

24/2/2008

Re: Setting National Fuel Quality Standards: Proposed Management of Biodiesel Blends, Position Paper, January 2008.

To whom it may concern,

I am writing in response to the aforementioned paper, as retrieved from your website (<http://www.environment.gov.au/atmosphere/fuelquality/publications/pubs/diesel-biodieselposition-paper.pdf>) today.

While I commend the attempts to legitimise the use of biodiesel across the fleet, I believe there are enough negative aspects in the above proposal as to actually seriously hinder the development of biodiesel in this country, but more importantly the future of the planet we all depend upon.

I find it odd that such a proposal exists in a world where the Garnaut report has just told the Government and Australia at large that in order to not destroy the world we live in we must look at reducing greenhouse gas emissions by 90% in a relatively short number of years. Biodiesel is a great way to help reach this target as it works easily in **all** existing diesel vehicles, regardless of what the over-cautious manufacturers and of course oil companies may say. The diesel engine was invented to run on peanut oil (ie. 100% biodiesel, or B100), and it was only years later that refined crude oil (ie. B0) was used instead, once it was discovered in high quantities.

Personally I have purchased a new diesel car just over twelve months ago, purely so that I could run biodiesel in it. The uncertain excise situation effectively prohibits me from turning a waste product (used cooking oil) into fuel in my backyard, and as such I am limited to purchasing my B100 from a commercial supplier in Sydney. I am **not** a fleet – just one of millions of individuals who under the proposal will no longer have access to any higher than B5.

From my reading, and talking with this commercial supplier, they would be prohibited from selling anything greater than B5 under this position paper. Why can I, as the consumer, in a supposed free market, not choose which fuel to put in my car? I am aware that the manufacturer may theoretically blame the use of biodiesel for future mechanical problems, but they don't warrant **any** fuel in the car – a bad batch of B0 could be blamed for fuel-related issues and I'd be just as out of luck as if I were running B100. At the end of the day, it's my choice as a consumer. That said, my particular car's manual specifically states that use of biodiesel conforming to standards is appropriate.

The government should be *encouraging* the local research into and use of alternative fuels, regardless of whether that is driven by the existing oil monopolies. If small producers wish to create a fuel they believe there is a market for, that should be their choice. If consumers don't want it, they

will go out of business - that's how the economy is supposed to work.
There **is** demand for diesel above B5 at the pump from all diesel drivers.
There **is** environmental catastrophe just around the corner if we don't act.
There **is** peak oil at some point in the next fifty years. There **is** reason to re-consider this position paper and the negative impact it will directly have if enacted as currently stated.

I am happy to be contacted via any of the above methods for further details on my views on this matter.

Sincerely,