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Advanced Biofuels USA

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Advanced Biofuels USA Explains That Advanced Biofuels Could Help California Meet Enhanced GHG and Pollution Control Standards

Arlington, VA: Advanced Biofuels USA Executive Director, Joanne Ivancic, focused on the need to assure fair and complete accounting of emissions created from powering vehicles whether they come from coal-fired power plants, gasoline, diesel, biodiesel, ethanol or advanced biofuels at the US Environmental Protection Agency's public hearings on its reconsideration of its previous denial of a waiver of preemption for California's State Motor Vehicle Pollution Control Standards and Greenhouse Gas Regulations on Wednesday, March 5, 2009 at EPA's Arlington, VA conference facilities.

Ivancic noted that even though testimony indicated that vehicle manufacturers are producing cars and trucks that can meet the California's expectations, in the current economic climate, many consumers won't be able to buy the new vehicles with the new technologies. They will keep their old technology cars and trucks or have to buy used vehicles. Others will continue to prefer low mileage SUVs and trucks. Had advanced biofuels; that is, truly sustainable, renewable green gasoline and other liquid biofuels, been developed earlier, these discussions would not even be necessary.

No previous speakers had even considered the positive impact that advanced biofuels could have on motor vehicle pollution and greenhouse gas emissions.

Advanced Biofuels USA's concerns were that all emissions generated in the process of producing power to move a vehicle (and power its air conditioning, heat, cell phones, sound systems, GPS, mobile offices, etc.) are inventoried so that climate change policies are based on thorough scientific information. In addition, the pollution caused by driving vehicles in non-attainment areas must be attributed to those vehicles where they are driven; that they not be lost to calculations because the smokestack is located in an attainment area or a place not subject to EPA monitoring.

"California or other states requesting waivers should not be allowed to use some fancy sleight-of-hand to pretend that electric cars driven in California or other waiver states somehow magically do not cause pollution," explained Ivancic.

Ivancic also noted that the EPA Administrator must determine the lifecycle greenhouse gas emissions for conventional and advanced biofuels, then compare that to the lifecycle of gasoline and diesel (from seed-to wheel). She suggested that to make informed policy decisions, other motor vehicle fuel sources (solar, wind, natural gas, coal, nuclear, etc.) should

also have to calculate their carbon footprints (from mine-to-motor). If they are then properly inventoried, informed policy decisions related to rates of GHG pollution can be made.

She noted that at these hearings, all the pressure to improve technologies was being directed at vehicle manufacturers, not on fuel suppliers and suggested that now that alternatives were possible, it might be appropriate to bring the fuel suppliers into this picture.

Advanced Biofuels USA is a nonprofit organization. Its purpose is to promote public understanding, acceptance, and use of advanced biofuels; to promote research, development and improvement of production, marketing and delivery of advanced biofuels; and to improve advanced biofuels crops and products.