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Surface Transportation Board
Attn: Docket No EP670 (Sub-No. 2)
395 E Street SW
Washington, DC 20423

Surface Transportation Board:

I am writing to express my significant interest in serving on the Surface Transportation Board's Rail Energy Transportation Advisory Committee (RETAC). It is my understanding that there are currently three vacant seats on the RETAC that are earmarked for representatives of the coal industry, and I hope you will give serious consideration to my candidacy for one of those open positions.

My company, Arch Resources, is one of the nation's largest and most diversified coal producers, and our mines depend heavily on three of the four Class I railroads to get our products to market. We are eager to engage with you, other members of the committee, other shippers, and the railroads themselves to drive improvements in rail service, and appreciate the opportunity you are providing to do so.

In total, Arch shipped nearly 80 million tons of thermal coal via the two western Class I carriers in 2022, and a total of nearly 8 million tons of high-value metallurgical coal on the CSX railroad, making us one of the nation's largest rail shippers by volume. We expect those volumes to increase further in the East in coming years, and to remain relatively stable in the West over the intermediate term.

In addition to our geographic diversification, we are one of the few coal companies that engage significantly in both thermal and metallurgical coal markets, and we are also a major exporter of both metallurgical and thermal coal. In fact, we are the second largest U.S. metallurgical coal producer by volume, as well as the second largest U.S. thermal coal producer, and produced nearly 15 percent of total U.S. coal supply in 2022. I would also note that we export metallurgical and thermal volumes from ports on both coasts and the Gulf of Mexico, which

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provides us with a unique perspective on the impacts of rail performance on U.S. export opportunities. Finally, I think it's important to convey that we recently invested approximately \$400 million to construct a new metallurgical longwall mine in West Virginia – with total employment approaching 600 people – which underscores our strong commitment to maintaining a significant and cost-competitive position in the U.S. coal industry well into the future.

I might also add that Arch has a proven track record and an excellent reputation in all facets of environmental, social and governance performance, including a safety record that is consistently two-to-three-times better than the U.S. industry average, and a regulatory compliance record that consistently ranks at the very top of the U.S. coal industry. Additionally, we are proud of the significant progress we have made in reducing our climate-related impacts in recent years, as evidenced by the halving of our Scope 1 and Scope 2 CO₂-equivalent emissions since 2013. We are also proud of the essential role we play in supplying the global steel industry, which – as you know – is playing and will continue to play an essential role in the build-out of a new, low-carbon economy.

For my part, I have spent my entire, 40-year career in the U.S. coal industry and currently serve as Arch's chief executive officer and president – a position I have held since 2021. Over the course of my tenure with Arch, I also spent seven years as president of Thunder Basin Coal Company and general manager of the Black Thunder mine in the Powder River Basin of Wyoming, where we typically loaded 25 miles of railcars or more each and every day. In addition, I spent approximately 15 years at Eastern mines. In short, I have been engaged with all four Class I railroads over many decades – on the operating, sales and logistics fronts – and believe I would have a considerable amount to offer as part of the RETAC.

In closing, let me express once again my appreciation to you for providing this opportunity to U.S. coal producers. I am convinced that – working together – the STB, railroads and the shipping community can drive meaningful progress that benefits all rail-related stakeholders.

Sincerely,



Paul A. Lang