

Chairman Manchin's Opening Statement: March 16, 2021

- The Committee will come to order.
- The United States has been a leader of innovation in the transportation sector since Robert Fulton created the first commercially successful steamboat in 1807.
- From the Wright Brothers and Henry Ford's assembly line to the successful flight of the Apollo 11 spacecraft, American ingenuity has been leading the way to transform how our society moves people and goods.
- As we face the climate challenge, American innovation in transportation technologies will once again lead the way in the vehicles and fuels of the future.
- The transportation sector accounts for nearly 30% of the United States' energy consumption and it is responsible for the largest share, 28%, of the country's greenhouse gas emissions.
- Last Congress, this committee considered the many bills that formed the bipartisan American Energy Innovation Act, which was ultimately largely enacted as the Energy Act of 2020.
- While I am so proud of all the things we were able to get done in the final bill, not everything made it across the finish line, including our vehicles title.
- If we want to reach any climate goal, we need to look at where the emissions are coming from and seek out solutions.

- At 28% of our emissions, it's clear that we've got to get to work on the transportation sector, and it's disappointing we weren't able to move that legislation last year.
- So today, we begin attending to important unfinished work.
- Because our committee has a critical role to play in ensuring we have the technologies, materials, and domestic manufacturing needed to decarbonize our transportation sector.
- Whether it's the batteries that power electric vehicles or electrolyzers that produce hydrogen from water, we've got to advance the technologies needed for the vehicles of the future and their supply chains.
- The United States can and should be the leader in clean transportation with help from research and development at the Department of Energy and the National Labs.
- In addition, the opportunities for manufacturing in sustainable transportation technologies are plentiful and can create good paying jobs right here at home when we need them most.
- My American Jobs in Energy Manufacturing Act would help foster that economic growth by reviving the 48C energy manufacturing tax credit and carving out \$4 billion for exclusive use in coal communities, driving those jobs into the areas that have seen the biggest economic impact of the transition to a cleaner energy future.

- I also firmly believe that we need to decrease our reliance on foreign supply chains to build these next generation technologies.
- While I recognize the value of electric vehicles to help reduce emissions I remain deeply concerned that just a handful of countries, some of which have questionable mining practices, are the gatekeepers for the critical minerals we need to build the batteries used to power them.
- We can't stick our head in the sand about that; we have stronger environmental and workforce protection laws domestically than many of the countries that we rely on for these critical minerals.
- I believe that responsible domestic sourcing of the critical minerals needed for these cleaner technologies has to be part of this transition to a clean energy future.
- I am also concerned that we are quickly approaching the first cycle of batteries reaching the end of their usable life in an EV without the ability to recycle them domestically, so I'm working on legislation that would boost DOE's role in advancing the recycling of and second-life applications for EV batteries.
- Ultimately, there is a lot of work yet to be done to reduce emissions in the transportation sector.
- And as the sector of our economy emitting the most, we've got to get to work, whatever the fuels and the vehicles of the future

will be, to advance the technologies that are going to be needed and shore up those supply chains.

- So with that, let me welcome our witnesses who bring a wealth of knowledge to this topic:
 - Ms. Kelly Speakes-Backman, Principal Deputy Assistant Secretary & Acting Assistant Secretary for Energy Efficiency & Renewable Energy at the Department of Energy
 - Mr. Adam Muellerweiss [Mule-er-wice], Chief Sustainability Officer at Clarios, a battery supplier and manufacturer
 - Mr. Janvier Nkurunziza [Jon-vee-air En-kur-un-ZI-za], Officer in Charge of the Commodities Branch and Chief Commodity Research and Analysis Section of the Division on International Trade and Commodities at the United Nations Conference on Trade and Development
 - Mr. Tony Satterthwaite [SAT-ur-thwait], Vice Chairman of Cummins and
 - Mr. Robert Wimmer, Director of the Energy and Environmental Research Group at Toyota Motor North America
- Thank you all for being with us today, in person and virtually. I look forward to the discussion today.

- With that, I'll turn it over to Senator Barrasso for his opening statement.