

**Remarks of U.S. Rep. Nick J. Rahall, II
Kick-Off of the Coal-to-Liquids Coalition
March 28, 2007**

It is indeed a pleasure to be here today to participate in the kick-off of the Coal-to-Liquids Coalition.

Over the years I have spoken countless times about coal. I have talked about its value to our economy, its important place in our energy portfolio and its abundance within our own borders.

It has always been an uphill argument because so many still see coal as a dirty, inefficient, old-fashioned fuel. But these individuals have their heads in the sand. They have failed, time and again, to look beyond the horizon and realize the boundless opportunities that exist in coal. They refuse to acknowledge that technology is giving us evolving ways to use coal more cleanly and efficiently to answer our energy needs.

The formation of this Coalition marks the start of an exciting new era for coal. It marks a renewed effort to wean our nation off of foreign oil – to help sever the bonds of unstable foreign regimes, and reduce the risk of being drawn into future wars over oil.

Interestingly, standing at the forefront of the coal-to-liquids effort is the Air Force.

At 93% of total consumption, the Defense Department is the U.S. government's largest user of fuels. And of all four branches at DoD, the Air Force consumes the most, 52%. The Air Force has indicated its interest in coal-derived fuels by launching flight tests using that fuel and expressing an eagerness to utilize liquid coal throughout its fleet to free itself from the whims of foreign oil.

This, then, is a matter of national security.

Indeed, national security lies at the heart of my support for coal-to-liquid fuels. To my friends in the environmental community, I say that we can capture the carbon at the plants that will produce these fuels. And I point out that these fuels can be processed in a way that causes less mercury, less sulfur dioxide, and less particulate pollution than do the liquids that currently power our vehicles.

Many of my friends in the environmental community counter that one cannot capture the carbon at the tailpipe. And that is so. But neither can we do so using the conventional petroleum-based fuels we produce largely from imported oil.

Again, this is a matter of national security.

The answer, they may say, is found in ethanol and other biofuels, and electric vehicles.

I would simply point out that it takes a whole lot of fossil fuels to make biofuels, and as was pointed out in a recent OpEd by two people with the University of Minnesota: If every one of the 70 million acres in this country on which corn was grown last year were used for ethanol, the amount produced would only displace 12% of the U.S. gasoline market.

As for electric vehicles, once you plug your car into that socket to it charge up, it is safe to assume that the energy source for producing that electricity is coal, regardless of how much wind and solar power we deploy in this country.

So it all comes down to this: Do we depend on our domestic coal resources or on foreign oil?

I thank the participants in this press conference and I look forward to the future good work of the Coal-to-Liquids coalition.

Remarks at Coal-To-Liquids Coalition "Roll-Out"
By U.S. Senator Jim Bunning
As Prepared for Delivery
March 28, 2007

I would like to thank the National Mining Association and the Coal-to-Liquids Coalition for this event today.

I believe that Coal-to-Liquid fuel is a central part of the solution to help America end its dependence on foreign oil and take advantage of our abundant coal resources.

That is why I introduced the Coal-to-Liquid Fuel Promotion Act with Senator Barrack Obama. This bill will provide a combination of investment and production incentives as well as ensure the military is able to contract for this fuel long-term.

While I believe tax incentives and the military will be the best ways to commercialize coal-to-liquid facilities in the United States, I am open to discussing other options with my colleagues, like price floors and the alternative fuel standard proposed by the President. I believe we have the same goals in mind and should work with industry to ensure the most effective program is put into place.

The Air Force has been a leader for these fuels. Their testing program has shown that synthetic fuels work in existing aircraft and burn both cleaner and cooler than petroleum. These physical characteristics and the fact that CTL comes from a secure, domestic source, will help meet our military's strategic needs.

I also believe that coal-to-liquid fuel will be an environmentally-friendly fuel. It burns significantly cleaner than oil, with lower sulfur, N.O.X, and particulate matter emissions. And I believe that we can capture carbon emissions and use it for enhanced oil recovery. I am cosponsoring bills in the Senate that will help us learn where and how to sequester that carbon as well.

Just look at the agenda today and you will see coal-to-liquid fuel has broad, bipartisan support in Congress. And the Coalition demonstrates that America has a forward looking domestic industry that is just waiting for the government to help put steel in the ground.

I would like thank the Coal-to-Liquids Coalition and congratulate them on their kickoff. I believe this is an important organization and I am pleased industry is ready to help get coal-to-liquid fuels off the ground.