

**Committee on Energy and Commerce**  
**Opening Statement as Prepared for Delivery**  
**of**  
**Subcommittee on Environment, Manufacturing, and Critical Materials Ranking Member**  
**Paul Tonko**

*Markup of 6 Bills, Full Committee*

**July 27, 2023**

Thank you, Madam Chair.

I want to express my opposition to the three partisan bills that have been advanced by the Environment Subcommittee.

These bills seek to deny Americans the public health and economic benefits of our nation's ongoing transition to cleaner, more innovative vehicle technologies.

H.R. 1435, the Preserving Choice in Vehicle Purchases Act, would restrict EPA from allowing California to set more protective vehicle emission standards to address its extraordinary pollution challenges and cause uncertainty to the auto industry by revoking previously issued waivers.

H.R. 4468, the Choice in Automobile Retail Sales Act, would prejudge the outcome of EPA's ongoing tailpipe standards rulemaking process and prohibit the agency from finalizing a rule that provides vastly greater benefits than costs.

Ultimately, this bill will prevent EPA from carrying out its mission to protect human health and the environment.

And H.R. 4469, the No Fuel Credits for Batteries Act, prohibits EPA from finalizing eRINs under the Renewable Fuel Standard program, which will limit— and, in some cases, prevent— wastewater plants, landfills, and farms that capture eligible biogas feedstocks from participating in the RFS.

These bills seek to create uncertainty for the private sector, disrupting the tens of billions of dollars of investments being made to develop and produce the next generation of clean vehicle technologies in the United States.

There is no doubt that there is an innovation revolution happening in the transportation sector right now.

It is already creating jobs and reducing pollution, in large part due to the Infrastructure Investment and Jobs Act and the Inflation Reduction Act.

Today we will hear that somehow this innovation-driven transition to clean vehicles plays into China's hands.

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But the reality is that the exact opposite is true.

Failure to develop our own domestic supply chains and manufacturing capabilities will guarantee that foreign competitors win the race to become the global leader in manufacturing clean vehicles and their components.

I believe in America. I believe in American workers, automakers, and battery producers. We can continue to be the leader in automotive innovation.

But winning this global race requires consumer trends, financial incentives, and, yes, regulatory policies to all pull in the same direction.

Unfortunately, the bills under consideration seek to upend this third leg of the innovation stool, which will undermine the rapidly growing domestic clean vehicle industry.

I urge Members to reject the three Environment bills before us today, and work together to further the United States' efforts to lead the world in clean vehicles. I yield back.