

Brian Bonlender

>> Hi, my name is Brian Von Lander. Can you hear me okay?

>> We can, thank you.

>> I just want to point out a couple of things. The displacement analysis in this greenhouse gas lifecycle analysis is consistent with how greenhouse gas lifecycle analysis are done on many projects. Sound Transit, for instance, will do this to determine whether or not investing in diesel buses, which emit greenhouse gas emissions, of course, displays more greenhouse gas emissions than the cars that they will take off the road. That's how these things are done and sometimes those analysis come back and say that they reduce emissions. Other times they say they're going to increase emissions.

In the case of this project, it very clearly shows that this project is going to reduce a lot of greenhouse gas emissions equal to about them out of the TransAlta Coal plant. I think it's worth pointing out that the market in China is not a mysterious market with regard to their coal to methanol projects that they--coal to methanol to olefins or plastics, which they launched in 2011 and are growing every year. They have about 50 projects from which they make olefins from coal-based methanol. Those are very defined identifiable projects. They have several others on the drawing board. This project will disrupt either those that are on the drawing board or make uneconomical existing coal to methanol to plastics. Right now we have no alternatives to form these materials, to decarbonize these materials. This is going to be a great opportunity to have lower carbon materials and add renewable materials to that mix.