June 9, 2015
Charlie Peters
Public Comments

CLEAN AIR PERFORMANCE

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Protecting personal property and the environment

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Sunoco's renovated airport gas station offers alternative fueling options

By Eddy Wang, Pittsburgh Post-Gazette, June 9, 2015 12:00 AM

A newly reopened gas station at Pittsburgh International Airport is the first Sunoco station in the country to offer three "alternative" fueling options alongside traditional gasoline and diesel fuel, according to company officials.

That station and the APlus convenience store, which celebrated their reopening Monday, now feature three compressed natural gas (CNG) pumps, one liquid propane pump and three electric charging stations. Installation of the CNG pumps was partially funded through an $830,000 grant from the state Department of Community and Economic Development.

The reopened station, which began pumping fuel again last month, adds to a growing bounty of alternative fueling stations already in southwestern Pennsylvania.

According to the U.S. Department of Energy, there are now nine compressed natural gas stations, 12 propane stations and 59 electric charging stations within a 30-mile radius of Pittsburgh.

Jeff Shields, spokesman for Sunoco, said the expansion at the airport made sense because of increased user demand for alternative fuels and because of the cheap price of natural gas and propane. All of the natural gas and propane sold at this Sunoco station will be be produced and supplied from within the region, he said.

The airport site is Sunoco's second CNG station, first propane station and first electric charging station in Pennsylvania.

Mr. Shields noted demand for cars that run on alternative fuels influences demand for alternative fuel stations, and vice versa, creating an interesting chicken-or-egg situation.

That's one reason investments in such technologies sometimes occur in tandem, as happened a few years ago when Bob Delucia, CEO of Star Transportation Group and Veterans Taxi, invested in 19 CNG taxi cabs, then sold a property along East Carson Street in Station Square that eventually became an American Natural CNG refueling station.

Drivers are finding more options in vehicles, too: In 1995, there were only 13 alternative fuel vehicles models on the market, and 12 of those models were manufactured by Ford or Dodge. By 2014, there were 187 models from 30 brands.

According to Rick Price, executive director of Pittsburgh Region Clean Cities, a nonprofit that offers alternative fuel education and consulting, the Sunoco station is the third CNG station to open in Western Pennsylvania in the past two weeks, following openings in Dubois and Bentleyville.

Mr. Price also noted Pittsburgh is fourth in the country in number of propane-fueled school buses in service.

Eddy Wang: cwang@post-gazette.com or 412-263-1969.

http://powersource.post-gazette.com/powersource/consumers-powersource/2015/06/09/As-green-buildings-evolve-latest-survey-ranks-Pittsburgh-in-middle-of-pack/stories/201506090003

CAPP contact: Charlie Peters

More pumps needed to deliver biofuels

Jan Koninckx, Desmoines Register, June 7, 2015, 11:03 pm

We all know Texas refines more oil than any other state. But imagine what would happen if there were not enough trucks, trains and pipelines available to transport these billions of gallons to market. We'd call that a serious failure of infrastructure.

Unfortunately, this exact scenario is playing out with another industry near and dear to Iowans: biofuels. And it's happening right under our noses with serious implications.

With the vast majority of gas pumps only delivering gasoline that is a 10 percent ethanol blend (E10), consumers have been locked out of buying higher blends of renewable fuels. For blends like E15 and E85, there simply aren't many pumps available. Why? Most gasoline stations are owned by independent operators under tight contracts with the fossil fuel industry. Gasoline station owners only make fractions of pennies on each gallon of gasoline. Their agreements with the fossil fuel industry limit what station owners can offer under the gas companies' brand names.

While clean air regulation rewards the producers of the gasoline blends for bringing renewable fuels to market, little or none of this reward is shared with the gasoline retail station owners. Therefore the infrastructure to deliver fuels for the 21st century is not being created. And this seems to suit the gasoline producers: They've dragged their feet for the last eight years and now threaten the future of this new and innovative American industry.

Luckily, Iowa and concerned Americans have a friend in Tom Vilsack. Last month, under Secretary Vilsack's leadership, the USDA took a bold step to right this wrong by announcing they would invest up to $100 million in a Biofuels Infrastructure Partnership. The goal of the program is to double the number of higher blend renewable fuel pumps in the United States.

This partnership will offer competitive grants — in cooperation with state-led efforts — to develop, test and evaluate fuel pump technologies and marketing approaches that will bring higher renewable fuel blends like E15 and E85 to consumers everywhere. This, initiative acknowledges the investments made in corn-based ethanol and supports growth for renewable fuels broadly. Secretary Vilsack, true to his ag roots, has created a seed from which a much-needed supply chain can grow.

This kind of creative approach shows vision and leadership, and is affirming to thousands of Iowans who are invested in the renewable fuels industry. Companies like DuPont have invested heavily, too — with hundreds of millions of dollars and our top scientific talent.

Make no mistake, the reason this industry is a target is because of the substantial progress we've made already. First-generation corn ethanol producers have turned the game on its head by delivering a competitive fuel that offers substantial energy security, environmental and economic benefits to the nation. As we approach the starting line for the next wave of advanced biofuels like cellulosic, which build on corn ethanol's strong foundation, we don't have time to waste.

This year, DuPont will open the largest cellulosic ethanol facility in the world in Nevada, Ia., which will provide additional income for 500 local farmers, create jobs for 150 seasonal workers and employ 85 Iowans full time. This facility is a modern marvel, converting what is primarily a discarded product — corn stalks and leaves, or stover — into the cleanest renewable fuel on the planet. We think Iowans, and all Americans, deserve a chance to buy it when they pull up to the pump.

JAN KONINCKX is global biofuels director at DuPont. Contact: Jan.koninckx@dupont.com

http://www.desmoinesregister.com/story/opinion/columnists/2015/06/08/pumps-needed-deliver-biofuels/28648537/

CAPP contact: Charlie Peters

Corn ethanol emits more carbon than Keystone would

By ROBERT BRYCE, Bloomberg News, Sunday, June 7, 2015

For years, environmental activists have opposed the Keystone XL pipeline, claiming that development of Canada's oil sands will be "game over for the climate." But if those same activists are sincere about climate change, why aren't they getting arrested outside the White House to protest the use of corn ethanol? That's a pertinent question, given a new analysis from the Environmental Working Group, which finds that corn ethanol produces more carbon dioxide than Keystone XL would - presuming, of course, that the pipeline ever gets built.

Making the issue even more relevant, last week the EPA outlined new requirements for the minimum amounts of ethanol that retailers must blend into their gasoline.

Before looking at the EWG's findings, a quick refresher on Keystone XL: Proposed in 2008, it would carry crude from Canada's oil sands to the U.S. Gulf Coast.

Two years ago, several dozen people, including leaders of 350.org and Sierra Club, were arrested outside the White House for protesting against the pipeline. It got provisional environmental approval from the State Department in 2010 and has been blocked by the Obama administration ever since.

Now back to climate change and ethanol. In a May 29 report, Emily Cassidy, a research analyst at EWG, says that "last year's production and use of 14 billion gallons of corn ethanol resulted in 27 million tons more carbon emissions than if Americans had used straight gasoline in their vehicles." She continues, "That's worse than Keystone's projected emissions." (Another environmental group, Natural Resources Defense Council, has estimated that Keystone XL would increase carbon dioxide emissions by about 24 million tons per year.)

In a graphic comparing corn ethanol with standard gasoline and fuel produced from the oil sands, Cassidy shows that the carbon intensity of corn ethanol is about 120 grams of carbon-dioxide equivalent per megajoule of energy produced. That's about 20 percent more than standard gasoline and about 10 percent more than that produced by the oil sands.

Cassidy concludes: So far the federal corn ethanol mandate has resulted in a massive influx of dirty corn ethanol, which is bad for the climate and bad for consumers. The only interest it benefits is the ethanol industry.

The ethanol industry's interests continue to trump other interests. Consider that all the presidential candidates except Ted Cruz have come out in favor of corn ethanol. Among the most obvious examples of pandering to the corn ethanol lobby: an op- ed article by Hillary Clinton last week in the Gazette, an Iowa City newspaper.

While Clinton was in the Senate, she voted against the ethanol industry 17 times. In a 2002 letter, she and three senate colleagues called then-pending legislation that was to require the blending of 2 billion gallons of corn ethanol per year into domestic gasoline supplies "an astonishing new anti-consumer government mandate."

That same year, during a floor debate on the proposed ethanol mandates, she said she found it "impossible to understand why any pro-consumer, pro-health, pro-environment, anti-government-mandate member of this body would vote for this provision."

But since she decided to run for president, Clinton has switched sides. In her Gazette op-ed, she praises "rural clean energy" and says the Renewable Fuel Standard, the mandate that requires retailers to mix ethanol in gasoline, has been "a success for Iowa and much of rural America."

Unfortunately, success for Iowa and the corn ethanol racket means failure for consumers and the environment.

Indeed, the EWG's analysis of corn ethanol's outsized carbon footprint should serve as a wake-up call to climate activists. They can continue protesting against Keystone XL if they like.

But if they're serious about climate change, they should join the coalition of groups -ranging from the Clean Air Task Force and the American Petroleum Institute to the National Marine Manufacturers Association and Friends of the Earth - who are calling for an end to the mandates that require motorists to use motor-fuel moonshine.

http://www.pressofatlanticcity.com/opinion/commentary/robert-bryce-corn-ethanol-emits-more-carbon-than-keystone-would/article_658b6d3c-0c07-506b-bff8-facc041f4d74.html

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Ethanol waiver and elimination of E-85 flex fuel credit can cut our ozone & CO2 transportation pollution over 50%

Let's improve performance of CA Climate change law AB 32 (Pavley) in 2015 for future generations

CAPP contact: Charlie Peters

Why U.S. oil companies clash with EU peers on global warming

By David R. Baker, San Francisco Chronicle, June 5, 2015

The fight against climate change has opened a trans-Atlantic rift in an industry often seen as a monolith — Big Oil.

Unwilling to sit on the sidelines of climate negotiations, Europe's largest oil companies last month issued a joint statement calling for a worldwide price on the greenhouse gas emissions that come from burning their products. Such a price, they said, would help the global economy transition to cleaner sources of energy.

The CEOs of BP, Eni, Royal Dutch Shell, Statoil and Total all signed the statement.

None of their American counterparts did.

Chevron Corp. CEO John Watson argued that his European colleagues are pushing a policy that consumers would never embrace. Focus instead on developing nuclear plants and natural gas reserves to fight global warming, he said.

"It's not a policy that is going to be effective, because customers want affordable energy," Watson said last week, at an OPEC seminar in Vienna. "They want low energy prices, not high energy prices."

The split, analysts say, reflects the stark divide between climate politics in Europe and the United States.

Europe already has a cap-and-trade system for setting a price on greenhouse gas emissions. Public debate over global warming revolves around how best to fight it, not whether it exists.

In the United States, many conservatives still insist that warming is either a natural phenomenon or an outright hoax perpetrated by scientists, environmentalists and their political allies. Pricing carbon is a nonstarter for most Republicans in Washington, who are trying to block President Obama's climate regulations. An effort to create a nationwide cap-and-trade system died in 2010, in part due to opposition from oil- and coal-producing states.

"The domestic politics for the U.S. companies is different from what it is for the Europeans," said Raymond Kopp, a senior fellow with the Resources for the Future think tank. "Right now, this is a difficult conversation for them to have domestically."

And that's assuming they want to have it all.

Exxon CEO Rex Tillerson has expressed support for a tax on greenhouse gas emissions but hasn't pushed for it. The company formerly supported groups that questioned the scientific consensus on warming. Billionaires Charles and David Koch, whose wealth comes largely from oil and gas, have poured money into the campaigns of political candidates who oppose action on climate change. The Koch brothers have announced plans to spend $889 million during the 2016 election cycle.

California policies

And while Chevron's home base lies in the only U.S. state with a full-scale cap-and-trade program — California — the company has often criticized the state's climate-change policies, warning they could push energy prices higher.

Last month's statement from the European oil CEOs, in contrast, brands climate change "a critical challenge for our world" that must be tackled immediately. The executives urge governments that haven't already done so to start putting a price on carbon.

The statement, issued as an open letter to two top international climate negotiators, is notably silent on whether the companies prefer a tax on greenhouse gas emissions or a cap-and-trade system. Such systems — including California's, which began in 2012 — force businesses to buy credits for each ton of carbon dioxide they emit.

The CEOs make clear, however, that they eventually want a worldwide price.

"Pricing carbon obviously adds a cost to our production and our products," they write. "But carbon pricing policy frameworks will contribute to provide our businesses and their many stakeholders with a clear roadmap for future investment, a level playing field for all energy sources across geographies and a clear role in securing a more sustainable future."

Natural gas strategy

The CEOs also hint at how their companies could thrive in such a future, by producing more natural gas and investing in renewable technology. Indeed, the companies already have extensive natural gas holdings, analysts noted.

"If you're on the board of directors of an oil company, you have to be asking yourself, 'What's our future in a low-carbon world?' And with this letter, I think you see these companies trying to figure it out," said Ralph Cavanagh, energy program co-director for the Natural Resources Defense Council environmental group.

Chevron and Exxon have also invested heavily in natural gas, which when burned in power plants produces roughly half the greenhouse gas emissions of coal. Regulations limiting emissions, including the Obama administration's effort to cut emissions from power plants, could help them.

"I can't imagine that Exxon or Chevron, which are companies that would benefit from a shift to natural gas, would be privately opposed to the Clean Power Plan," said Amy Myers Jaffe, director of the energy and sustainability program at UC Davis.

David R. Baker is a San Francisco Chronicle staff writer. E-mail: dbaker@sfchronicle.com Twitter: @DavidBakerSF

http://www.sfgate.com/business/article/Why-U-S-oil-companies-clash-with-EU-peers-on-6310380.php

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CAPP contact: Charlie Peters

EXCLUSIVE: Anti-GMO harassment alleged at UH

By Rick Daysog, Hawaii News Now, June 04, 2015

HONOLULU (HawaiiNewsNow) - Academic freedom is usually a hallmark of a university. But one University of Hawaii professor said he was harassed by his department because his criticisms of GMOs.

Hector Valenzuela, a professor in the UH College of Tropical Agriculture and Human Resources, has worked at the university for more than two decades, teaching farmers how to grow organic crops.

He said his supervisors and peers in his college have repeatedly told him that his outspoken views on genetically modified crops are not welcome.

"I know they're still trying to muzzle me," said Valenzuela.

"Essentially, I was told by my immediate supervisor, my department chair, that's not supposed to be what you're doing. You shouldn't be talking about crop biotechnology."

But the university said the allegations are unfounded.

"We're a strong supporter of academic freedom. No one is ever telling anyone not to say things. In fact, he's welcome to say whatever he wants," said UH professor Mark Wright, the faculty chair of Valenzuela's department.

Crop biotechnology or genetically modified organisms are a major political controversy in Hawaii. Activists have tried to ban or restrict GMOs in Neighbor Island counties but Hawaii's courts have struck down these moratoriums.

Valenzuela is one of the few UH scientists who have come out against these types of crops. He says the harassment from his pro-GMO peers dates back decades, sometimes leading to confrontations.

In 2003, he claims his former department chair made derogatory comments about his homeland, Guatemala.

"He called my nation of origin 'worthless.' I felt insulted at the time," he said.

Last October, one of his colleagues in an email called him an "embarrassment" to the department for opposing GMOs. The email, which was later forwarded by another professor to other staffers in his department, include this insult:

"Hec, please stop already. You're simply working so hard to prove what a scientific idiot you are about items like transgenes ..."

UH says human resources officials told the author and department staffers that the email was not appropriate. But no disciplinary action was taken.

According to Valenzuela, the most recent incident allegedly occurred in February during his post-tenure review. He said that Wright, his faculty chair, told him he could talk about GMOs on his "own private time but not as a faculty member."

Wright denies that he said that, adding that Valenzuela passed his review.

Wright believes the anti-GMO crowd rely on junk science and added that genetically engineering helped save Hawaii's papaya industry and added that genetically modified seed crops are the largest ag industry in Hawaii.

Valenzuela thinks there needs to be more studies on GMOs because many of the modified seeds and crops are developed to be more resistant to pesticides. Because of that, he said the large GMO businesses are dumping more pesticides into the environment, posing potential risks for residents.

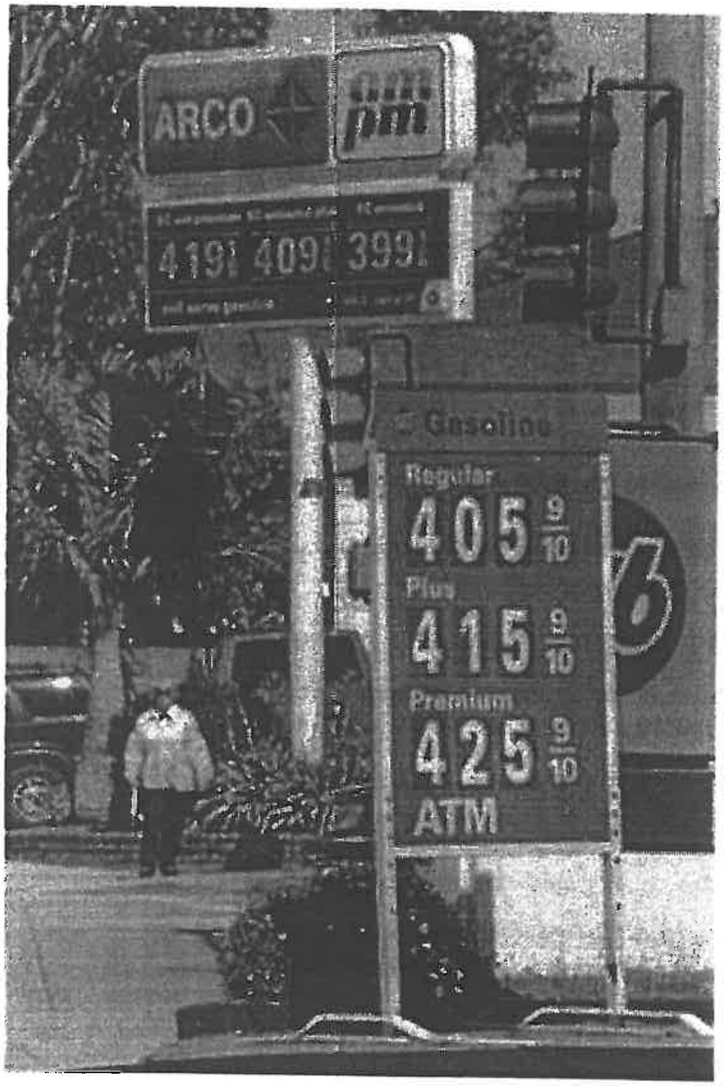
"I think it's a basic right of a faculty member to ask questions about the future of agriculture in Hawaii," Valenzuela said.

"It is my duty as a professor to ask questions about technologies that may pose a risk to the environment and the the health of the community."

http://www.hawaiinewsnow.com/story/29245638/exclusive-anti-gmo-harassment-alleged-at-uh

CAPP contact: Charlie Peters

Gasoline price-gouging evidence grows



After weeks of slow but steady declines, California gasoline prices ramped up again in mid-May. (Chuck Bennett/Staff Photographer)

By Thomas D. Elias, Los Angeles Daily News, June 2, 2015

Just about two years ago, when gasoline prices in most of California last moved well above the $4-per-gallon level, crude oil cost $147 a barrel. Oil companies said the high price of crude was a major factor in that price spike.

This spring, when gas pump prices again jumped above $4 in many places, crude oil fell under $50 per barrel for awhile before recovering a bit to around $60 near the end of May.

So it's no wonder consumer advocates rail at gasoline prices, which are back near peak levels after a late-winter respite. In fact, evidence is mounting that prices in this state are being set to gouge consumers, even though there is no certainty of collusion between the four companies controlling almost 80 percent of the state's gasoline production.

Also pointing toward gouging is the fact that oil companies repeatedly claim gas refinery outages are big factors in California price spikes. When fire hit a non-operational fluid catalytic cracking unit at

Exxon's refinery in Torrance, prices rose all over California, yet the burned part of the plant was doing nothing.

Another statewide rise came when there was a labor problem at Tesoro's refinery in Martinez, east of San Francisco, which has long been unreliable. But there's no rationale for refinery problems in Southern California to affect prices in Northern California, or vice versa.

Says a retired 32-year engineer at Valero's refinery in Benicia, "The pipelines that leave Bay Area refineries do not connect with the pipelines in Southern California." In short, the fact there may be a shortage for a while in one part of the state doesn't mean there will be one in the other large region. A comprehensive Kinder-Morgan Energy Partners map of the state's gasoline pipelines confirms a lack of linkage between north and south. So while a refinery outage in one half of California might create a bit of a shortage there, it should not affect the other half.

But shortages in one area invariably raise prices around the whole state.

Those two peculiarities definitely suggest gouging. There are also the springtime statements of major oil company executives to their stockholders and financial analysts.

Said Greg Maxwell, chief financial officer of Phillips 66, "First quarter gasoline cracks (the difference between the price paid for crude oil and the price of petroleum products made from it, including gasoline) for the Western Pacific region were $20.21 per barrel compared with $7.46 last quarter, resulting in record earnings for the region."

Reported a top Chevron official, "Margins increased earnings by $435 million driven by unplanned industry downtime and tight product supply on the West Coast."

And Tesoro chief executive Gregory Goff said, "In California, crack spreads have improved... There's no question that during the first quarter with what happened to Tesoro (which sells under the Shell and USA labels, among others) as a result of the (labor) disruption at the Martinez refinery ... it was very supportive to the margin environment there."

In short, when the companies produced less gasoline and charged more for it, their profits soared. So they had no incentive to delay planned maintenance outages at some refineries when unplanned disruptions shut down others. One result of all this was that Californians in late May were paying an average of $1.30 more per gallon for gasoline than drivers in other states. Only about 15 cents of that could be ascribed to the state's higher gas taxes.

Spokesmen for the Western Oil and Gas Association did not return calls seeking comment.

All this led the Consumer Watchdog advocacy group to call for a federal Justice Department investigation of possible price gouging.

Said the group's president, Jamie Court, "Since the beginning of February, California's 14 oil refineries have suffered 10 serious slowdowns or shutdowns. This is the only industry in America that profits more when its factories repeatedly break down. Since four oil refiners control 78 percent of the gasoline market, such an oligopoly can easily withhold needed products to drive up prices."

Put it all together and it's clear gasoline prices here are far higher than they ought to be. Whether or not that's a criminal matter has yet to be determined.

http://www.dailynews.com/opinion/20150601/gasoline-price-gouging-evidence-grows-thomas-elias

CAPP contact: Charlie Peters

United for Survival
Association of California Car Clubs

Association E-News!

June 2, 2015

More Pain at the Pump

By Jon Coupal
President of the Howard Jarvis Taxpayers Association

Sacramento is about to launch a new attack in its ongoing war on drivers.

California's 48.6 cent gas tax already ranks second out of 50 states — the feds take another 18.4 cents — and when the hidden carbon tax, part of the cap-and-trade program, is factored in, our state leads the pack by a wide margin. But this is not nearly enough, according to the political class.

Sen. Jim Beall is building a coalition of both Democrats and Republicans in the Legislature to hike gas taxes along with vehicle license fees and registration.

The San Jose lawmaker's Senate Bill 16 slams taxpayers in three ways. First, it would raise at least $3 billion annually by increasing the gas tax by another 10 cents a gallon. Second, it would hike the vehicle license fee, which is based on value, by more than 50 percent over 5 years. Third, it would increase the cost to register a vehicle by over 80 percent.

Although the backers of the SB 16 tax increase say it is vital to make up the claimed $59 billion backlog in roadway maintenance, some of the funds are slated to go to repaying transportation bonds that, when passed, were to be paid from the general fund. This means that not all of the new revenue will go to the stated intent of fixing roads and highways.

Whatever the actual dollar amount of the backlog in roadway maintenance, this shortfall is the result of previous diversions of gas tax and truck weight revenue to budget items that have no direct impact on road improvement, and Beall's bill would allow this practice to continue.

It should not go unnoticed that the $59 billion estimated backlog approaches the $68 billion that the governor and Legislature want to spend on the bullet train. Quentin Kopp, former chairman of the California High-Speed Rail Authority, has become a strong critic, characterizing it as "low-speed rail" due to the changes that have been made to the original plan that voters were promised to convince them to provide seed money for the project in 2008. He adds that to be financially viable, high-speed trains need to run from 10 to 20 trains per hour, but due to the current plan, called a "blended system," slower trains and bullet trains must share the same track, reducing the number of fast trains to about four per hour. And even supporters of the project as currently envisioned concede that the Los Angeles to San Francisco trip that voters were told would take about two-hours and forty minutes for a $50 fare, will likely take closer to 5 hours at nearly double the cost to the rider.

So, while Sacramento politicians and special interest insiders, including unions and construction companies, continue to push for billions of dollars of new spending on a high-speed rail system that is not expected to be completed before 2029, they expect drivers, fed up with bumping along on crumbling roads and highways, to pay more.

Gas prices in California are already tops in the nation. If taxes are increased again, every motorist should be given a railroad engineer's cap compliments of Sacramento lawmakers and the governor because the extra they pay will free up money, which could have been used for roads, to be spent on their pet train.

Contact us with comments, suggestions, question, concerns, or just to talk anytime.

Rex Roden
President-ACCC
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The ACCC…Representing the Car Hobby Since 1972

Hawaii enters national debate over future of ethanol in gas

By Cathy Bussewitz, (AP), Hawaii News Now, May 6, 2015

HONOLULU (AP) - Hawaii lawmakers have put the state at the front of a national discussion over the future of ethanol in gasoline by passing a bill that puts an end to a requirement that the corn-based additive be mixed into fuel sold in the state.

The move comes as Congress faces pressure to review a federal mandate that calls for ethanol and other renewables in the nation's fuel supply.

Hawaii has required a 10 percent ethanol blend in its gas since 2006. The order was intended to support alternative energy and boost local agriculture.

Opponents, however, say those benefits haven't come, since Hawaii has been importing blended fuel. "Hawaii embarked on a grand experiment to figure out if we can help establish a local renewable ethanol industry, producing ethanol from locally grown feed stocks," Rep. Chris Lee said. "Unfortunately, it just never materialized."

Lee's proposal cleared the Legislature late Tuesday.

Gov. David Ige hasn't made a decision on the bill, but he indicated support Wednesday, saying no one invested in ethanol in Hawaii despite tax credits. The Democrat called it a "lesson learned."

The bill passed amid support from an odd coalition of environmentalists, fuel manufacturers and poultry farmers who blamed ethanol for cutting into their profits by raising the cost of feed.

"Diversion of corn for ethanol is causing corn prices to skyrocket," Rep. Angus McKelvey said.

More than a dozen states have ethanol mandates, according to the National Conference of State Legislatures, which tracks state government activity. No similar bills have been introduced elsewhere this year, the group said Wednesday, making Hawaii the second state to pass such a bill.

Florida ended its mandate in 2013, the same year the Environmental Protection Agency proposed reducing the amount of ethanol in fuel, acknowledging that a federal push wasn't working as well as expected.

There have been no changes to federal law on the issue since the EPA report, but Pennsylvania Republican Sen. Pat Toomey and California Democratic Sen. Dianne Feinstein have introduced a bill seeking to repeal the corn ethanol mandate in the federal Renewable Fuel Standard.

A bi-partisan group of dozens of other U.S. senators, however, recently sent the agency a letter supporting the requirement that resulted in about 10 percent of fuel in the U.S. containing ethanol last year.

"It has strengthened agriculture markets and created hundreds of thousands of jobs in the new energy economy," the letter, signed by 37 senators, including Hawaii Democrats Brian Schatz and Mazie Hirono, stated, "many of which are in rural areas."

http://www.hawaiinewsnow.com/story/28997158/hawaii-enters-national-debate-over-future-of-ethanol-in-gas

Clean Air Performance Professionals

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Friday, April 10, 2015

Eric Swalwell
Member of Congress
1260 B Street, Suit 150
Hayward, CA 94541
(510) 370-3322

Honorable Congressman Swalwell,

RE: California motorist interest in GMO fuel waiver

Thank you for your service to us.

The administration of our President George W Bush rejection of my hero California Governor Davis request for a fuel oxygenate waiver (change the mandate to voluntary) with support of all California congressional members may deserve a review audit of our waiver requests.

***** I want $2 fuel at the pump *****

***** I want clean air and water *****

Ethanol waiver & elimination of E-85 flex fuel credit can cut our CO2 transportation pollution over 50%

Let's improve performance of CA climate change law AB 32 (Pavley) in 2015 for future generations.

Congressman Swalwell thank you for your interest in our waiver audit request, a response would be great.

Clean Air Performance Professionals (CAPP), an award winning coalition of motorists interested in protecting personal property and the environment.

Charlie Peters (CAPP)
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cc: interested parties

CAPP contact: Charlie Peters

Frank Rusco

Director, Natural Resources and Environment
ruscof@GAO.GOV

202-512-4597

Alternative fuels. The Energy Independence and Security Act of 2007 requires that, by 2022, U.S. transportation fuels contain 36 billion gallons of renewable fuels

1. Under the mandate, 15 billion gallons of renewable fuel may come from corn ethanol but the remainder must come from advanced biofuels, such as ethanol made from cellulosic sources like switchgrass, and forest and agricultural residues such as sawdust and sugarcane. The nation faces several key challenges in meeting these requirements. There is not enough cellulosic biofuel commercially available to meet the mandate, and U.S. ethanol use is approaching the blend wall—the 10 percent ethanol blend that most U.S. vehicles can use under existing vehicle and engine warranties. Additional ethanol use will require substantial new investment, including additional warranted and certified storage tanks and variable pumps at gasoline stations. 1

Renewable fuels levels may be waived if meeting the required level would severely harm the economy or environment of a state, a region, or the United States, or there is an inadequate domestic supply.

http://www.gao.gov/key_issues/petroleum_and_alternative_fuels/issue_summary#t=0

CAPP contact: Charlie Peters

Ohio Drops Biofuel Mandate for State Fleet

Trucking Info, April 08, 2015

File photo

Ohio Gov. John Kasich's $7 billion state transportation budget drops long-running requirements for the use of biodiesel and ethanol in the the state's vehicle fleet.

The state is moving away from the biofuels because "it's more expensive to use those fuels," Matt Bruning, Ohio DOT spokesman, told WOSU.

Ohio began mandating the use of biofuels in the state fleet in 2006 with a law signed by former Gov. Bob Taft. Now, gasoline costs less than E85 and biodiesel. Ohio counts 125 fuel stations that offer E85 and seven that offer biodiesel.

http://www.truckinginfo.com/channel/fuel-smarts/news/story/2015/04/ohio-drops-biofuel-mandate-for-state-fleet.aspx

CAPP contact: Charlie Peters

Mexico's Pemex launches an ethanol biofuel program to cut emissions

David Alire Garcia & Ana Isabel Martinez, Reuters, Mar 19, 2015

MEXICO CITY (Reuters) - Pemex is set to launch its first-ever sales of gasoline mixed with cleaner-burning ethanol to reduce greenhouse gas emissions, the Mexican state-run oil company said on Thursday.

Pemex has awarded contracts to be supplied with as much as 123 million liters of ethanol per year, which will be derived from locally-produced sugar cane and sorghum.

Over the course of the 10-year contracts, the value of the ethanol purchased would range between $524 and $750 million, Pemex said in a statement.

The 5.8 percent ethanol will be mixed with Pemex's top selling Magna gasoline brand and lower emissions by 35 percent.

Four contracts were awarded to Mexican companies on Tuesday, but tenders for two others were declared void.

A company spokesman said several more contracts will be bid out, but did not provide further details on the timeline.

The new gasoline sales will begin in the states of Tamaulipas, San Luis Potosi and Veracruz before expanding further, although the precise timing was unclear.

Pemex will invest about $58 million to build necessary infrastructure for the project at its Ciudad Madero and Minatitlan refineries.

Citing the need to cut costs due to slumping oil prices, Pemex first delayed, then canceled a planned $2.8 billion investment to boost ultra-low sulfur diesel production announced in September also designed to reduce pollution.

A sweeping energy reform finalized last year and championed by President Enrique Pena Nieto gradually ends the retail monopoly enjoyed by Pemex's nearly 11,000 franchise gas stations scattered across the country.

Beginning in 2017, companies that operate startup non-Pemex stations will be able to import outside gasoline, and then in 2018, gasoline and diesel prices will no longer be set by the government.

(Editing by Bernard Orr)

http://www.businessinsider.com/r-mexicos-pemex-launches-ethanol-biofuel-program-to-cut-emissions-2015-3

GMO fuel mandate waiver can reduce ethanol ground water impact.

Fuel alcohol generates an increase in ground level ozone and pm

AB 32 (Pavley) climate law performance and children health can improve with a alcohol mandate waiver.

Motorists want a fuel mandate option to improve environment for the children, a prevent pollution choice.

By Jay Leno

http://autoweek.com/article/car-life/jay-leno-hates-ethanol

CAPP contact: Charlie Peters

HEALTH AND SAFETY CODE ARTICLE 6

Public Information

Section

§ 44070. Public information program

(a) The department shall develop within the bureau, with the advice and technical assistance of the state board, a public information program for the purpose of providing information designed to increase public awareness of the smog check program throughout the state and emissions warranty information to motor vehicle owners subject to an inspection and maintenance program required pursuant to this chapter. The department shall provide, upon request, either orally or in writing, information regarding emissions related warranties and available warranty dispute resolution procedures.

(b) The telephone number and business hours, and the address if appropriate, of the emissions warranty information program shall be noticed on the vehicle inspection report provided by the test analyzer system for any vehicle which fails the analyzer test.

Added Stats 1984 ch 1591 § 3. Amended Stats 1988 ch 1544 § 57; Stats 1995 ch 91 § 93 (SB 975).

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