

May 20 / Administration of Barack Obama, 2010

er costs for families and businesses. And that's why we're about to pass financial regulatory reform to protect consumers and ensure that we don't have another crisis caused by the irresponsibility of a few.

Along with the steps we're taking to spur innovation and encourage hiring and rein in our deficits, that is how we will ultimately build an

economy that is stronger and more prosperous than it was before.

Thanks very much, everybody.

NOTE: The President spoke at 4:33 p.m. in the Rose Garden at the White House. The Office of the Press Secretary also released a Spanish language transcript of these remarks.

Statement on Congressional Action on Campaign Finance Legislation *May 20, 2010*

Today the House Administration Committee took another important step toward putting in place critical protections to control the flood of special interest money into American elections. The DISCLOSE Act, now moving to debate on the floor of the House of Representatives, would establish the toughest ever disclosure requirements for election-related spending by big oil corporations, Wall Street, and other special interests. It would prohibit foreign entities from manipulating the outcome of U.S. elections, and it would shine an

unprecedented light on corporate spending in political campaigns so that the American people can clearly see who is trying to influence campaigns for public office. These changes are particularly urgent in the aftermath of the Supreme Court's *Citizens United* decision, and I encourage the full Congress to give this strong, bipartisan legislation the swift consideration it deserves.

NOTE: The statement referred to H.R. 5175.

Statement on the Resignation of Dennis C. Blair as Director of National Intelligence *May 20, 2010*

Dennis Blair has a remarkable record of service to the United States, and I am grateful for his leadership as Director of National Intelligence. Over the course of many decades, Admiral Blair has served with great integrity, intellect, and commitment to our country and the values that we hold dear. During his time as DNI, our intelligence community has performed admirably and effectively at a time of great challenges to our security, and I have

valued his sense of purpose and patriotism. He and I both share a deep admiration for the men and women of our intelligence community who are performing extraordinary and indispensable service to our Nation.

NOTE: The Office of the Press Secretary also released a Spanish language version of this statement.

Remarks on Signing a Memorandum Improving Energy Security, American Competitiveness and Job Creation, and Environmental Protection Through a Transformation of Our Nation's Fleet of Cars and Trucks *May 21, 2010*

Good morning, everybody. Everybody, please have a seat. It is wonderful to have you all here. Welcome to the White House.

I want to introduce some of the folks who are on stage who have been integral in making today possible. You've already heard about the

wonderful team here at the White House: Carol Browner, Ray LaHood, and Lisa Jackson. But in addition, we have on stage a number of people who were absolutely critical: Martin Daum, the CEO of Daimler Trucks; Mr. Anthony Dunkley, who is a driver for Waste Management; Mr. G. Tommy Hodges, chairman of the board, American Trucking Association; Mr. Alan Rutherford, legislative director for the UAW; Mr. Dennis Slagle, CEO of Volvo; Mr. Tim Solso, CEO of Cummins; and Mr. Daniel Ustian, CEO of Navistar. Please give them a big round of applause.

We also have with us some legislative leaders who have been champions of not only the auto industry, but also the environmental movement, and I want to thank them for being here: One of the deans of the House of Representatives, Representative John Dingell, please give him a big round of applause; Representative Ed Markey is here from Massachusetts; Representative Chris Van Hollen is here; and Representative Henry Waxman.

Now, it was 1 year ago today that I stood here in the Rose Garden on a similarly beautiful day with some of the same folks to announce a historic agreement to help break America's dependence on oil, to protect the planet that we'll leave to our children, and to spur jobs and growth in the industries of the future. It was an agreement—the first of its kind—to raise the fuel efficiency and reduce the greenhouse pollution for cars and light trucks sold in the United States of America.

A lot of people thought such an agreement was impossible. After all, for decades, we had made little headway in improving the fuel efficiency of our cars. We'd hear a lot of urgent talk in Washington when oil prices went up, then we'd see politicians rush to the local gas stations—I remember going to gas stations—holding press conferences, announcing new legislation. But the impetus for action would fade when gas prices started to go back down. Meanwhile, progress was mired in a lot of old arguments traded across entrenched political divides: left versus right, management versus labor, business leaders versus environmental advocates.

But what we showed here 1 year ago today is that we could do something different. We proved that these were false choices. We brought together all the stakeholders, including former adversaries, to support a policy that would benefit consumers, workers, and the auto industry, while strengthening the economy and protecting the planet. One year later, we're beginning to see results. Instead of fighting higher standards, auto manufacturers are engaged in a race to meet them. And over the next 5 years, we expect fuel efficiency standards in cars and light trucks to reach an average of 35.5 miles per gallon.

As a result, everybody wins. The typical driver will save roughly \$3,000 over the life of the vehicle. We'll reduce our dependence on oil by 1.8 billion barrels and cut nearly a billion tons of greenhouse gas emissions. This is the equivalent of taking 50 million cars off the road, lowering pollution while making our economy more secure. And by setting a single standard in place, rather than a tangle of overlapping and uncertain rules, auto companies will have the clear incentive to develop more efficient vehicles. This in turn will foster innovation and growth in a host of new industries.

So that's what we set in motion 1 year ago. And today we're going even further, proposing the development of a national standard for medium and heavy-duty trucks, just as we did for cars and light trucks. In a few moments, I'm going to sign a Presidential memorandum, coordinated by my chief energy adviser, Carol Browner. It directs my administration, under the leadership of Transportation Secretary Ray LaHood and EPA Administrator Lisa Jackson, to develop a standard to improve fuel efficiency and reduce harmful emissions for trucks, starting with the model year 2014.

This is the first time we'll have such a standard. And as a sign of the broad support behind this plan, we are joined by the representatives from more than a dozen car and truck manufacturers, as well as fleet operators, autoworkers, labor leaders, environmental groups, and officials from California and other States.

This is going to bring down the costs for transporting—for transporting goods, serving businesses and consumers alike. It will reduce

pollution, given that freight vehicles produce roughly one-fifth of the greenhouse gas emissions related to transportation. We estimate, for example, that we can increase fuel economy by as much as 25 percent in tractor-trailers using technologies that already exist today. And just like the rule concerning cars, this standard will spur growth in the clean energy sector.

We know how important that is. We know that our dependence on foreign oil endangers our security and our economy. We know that climate change poses a threat to our way of life; in fact, we're already seeing some of the profound and costly impacts. And the disaster in the Gulf only underscores that even as we pursue domestic production to reduce our reliance on imported oil, our long-term security depends on the development of alternative sources of fuel and new transportation technologies.

But we also know that our economic future depends on our leadership in the industries of the future. Around the globe, countries are seeking an advantage in the global marketplace by investing in new ways of producing and saving energy. From China to Germany, these countries recognize that the nation that leads in the clean energy economy will lead the global economy. And I want America to be that nation.

And that's why, when we fashioned the Recovery Act to get our economy moving again, we emphasized clean energy. Today, we're supporting the development of advanced battery technologies. We're doubling the capacity to generate renewable electricity. We're building a stronger, smarter electric grid, which will be essential to powering the millions of plug-in hybrids, and cars and trucks that we hope to see on the roads. It's estimated that through these investments, we'll create or save more than 700,000 jobs. And these investments will help businesses develop new technologies that vehicle makers can use to meet higher fuel efficiency standards.

In addition, the standard we set last year for cars and light trucks runs through 2016. I'm

proposing we start developing right now a new and higher standard to take effect beginning 2017, so that we can make more and more progress in the years to come.

Through the directive I'm signing, we're also going to work with public and private sectors to develop the advanced infrastructure that will be necessary for plug-in hybrids and electric vehicles. And we're going to continue to work to diversify our fuel mix, including biofuels, natural gas, and other cleaner sources of energy. I believe that it's possible, in the next 20 years, for vehicles to use half the fuel and produce half the pollution that they do today. But that's only going to happen if we are willing to do what's necessary for the sake of our economy, our security, and our environment.

Today's announcement is an essential part of our energy strategy, but it's not a substitute for other necessary steps to ensure our leadership in a new clean energy economy. I'm heartened by the good work that's been done by Senator Kerry and Lieberman on a comprehensive energy and climate bill to reduce our dependence on foreign oil, to prevent the worst consequences of climate change, and foster the millions of new jobs that are possible if we rise to this challenge. And this follows the passage of comprehensive legislation through the House last June.

So as I've said before, I intend to work with members of both parties to pass a bill this year. In the meantime, I'm going to take every sensible, responsible action that I can use—that I can take using my authority as President to move our country in the right direction. That's what we've done today. That's what we're going to continue to do in the days, weeks, and months ahead.

So thank you very much for being here, everybody. And I'm going to now sign this memorandum.

NOTE: The President spoke at 10:58 a.m. in the Rose Garden at the White House. The memorandum is listed in Appendix D at the end of this volume.

The President's Weekly Address *May 22, 2010*

One month ago this week, BP's Deepwater Horizon drilling rig exploded off Louisiana's coast, killing 11 people and rupturing an underwater pipe. The resulting oil spill has not only dealt an economic blow to Americans across the Gulf Coast, it also represents an environmental disaster.

In response, we're drawing on America's best minds and using the world's best technology to stop the leak. We've deployed over 1,100 vessels, about 24,000 personnel, and more than 2 million total feet of boom to help contain it. And we're doing all we can to assist struggling fishermen and the small businesses and communities that depend on them.

Folks on the Gulf Coast and across America are rightly demanding swift action to clean up BP's mess and end this ordeal. But they're also demanding to know how this happened in the first place and how we can make sure it never happens again. That's what I'd like to spend a few minutes talking with you about.

First and foremost, what led to this disaster was a breakdown of responsibility on the part of BP and perhaps others, including Transocean and Halliburton. And we'll continue to hold the relevant companies accountable not only for being forthcoming and transparent about the facts surrounding the leak but for shutting it down, repairing the damage it does, and repaying Americans who've suffered a financial loss.

But even as we continue to hold BP accountable, we also need to hold Washington accountable. Now, this catastrophe is unprecedented in its nature, and it presents a host of new challenges we're working to address. But the question is what lessons we can learn from this disaster to make sure it never happens again.

If the laws on our books are inadequate to prevent such an oil spill or if we didn't enforce those laws, I want to know it. I want to know what worked and what didn't work in our response to the disaster and where oversight of the oil and gas industry broke down. We know, for example, that a cozy relationship between oil and gas companies and the agencies that regulate them has long been a source of concern.

Secretary of Interior Ken Salazar has taken steps to address this problem, steps that build on reforms he's been implementing since he took office. But we need to do a lot more to protect the health and safety of our people, to safeguard the quality of our air and water, and to preserve the natural beauty and bounty of America.

In recent weeks, we've taken a number of immediate measures to prevent another spill. We've ordered inspections of all deepwater operations in the Gulf of Mexico. We've announced that no permits for drilling new wells will go forward until the 30-day safety and environmental review I requested is complete. And I've called on Congress to pass a bill that would provide critical funds and tools to respond to this spill and better prepare us to confront any future spills.

But we also need to take a comprehensive look at how the oil and gas industry operates and how we regulate them. That's why on Friday, I signed an Executive order establishing the National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling. While there are a number of ongoing investigations, including an independent review by the National Academy of Engineering, the purpose of this Commission is to consider both the root causes of the disaster and offer options on what safety and environmental precautions we need to take to prevent a similar disaster from happening again. This Commission, I'd note, is similar to one proposed by Congresswoman Capps and Senator Whitehouse.

And I've asked Democrat Bob Graham and Republican Bill Reilly to cochair this Commission. Bob served two terms as Florida's Governor and represented Florida as a United States Senator for almost two decades. During that time, he earned a reputation as a champion of the environment, leading the most extensive environmental protection effort in the State's history.

Bill Reilly is chairman emeritus of the board of the World Wildlife Fund, and he also is deeply knowledgeable about the oil and gas in-