

**COMMITTEE ON SCIENCE AND TECHNOLOGY
SUBCOMMITTEE ON ENERGY AND ENVIRONMENT
U.S. HOUSE OF REPRESENTATIVES**

HEARING

H.R. 547, the Advanced Fuels Infrastructure Research and Development Act

January 30, 2007

Statement of Ranking Member Bob Inglis (SC-4)

Thank you, Mr. Chair, for your remarks. I am excited to be working with you as we seek to tackle the energy and environmental challenges in the first Energy and Environment Subcommittee hearing of the 110th Congress.

I am pleased to see the Subcommittee addressing this legislation early in the Congress. The promise of fuels of the future to reduce our dependence on foreign oil is one that both Republicans and Democrats support. Americans don't care which party gets the credit; they want to see solutions.

I am also excited about the possibilities to improve our energy security, create jobs by retooling the car, and clean the air through a hydrogen economy. The scope of the challenge requires many solutions. America will benefit from the successes of its inventors, scientists and engineers. The government can help by harnessing the energy of its citizens through funding basic research. During my tenure on the Budget Committee ('93-'98), I learned the difference between simple spending and thoughtful investing. Investing in the research and development of fuels of the future makes sense. If we invest wisely, we can find economic growth through innovation.

We can reap the benefits of biodiesel made from renewable agricultural products instead of buying it from foreign oil companies in unstable countries--and produce less pollution.

A Department of Energy study showed that the production and use of biodiesel, compared to petroleum diesel, resulted in a 78.5% reduction in carbon dioxide emissions. For every unit of energy needed to produce a gallon of biodiesel, we gain 3.24 units of energy, giving it a positive energy balance.

I understand that biodiesel is chemically and physically different than petroleum based diesel. These differences present some problems of compatibility with the existing infrastructure. I hope that the witnesses today can help us better understand this challenge and how H.R. 547 can help address other challenges related to moving ultra-low sulfur diesel through our existing infrastructure.

I commend the Chairman of the Science Committee, Mr. Gordon, for introducing this bill and taking quick steps to further its passage. H.R. 547 is an example of a clear step that will both improve energy security and help clean the air.

Democrats are for alternative energy; Republicans are for alternative energy. Congress is ready; the President is ready. So let's hear from the witnesses how we may best begin.