

BYRON L. DORGAN
NORTH DAKOTA
127 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-3408
202-224-7511
202-224-9379 TDD

COMMITTEES
APPROPRIATIONS
COMMERCE, SCIENCE & TRANSPORTATION
ENERGY & NATURAL RESOURCES
CHAIRMAN, INDIAN AFFAIRS

CHAIRMAN, DEMOCRATIC POLICY COMMITTEE

United States Senate

WASHINGTON, DC 20510-3405

October 22, 2007

The Honorable Guy F. Caruso
Administrator
Energy Information Administration
Forrestal Building
1000 Independence Avenue, S.W.
Washington, DC 20585

Dear Mr. Caruso:

The Energy Information Administration (EIA) has often provided the Congress with important analyses of future energy policy options. Increasing concern about energy security, trade deficits, economic growth, air quality and climate change will engage us for many years, and these reviews make key contributions to the course of policy debate.

I am writing to request that you conduct a quantitative analysis of the pollutant emissions reductions (including greenhouse gases) and oil savings that would result from commercializing advanced hydrogen and fuel cell technologies, both in transportation and distributed electricity generation. Several different sizes of a hydrogen economy have been evaluated since 2004's landmark study done by the National Academy of Sciences, including work from the Department of Energy's (DOE's) Energy Efficiency and Renewable Energy program, the International Energy Agency, the European Commission and several National Laboratories. They have shown that a wide range of energy alternatives will be needed to fully ensure a steadily cleaner and more efficient energy economy.

Substantial industry, federal, and state investment in research, development and demonstration has moved our technical knowledge forward since 2004 — a succinct systems examination of the emissions, energy efficiency and oil savings benefits of a hydrogen economy, however, has yet to be done. When Congress passed the Energy Policy Act of 2005, we intended to accelerate the development of technology toward commercialization, and gave the Secretary of Energy more authority and resources to accelerate this initiative. Title VII, *Vehicles and Fuels*, and Title VIII, *Hydrogen*, clearly set goals and methods for how federal resources need to be focused, in partnership with industry. The potential for dramatic improvement in emissions, efficiency and oil use is very real. The stakes are high, and better analysis can usefully guide our oversight and funding of these programs.

I request that the EIA undertake a broad review of the expected impacts of a group of detailed scenarios, highlighting those key differences that could

STATE OFFICES

312 FEDERAL BUILDING
THIRD AND BOSSER AVENUE
P.O. BOX 2578
BISMARCK, ND 58502
701-250-4818
1-800-666-4482 TOLL-FREE

1802 32ND AVENUE S., SUITE B
P.O. BOX 9060
FARGO, ND 58106
701-239-6389

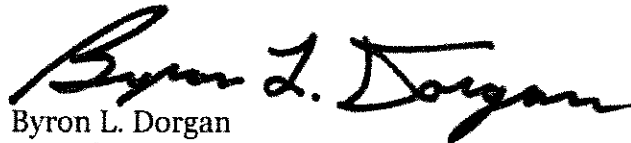
102 NORTH 4TH STREET, ROOM 106
GRAND FORKS, ND 58201
701-746-8972

100 1ST STREET, S.W., ROOM 105
MINOT, ND 58701
701-852-0700

significantly reduce America's dependence on imported energy, while dramatically reducing emissions. The key drivers are the pace of technological change, the magnitude and focus of private and public investment, the success of these partnerships, the role of tax incentives and careful design of regulatory policy.

I appreciate your guidance and assistance. The EIA has often made key contributions to debate and understanding, and I appreciate the contributions your energy analysis has made on policy debates in Congress. I expect that the analysis I have described here will greatly help us in our pursuit of future initiatives. Please contact Franz Wuerfmannsdobler or John Rockey of my staff at (202) 224-2551 with any questions.

Sincerely,

A handwritten signature in black ink that reads "Byron L. Dorgan". The signature is written in a cursive, flowing style with a large initial 'B'.

Byron L. Dorgan
United States Senator