

CARB Proposed Biodiesel Policy 60524

As Presented in the ARB Fuels Workshop May 24, 2006

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

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

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

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
- 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.

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