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