

SUGGESTED ARB BIODIESEL POLICY

(As Presented in the ARB Fuels
Workshop May 24, 2006)

SUGGESTED ARB BIODIESEL POLICY SUMMARY

Suggested ARB Policy would:

- Consider B20 and below as California diesel fuel
- Allow use with verified technologies
- Not address potential NOx increase
- Not address higher blends of biodiesel

SUGGESTED ARB BIODIESEL POLICY

- Biodiesel blends can be used in on- and off-road diesel vehicles and engines under the following conditions:
 - Biodiesel portion of the blend meets the ASTM 6751 (15 ppm sulfur)
 - Diesel fuel portion of the blend complies with CARB diesel fuel regulations
 - Resulting mix contains no more than 20% biodiesel by volume

SUGGESTED ARB BIODIESEL POLICY (Contd)

- Vehicles using CARB verified retrofit devices can use biodiesel blends up to 20%
 - Verification based on CARB diesel
- Users of biodiesel blends should determine if use of the desired biodiesel blend will affect their emission control or engine warranty
 - Advised to avoid use of fuel that would negate a warranty

SUGGESTED ARB BIODIESEL POLICY (Contd)

- Biodiesel blends generally reduce diesel PM and organic compounds; NOx emissions may increase
 - Effects increase as the percent of biodiesel in the fuel increases
 - Blends of no more than B20 could expand use of an alternative, renewable fuel while preserving vehicle emission performance
 - Widespread use of biodiesel may require ARB to set specifications to ensure CARB diesel emissions benefits

SUGGESTED ARB BIODIESEL POLICY (Contd)

- B100 (100% biodiesel) or blends ≥ 50 percent are currently exempt from ARB's diesel regulations
- Biodiesel blends > 20 percent and < 50 percent biodiesel are not prohibited by ARB regulations; but are not recommended at this time.

BIODIESEL

- Initiate biodiesel research to study the impacts of biodiesel use in California
 - Emissions impact
 - Lifecycle assessment
- Governor's EO S-06-06 sets California biofuels production targets
 - 20 percent 2010
 - 40 percent 2020
 - 75 percent 2050