



Iowa Renewable Fuels Association

GREEN Team

Grassroots RENEWABLE Energy Network

Newsletter for renewable fuels advocates

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IRFA Shares RFS2, E15 Waiver & Federal Funding Concerns with Washington, DC Policymakers

An Iowa Renewable Fuels Association delegation of biodiesel and ethanol producers met with federal agencies and congressional staff to discuss key issues that affect the future use of biofuels.

In a meeting with the **Environmental Protection Agency (EPA)**, IRFA shared its concerns on the measurement of indirect land use changes (ILUC) in calculating greenhouse gas emissions. EPA was urged to review petroleum's indirect carbon impacts and incorporate those emissions into petroleum's baseline carbon score. It was pointed out that the biofuels industry should receive credits in the ILUC calculations for the production of glycerin and distillers grains which replace corn and soybean meal in feed rations, thereby lowering the amount of corn and soybeans needed for livestock rations. With many ethanol facilities removing corn oil, this also provides another feedstock for biodiesel without increasing planted acres. In fact, corn acres have not increased since 1976, yet yields have increased annually.

The timing and considerations concerning the E15 waiver were also discussed. The IRFA pointed out that Iowa is ready with its infrastructure to offer E15 and can serve as a model for transitioning the country to E15 use for all legacy vehicles. *(Continued→)*

A meeting was held with **U.S. Department of Energy (DOE)** officials to learn more about funding programs available to the biofuels industry and to stress the limiting factors preventing biofuels producers from qualifying for loan guarantees. DOE was urged to accelerate its testing of E15 fuel and to provide incentives for E15 infrastructure to aid retailers in offering their customers more fuel choices.

USDA Secretary Tom Vilsack welcomed the group and shared **President Obama's** new challenge of transitioning farmers away from fossil fuel use. The IRFA was asked to assist in supplying data highlighting the offsets to greenhouse gas emissions that can be achieved by factoring ethanol and biodiesel co-products into the equations for indirect land use change.

IRFA representatives also met with the Iowa congressional delegation to express gratitude for the support received on the needed changes to the proposed RFS2 rules and the adoption of E15.

Iowa's biodiesel and ethanol producers are facing many challenges resulting from proposed federal policies. Taking their messages directly to Washington policymakers is important to the future viability of the biofuels industry, which supports green collar jobs and economic activity for the state.



IRFA Staff & Members Meet with Congressman Boswell

From Left: Monte Shaw, Steve Roe, Verdell Johnson, Congressman Boswell, Denny Mauser & Jim Johnston



Nancy & Bill Couser, Dave Hoffman, Senator Harkin, Lucy Norton & Walter Wendland at Harkin Constituent Breakfast

Research Finds Biofuels Beneficial to Human Health

In ongoing research at the **Energy Biosciences Institute (EBI)**, a collaboration of **UC Berkeley**, the **Lawrence Berkeley National Laboratory**, the **University of Illinois** and **BP**, researchers are finding that “a biofuel eliminating even 10-percent of current gasoline pollutant emissions would have a substantial impact on human health in this country, especially in urban areas.”

Today, ethanol represents approximately 8% of the nation’s gasoline supply and researchers have noted that understanding health impacts are equally important as calculating environmental impacts. For years, ethanol has been used in urban areas and other geographic locations to reduce smog-forming and other dangerous pollutants as a result of gasoline combustion. Research comparing ethanol and gasoline emissions of dangerous pollutants such as carbon monoxide and benzene demonstrates a clear health benefit when using ethanol.

“Just think, if we had done a life cycle impact assessment on the human health effects of gasoline years ago we might not be in the situation we’re facing today,” said one of the lead researchers, **Thomas McKone**, an expert on health risk assessments.

“Understanding the importance of biofuels and the dangers of continued oil dependence requires a holistic approach,” said **Geoff Cooper, Vice President of Research for the Renewable Fuels Association**. “The current debate over ethanol’s benefits often fails to see the forest through the trees. Taken in totality, the economic, environmental and health benefits of biofuels make a compelling case for accelerated production and use of these renewable fuels.”

Biofuels Passes Tests for Use in Aircraft

Boeing, Virgin Atlantic, New Zealand Air, Continental Airlines and **Japan Airlines**, along with **GE Aircraft Engines**, have conducted four tests using a mixture of biofuel and regular jet fuel over the past 15 months.

Boeing, one of the world’s biggest makers of aircraft, stated that their initial tests show that biofuels do not affect performance and present no technical or safety problems, while reducing greenhouse gas emissions by more than 50 percent.

Aircraft account for about 3 percent of the nation’s carbon dioxide emissions, the principal greenhouse gas,

–See **Biofuels Passes**, Page 3–

Biofuels Industry Voices Concerns during Public Hearing on EPA's Proposed RFS Rule

On June 9th, the **Environmental Protection Agency (EPA)** held hearings and workshops in Washington, DC to gather feedback and explain its rationale in creating its proposed rule for the **Renewable Fuels Standard (RFS)**.

The biofuels industry testified at the hearing on the proposed rule to implement the Standard passed in the 2007 Energy Bill. Nearly 60 people were on the docket for five minute oral testimonies, including many from the biodiesel, ethanol and advanced biofuels industries, environmentalists and others.

Manning Feraci, vice president of federal affairs



for National Biodiesel Board, had strong words about how the EPA proposes to meet the Energy Bill’s requirement to consider direct and substantial indirect emissions in calculating a biofuel’s green house gas emissions profile. “This does not require the EPA to rely on faulty data and to fabricate unrealistic scenarios that punish the U.S. biodiesel industry for wholly unrelated land use decisions in South America,” he said. “Biodiesel produced from domestically produced vegetable oils are disqualified from the biomass-based diesel program, making it all but impossible to meet the volume goals.” If the international indirect land use assumptions were true, he pointed out, Brazilian soybean acreage should have increased from 2004 through 2008 when U.S. biodiesel production increased from 25 MMgy to 690 MMgy. Instead, Brazilian soybean acres actually decreased in that time period.

At the public hearing, the **Renewable Fuels Association (RFA)**, representing the ethanol industry, also voiced a number of concerns the industry has with EPA’s proposed rule.



“By expanding the Renewable Fuels Standard, the **Energy Independence and Security Act of 2007 (EISA)** capitalizes on the substantial benefits that renewable fuels offer,” said **RFA President Bob Dinneen**.

“However, for the potential benefits of the RFS2 to be fully realized, it is imperative that the regulation is guided by sound science, transparent analysis and economic modeling that stands up to scrutiny.”

–See **EPA Hearing**, Page 3–

according to the federal **Environmental Protection Agency (EPA)**. Though Boeing doesn't expect much growth in aircraft carbon dioxide emissions, some have estimated they could triple by 2050.

"It meets all jet fuel requirements and then some," said **Billy Glover**, who heads Boeing's environmental strategy group. According to Glover, a full report on the test flights would be released next month and aviation biofuel could be approved for use as early as next year. Despite its promise, however, Glover points out the real problem is how quickly growers can start producing and refiners processing enough biofuel to make it an alternative to the Jet A fuel used today.

"Funky Fresh Flex Fuel" Video Wins E85 Flex-Fuel Challenge

In a the **E85 Flex-Fuel Challenge** launched by the **Renewable Fuels Association (RFA)** in early March to get a new generation of Americans, mainly college students, engaged in the promotion and support of ethanol, thousands of people across the country answered the question "What is renewable to you?"

Promotion of the contest was done primarily through social media networks such as Facebook. Submissions for the contest ended on April 3 and then peer voting took place between April 4-May 29, 2009. From there, a panel of judges selected the final winner, based on creativity, quality and relevance.

The winning entry was a video entitled "Funky Fresh Flex Fuel" created by Chip McAfee from Arizona. McAfee won a Macbook Air computer for his winning entry.

A people's choice award was also given to the entry that received the highest number of total votes through the duration of the contest. The photo submission, "**University of Wisconsin-Platteville**," won this award and the photographer received a Passport hard drive.

The Fuel-Flex Challenge was sponsored by the **Kansas Corn Commission, the Kentucky Corn Growers Association, the United Sorghum Checkoff Program** and the **Renewable Fuels Association**. The fun will continue this summer with the launch of a new photo contest, for more information reference story in next column.

To participate in or view entries of RFA's E85 Challenge go to:

<http://www.e85challenge.com/flexfuelchalle nge/>

Specific concerns cited by the RFA include:

- EPA is including numerous insignificant sources, such as landfills and wastewater treatment facilities associated with ethanol facilities, and requiring substantial amounts of information from those sources. EPA should eliminate these sources from the requirements for ethanol facilities.
- The final rule should be more limited in time, allow facilities to exempt out of the program, and should, at a minimum, give way as climate change regulation begins to be implemented. In any event, EPA should delay implementation of the rule to give facilities time to prepare for its requirements.
- RFA supports not including emissions from using renewable fuels as part of the reporting obligations, as well as not including emissions from fermentation of biomass in the ethanol production process. These are biogenic sources of emissions which are offset by the uptake of carbon dioxide resulting from the growth of new biomass.

"Snap" to it – enter the Summer Photo Contest!

Hitting the road this summer? Be sure to pack your camera for a chance to win a \$1,000 fuel gift card! Put your photography skills to the test and enter **the Renewable Fuels Association's** second **Flex Fuel Challenge!**



The rules are simple; all you have to do is take a photo of yourself on vacation. That's it. From Timbuktu to Rome to your own backyard, wherever you travel this summer, snap a photo and submit. It's that easy.

The deadline is July 31st, and is open to all U.S. residents over the age of 18. Once all submissions are accepted, the entries are open to receive votes from August 3rd through the 28th. Anyone and everyone can vote for their favorite photos.

The first place winner will receive a \$1,000 fuel gift card. The submission with the most votes will receive a \$100 fuel gift card, and four weekly drawings will be held for \$100 gift cards, as well.

Even better, the first 500 submissions automatically receive a \$10 fuel gift card, to help keep your motor running into September. With so many ways to win, what have you got to lose? Submit your photos today!

Ford developing new twin-fuel 'Bobcat' V8 engine

The 'Bobcat' is the new ethanol boosted engine being developed by **Ford Motor Company**. The engine is a 5.0-litre V8 with gasoline port injection and turbocharging. Ethanol is used primarily for charge cooling, allowing the engine to run at higher compression levels and with higher boost.



The system works by injecting a quick burst of ethanol into the combustion chamber before a regular injection of standard unleaded. Added benefits of the ethanol injection system are lower running temperatures due to the additional cooling provided by the organically derived fuel as well as running a higher compression ratio thanks to reduced detonation.

The strength of ethanol boosting in this way is that it can potentially offer better-than-diesel performance and efficiency without the expensive particulate filter and urea injection after-treatment systems. If the concept can be scaled down effectively to smaller displacement engines, it could be the next generation beyond the **Ecoboost** engines that Ford is releasing over the next couple of years.

U.S. Corn Projections Lowered

According to the June 10th **USDA World Agricultural Supply and Demand Estimates** report, U.S. corn production will be responsible for half of the reduction in 2009-2010 global corn stocks. Global corn ending stocks are now projected at 125.5 million tons, down 13.1 million tons from the 2008-2009 estimate.

Total projections for U.S. corn production in 2009-2010 were reduced to 11.9 billion bushels. Poor weather conditions in parts of the country during the spring planting season have led to reduced prospects for corn yields and production. However, the report credited early planting in the western Corn Belt and improved crop conditions compared to the same time last year for offsetting poor early crop conditions elsewhere in the country.

As a consequence of reduced production estimates, the USDA predicts that corn use for feed and residual use will exceed production by 525 million bushels this year. Ending stocks are projected at 1.1 billion bushels, down 55 million bushels from the USDA's May estimate.

The full WASDE report can be viewed at:
<http://www.usda.gov/oce/commodity/wasde/latest.txt>.

Iowa Applies for \$8.6 million DOE Funds for Biofuels Infrastructure

Iowa has applied under the **U.S. Department of Energy's Alternative Fuel and Advanced Vehicles Pilot Program** for funds to install B20-capable blend facilities at eight terminals in states along Interstate 35 from Texas to Minnesota.



The Alternative Fuel and Advanced Technology Vehicles Pilot Program's purpose is to speed the transformation of our nation's vehicle fleet, help to reduce carbon emissions and increase energy security by helping reduce U.S. dependence to foreign oil.

"These funds will give local and state governments the tools to expand the use of advanced technology vehicles in their fleets while at the same time building the infrastructure needed for tomorrow's clean economy," said **Energy Secretary Steven Chu**. "This program represents another step toward freeing America from its reliance on foreign oil and lessening our emissions that contribute to global climate change."

The **Office of Energy Independence** will partner with **Magellan Midstream Partners, L.P.**, the **Iowa Soybean Association**, **Iowa Biodiesel Board** and the **National Biodiesel Board**.

Take Action to Support E15

Your support is needed for the EPA to approve ethanol blends up to E15 for use with all vehicles. Moving to E15 will create more than 136,000 new green-collar jobs. Increasing blend levels from 10 to 15 percent will also generate \$24.4 billion for the U.S. economy and will displace seven billion gallons of imported gasoline each year.

To take action go to:
www.IowaRFA.org

Aspinwall Coop Grand Opening!

June 25th 10 am-3 pm
Hwy 141 & West St
Manning, IA 51455

Offering E10, E20, E30, E50 & E85

