2017 Progress Report on the Low Carbon Fuel Standard

June 22, 2017
Board Hearing

California Environmental Protection Agency
Air Resources Board
LCFS Update

• Background on LCFS
• Current Status of LCFS and Progress against Targets
• Comparison of Actual Performance to Prior Scenario Analysis
• Availability and Use of Low Carbon Fuels
• Status of Refining and Crude Oil Crediting Provisions
• Future Work on LCFS
LCFS History

- Original adoption in 2009, first compliance year in 2011, re-adopted in 2015
- Goal: Reduce carbon intensity (CI) of transportation fuel pool by at least 10% by 2020
- Expected benefits:
  - Reduce greenhouse gases
  - Transform and diversify fuel pool
  - Reduce petroleum dependency
  - Reduce emissions of criteria pollutants and toxics
Who are the Low Carbon Fuel Industry in California?
Low Carbon Fuel is Produced and Sold Throughout CA
LCFS-like Policies Have Emerged Worldwide

- US EPA’s Renewable Fuel Standard
- Pacific Coast Collaborative
  - Oregon’s Clean Fuels Program – Fully implemented in 2016, Requires 10% CI reduction by 2025
  - BC’s Renewable and Low Carbon Fuel Requirement – In place since 2010, standard requires 15% reduction in CI by 2030
- Canada’s Clean Fuel Standard – Expected in 2019
- EU’s Renewable Energy Directive
- Brazil considering Renova Bio 2030
Key Requirements and Features

- Sets annual carbon intensity (CI) standards for transportation fuels (e.g., gasoline, diesel and the fuels that replace them)
- CI based on complete lifecycle analysis
- Providers in California of petroleum fuels are “regulated parties” under the LCFS
- Providers of clean fuels can “opt in” to program and earn credits
- Generated credits can be bought and sold by regulated parties
How Credits and Deficits are Calculated

Compliance Curve

Fuels above standard generate deficits
Fuels below standard generate credits

Reported % CI Reduction
Compliance Curve
Over-Compliance has Created a Significant Credit Bank

Total Credits and Deficits (MT)
for All Fuels Reported, Q1 2011 - Q4 2016

Credits
Deficits
Bank

Million Metric Tons (MT)

Q1 2011
Q2
Q3
Q4
Q1 2012
Q2
Q3
Q4
Q1 2013
Q2
Q3
Q4
Q1 2014
Q2
Q3
Q4
Q1 2015
Q2
Q3
Q4
Q1 2016
Q2
Q3
Q4
Q1

https://www.arb.ca.gov/fuels/lcfs/dashboard/dashboard.htm
Low Carbon Fuel Use Continues to Grow. Sources of Credits Continue to Diversify.
LCFS Credit Market is Working Well

- July 2013: POET Lawsuit decision
- September 2015: Re-adoption of LCFS
- August 2016: Passage of SB 32

Sources: https://www.arb.ca.gov/fuels/lcfs/dashboard/dashboard.htm
LCFS Enforcement Activities

• Undertook 16 audits with 14 facility inspections
• Initiated 3 credit adjustments under section 95495 (correcting issues arising out of inspections)
• Issued 4 Notices of Violation, including one that settled for $393,000
• One enforcement case filed for compliance violations and misreporting
Utilities Now Offering ZEV Rebates Using LCFS Credit Revenue

- EV charging generates LCFS credits
- Proceeds from the sale of these credits by utilities are returned to EV drivers
- SMUD: $599 per car
- PG&E: $500 per car
- SCE: $450 per car (up to 3 different owners)
- SDG&E: $200 per year

https://www.scecleanfuel.com/
https://www.sdge.com/clean-energy/electric-vehicle-climate-credit
Comparison of Historical Scenario Analysis of the LCFS to Actual Data from 2016

• LCFS regulation requires staff to report on:
  • Program’s progress on achieving LCFS targets
  • Comparison to prior scenarios produced by staff/external parties.

• Scenarios compared:
  • ARB: April 2015 Illustrative Compliance Scenario Analysis
  • Boston Consulting Group (BCG) for the Western States Petroleum Association: August 2014 Analysis
  • Chevron: December 2014 Analysis

• Comparisons made:
  • Fuel Volumes
  • Annual and Banked Credits*

* Estimates of annual and banked credits by BCG and Chevron were adjusted to reflect the LCFS rule adopted in 2015.
Biodiesel and Renewable Diesel Exceeded all Parties’ Projections

2016 Forecasted and Actual Volumes of Biodiesel and Renewable Diesel

Millions of Gallons

<table>
<thead>
<tr>
<th></th>
<th>Biodiesel Use</th>
<th>Renewable Diesel Use</th>
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<tbody>
<tr>
<td>BCG</td>
<td>50</td>
<td>75</td>
</tr>
<tr>
<td>Chevron</td>
<td>150</td>
<td>150</td>
</tr>
<tr>
<td>ARB</td>
<td>200</td>
<td>300</td>
</tr>
<tr>
<td>Actual</td>
<td>250</td>
<td>350</td>
</tr>
</tbody>
</table>
Renewable Natural Gas Growth Exceeded All Parties’ Projections

2016 Forecasted and Actual Volumes of Conventional and Renewable Natural Gas

- BCG
- Chevron
- ARB
- Actual

Millions of Gallons

Conventional NG
Renewable NG
Overall Ethanol Use is Higher Due to Higher than Expected Total Gasoline Demand
(Low CI Sugarcane and Cellulosic Ethanol Fell Short of All Parties’ Expectations)

2016 Forecasted and Actual Volumes of Lower CI Ethanol

- **BCG**
  - Corn & Related EtOH: 1,200
  - Cane/Molasses Ethanol: 200
  - Cell. Ethanol: 100
- **Chevron**
  - Corn & Related EtOH: 1,200
  - Cane/Molasses Ethanol: 200
  - Cell. Ethanol: 100
- **ARB**
  - Corn & Related EtOH: 1,200
  - Cane/Molasses Ethanol: 200
  - Cell. Ethanol: 100
- **Actual**
  - Corn & Related EtOH: 1,400
  - Cane/Molasses Ethanol: 400
  - Cell. Ethanol: 100
Electric Vehicle Penetration Exceeded All Parties’ Expectations

2016 Forecasted and Actual Electricity Use by Light-Duty Vehicles

Thousands MWh's

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<thead>
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<td>ARB</td>
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<tr>
<td>Actual</td>
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BACKGROUND > STATUS > COMPARISONS

AVAILABILITY OF FUELS > PROGRAM BENEFITS > FUTURE WORK
Total Credits Generated Were Close to ARB Staff Estimate

Forecasted and Actual Credits Generated in 2016

- BCG
- Chevron
- ARB
- Actual

MMTs of LCFS Credits

LDV Credits
HDV Credits
Deficit Generation Exceeded all Parties’ Expectations

Forecasted and Actual Deficits Generated in 2016

- BCG
- Chevron
- ARB
- Actual

CARBOB Deficits
CARB Diesel Deficits
Banked Credits are Below ARB Expectations (but Above BCG and Chevron Expectations)

Forecasted and Actual Banked Credits Carried Over into 2017

- BCG
- Chevron
- ARB
- Actual
Additional Near-term Biofuel Production Capacity is Available

- Additional Capacity from Global Supply
- Additional North American + Pacific Rim Capacity
- Additional Capacity from Approved Pathways
- 2016 Reported Volumes
- 10% Compliance Volumes (Illustrative Compliance Scenario)

Volumes derived from Bloomberg, Lux, EPA LMOP, Billion Ton Study, and LRT data

* This remaining global capacity exceeds the y-axis bounds and is truncated

** The Biomethane capacity are for North American landfill projects, where the biogas is currently being upgraded to high-BTU biomethane
## Refinery/Crude Crediting Options

<table>
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<th>Credit Type</th>
<th>Description</th>
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<tr>
<td>Credits for producing crudes using innovative methods</td>
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<tr>
<td>Low-Complexity/Low-Energy-Use Refinery Credits</td>
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<tr>
<td>Refinery Investment Credits</td>
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<tr>
<td>Renewable Hydrogen Refinery Credits</td>
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<tr>
<td>Incremental deficits that result from increases in carbon intensity of crude</td>
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Credits for Producing Crudes using Innovative Methods

• North Midway Sunset Oil Field Solar Project (2.5 MW)
  • Seneca Resource Corporation
  • Interest in other solar electricity projects
• Potential solar steam project to be announced
• Potential for significant GHG and criteria pollutant emission reduction in San Joaquin Valley
Low-Complexity/Low-Energy-Use Refinery Credits

• Adopted in 2015 in response to Board resolution 11-39 to consider a provision to the LCFS to address the unique business models of small refineries
• Kern Oil Company met these criteria and will be awarded credits for operations in 2016
Renewable Hydrogen Refinery Credit Pilot Program

- Adopted in 2015 to incent GHG reductions at the refineries
- Can produce renewable hydrogen from renewable natural gas or renewable electricity
- No approved projects but interest from some refineries
- Credit generation is capped at meeting ten percent of deficits in a given year

A steam methane reforming facility.
Photo courtesy of Air Products and Chemicals Inc.
Refinery Investment Credit Pilot Program

• Adopted in 2015 to incent GHG reductions at the refineries
• No approvals but preliminary discussions with a few refineries on small projects
• Considering amendments to clarify and improve this provision
• Need continued engagement from industry to make this pilot program more workable
Carbon Capture and Storage

- Carbon Capture and Storage (CCS) can reduce fuel production emissions from:
  - Biofuels (e.g. ethanol or biogas)
  - Refineries
  - Crude Oil

- No CCS credits in LCFS so far
  - Staff developing a “CCS protocol” to ensure uniform quantification and permanence requirements

- Guidance for LCFS CCS credit generation:
  - Credit allocated to the capture facility
  - Fuel or crude oil supplied to California
Change in Crude Oil Carbon Intensity

- One LCFS goal is to discourage the use of high Cl crudes
- Additional deficits for gasoline and diesel are added if the average Cl of crude exceeds 2010 baseline value by more than 0.1 g/MJ
- Additional deficits have not yet been assessed, but recent years show a slight upward trend in average crude Cl

**Graph:**

Annual Crude Average CI minus 2010 Baseline Crude Average CI

- CI Difference (gCO₂/MJ) (2010 = 0)

De Minimis Threshold

Developing Amendments to Strengthen and Improve LCFS

- Average carbon intensity requirements through 2030 in line with the Proposed Scoping Plan process
- Allow alternative jet fuel to generate credits
- Addition of third party verification
- Continue to streamline CI pathway application process
Public Process

Fuel-Specific Working Meetings

2016 Q1 2017 Q2 Q3 Q4 2018

Workshops

LCFS Progress Report to Board

Regulation Notice, Staff Report, Environmental & Economic Analyses

1st Board Hearing

2nd Board Hearing

Comment Periods & 15-day Changes

Effective Jan 1, 2019

Workshops

BACKGROUND > STATUS > COMPARISONS > AVAILABILITY OF FUELS > PROGRAM BENEFITS > FUTURE WORK
In Summary...

- LCFS is ahead of schedule having achieved a 2.6% reduction in average CI so far
- Low carbon diesel substitutes made up over 12% of the energy used in heavy duty vehicles in California in 2016
- Nearly 10 million excess credits banked
- LCFS targets through 2020 ambitious but achievable
  - ARB’s understanding of the low carbon fuel market is strong
  - Existing low carbon fuel supply is available in the near term but expansion of advanced low carbon fuel production capacity will be needed in the future
- Development of post-2020 program underway with Board consideration in early 2018
Thank You