

	<b>Comment on Diesel / BioDiesel Blends Management</b>	Dept.:	R&D
		Revision:	01
		Date	March 10, 2008

**BDI's comment on:**

## **Proposed Management of Diesel/Biodiesel Blends**

### **Position paper**

With respect to the released position paper on the preferred management approach to Diesel/BioDiesel blends, please find our following comments:

#### **Regarding B5 blends**

BDI shares your position that 3 key factors are relevant for the use of B5 Diesel / BioDiesel blends:

- General acceptance by automotive industry
- Consistence with international practice (in EU, US)
- Certainty and confidence for consumers

#### **Regarding B10 blends**

To be able to fulfill targets of EC directive 2003/30, EU commission is strictly going upwards with the blend ratio of biofuels:


The actual draft COM 2008/30 final: DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the promotion of the use of energy from renewable sources includes B7 and B10 standards as a proposal to guarantee EU's target of up to 10% of alternative fuels in transport by 2020.

To sum up in Europe there is both experience and the political will to enhance the share of Biodiesel in blends.

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0019:FIN:EN:PDF>

#### **Regarding B20 blends**

There are many reports of fleet operators mainly from the United States available that use B20 blends. Full warranties for both passenger cars and trucks / busses for B20 blends are common sense.

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Please find reports at:

[http://www.dieselnet.com/standards/us/fuel\\_biodiesel.php](http://www.dieselnet.com/standards/us/fuel_biodiesel.php)

<http://www.agriculture.state.ia.us/biodiesel.html>

[http://www.energy.state.md.us/programs/transportation/biodiesel/presentations/van\\_gerpen.pdf](http://www.energy.state.md.us/programs/transportation/biodiesel/presentations/van_gerpen.pdf)

<http://www.biofuelreview.com/content/view/125/5/>

<http://www.caseih.com/highlights/highlights.aspx?navid=121&recordid=193&RL=ENNA>

<http://www.energycurrent.com/index.php?id=3&storyid=7561>

[http://www.biodiesel.org/resources/fuelfactsheets/standards\\_and\\_warranties.shtm](http://www.biodiesel.org/resources/fuelfactsheets/standards_and_warranties.shtm)

[http://www.eere.energy.gov/afdc/fuels/biodiesel\\_alternative.html](http://www.eere.energy.gov/afdc/fuels/biodiesel_alternative.html)

[http://www.biodieselnow.com/blogs/general\\_biodiesel/archive/2007/09/25/chrysler-nbb-partnership-amp-b20-national-fuel-standard.aspx](http://www.biodieselnow.com/blogs/general_biodiesel/archive/2007/09/25/chrysler-nbb-partnership-amp-b20-national-fuel-standard.aspx)

<http://www.nrel.gov/vehiclesandfuels/npbf/pdfs/40555.pdf>

### **Regarding B30 blends**

Nissan, Renault and PSA (Citroen, Peugeot) promote B30 usage in their current car series.

[http://www.renault.com/renault\\_com/en/images/13465%2013465\\_DP\\_SalonGeneve07DEF\\_GB\\_tcm1120-574784.pdf](http://www.renault.com/renault_com/en/images/13465%2013465_DP_SalonGeneve07DEF_GB_tcm1120-574784.pdf)

<http://www.peugeot.com/en/news/2007/10/25/launch-of-the-blue-lion-standard.aspx?count=39&filterBy=1&page=1>

### **Regarding B100 blends**

Many reports of successful fleet operators relying on B100 are available throughout Europe.

One of the first fleets happens to be in Graz, Austria, where the local public bus company has started as early as 1994 with B100 Biodiesel from used frying oil in a test run of 2 busses. Meanwhile the complete bus fleet of appr. 150 busses is all-year-round in B100 operation with Biodiesel derived from frying oil.

Other examples were fleet operators like Wismut Germany having used B100 in heavy-duty Caterpillar machinery.

[http://www.wismut.de/sanierung/wismutflotte\\_e.php](http://www.wismut.de/sanierung/wismutflotte_e.php)

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**Summary:**

BDI recommends to further integrate the blending of Biodiesel comparable to the above examples in your climate-active Australian energy policy.

This avoids a 100% dependency on fossil fuels with a high share of imports and thus extremely vulnerable to oil market disturbance.

For Europe as well as Australia, the fact of a growing transport sector is considered to be one of the crucial criteria for meeting the Kyoto targets.

Biodiesel is the solution now to reduce green house gas emissions without losing the relation to economical and social reality.