners are enhancing deployment of clean energy technologies to address their energy, clean development, and climate goals. An example of APP success is the leveraging of a \$500,000 U.S. government grant to build the largest coal mine methane power facility in the world in China, which, when completed, will avoid the annual equivalent emissions of one million cars. An additional example of an APP success story relates to a company participating in APP projects through the Renewable Energy and Distributed Generation Task Force, which achieved grid connection access in China and has led to installation of 40 megawatts of distributed clean energy in China in less than a year. And, another success story is EPA's provision of technical support to China to develop a voluntary energy efficiency label similar to ENERGY STAR.

This Administration is meeting unparalleled financial, international, and domestic commitments to the reduction of greenhouse gas emissions, and as outlined today, EPA plays a significant role in fulfilling those commitments. The initiatives discussed above represent only a sample of EPA's climate change activities. We will continue to move forward to address climate change in ways that produce meaningful environment benefits and maintain our nation's economic competitiveness.

V. Conclusion

The Administration remains committed to addressing climate change in a manner that promotes a healthy environment and a healthy economy. Today, I have outlined the myriad of programs, partnerships, and investments EPA is deploying to meet this challenge. Thank you.