

## CONTRIBUTIONS OF RENEWABLE AND ALTERNATIVE FUELS TO LONG-TERM U.S. ENERGY SECURITY

February 21, 1990

HOUSE OF REPRESENTATIVES,  
SUBCOMMITTEE ON ECONOMIC STABILIZATION,  
COMMITTEE ON BANKING, FINANCE AND URBAN AFFAIRS,  
*Washington, DC.*

The subcommittee met, pursuant to notice, at 10:55 a.m., in room 2220, Rayburn House Office Building, Hon. Mary Rose Oakar [chair] presiding.

Present: Chairwoman Oakar, Representative Neal of Massachusetts.

Also present: Earl Rieger, Staff Director and Chief Counsel, Herbert Spira, Counsel, and Mark Brinton, Minority Counsel.

Mr. NEAL of Massachusetts [presiding]. Our hearing this morning is for the purpose of hearing from a panel of experts on alternative fuels for long-range energy security. I'd like to place my prepared opening statement in the record. Without objection, so ordered.

As we previously agreed, we'll hear from Mr. Sklar, and the panel is going to adjourn until 1, so Ms. Oakar can resume the chair.

Our hearing today, on the contributions of renewable and alternative fuels to long-term U.S. energy security, is the subcommittee's eighth hearing since 1988 on energy security matters.

In a report to the House last November, our chair, Mary Rose Oakar, noted that oil imports had risen from 28 percent of U.S. supply in 1982 and 1983 to 42 percent in 1989. That is an increase of 50 percent in 6 years. There have been recent months when import totals stood at, or above, half of U.S. consumption, including January 1990, according to an article in the Washington Post of this past Sunday. Because U.S. domestic production is declining more rapidly than predicted, the dependency ratio is likely to get worse.

These trends were documented in a newsletter entitled "Import Watch," which the subcommittee published in November, with subsequent editions to appear from time to time.

In addition, the subcommittee has documented that our national capacity to generate electricity—which has been the primary engine of economic growth in the modern era—is only 2 points over minimum safety standards. However, for the entire eastern seaboard of the United States, it is 2 points below minimum standards.