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26 March 2008



FEDERAL CHAMBER
OF AUTOMOTIVE
INDUSTRIES

ABN 55 006 550 547

GPO BOX 313, CANBERRA ACT 2601

10 RUDD STREET, CANBERRA CITY

ACT 2600 AUSTRALIA

TELEPHONE 02 6247 3811

FACSIMILE 02 6248 7673

Dr Lesley Dowling
Fuel and Used Oil Policy Section
Department of the Environment, Heritage,
Water and the Arts
GPO Box 787
CANBERRA ACT 2600

Dear Dr Dowling

The Federal Chamber of Automotive Industries (FCAI) welcomes the opportunity to provide a submission on the government's position paper, "Setting National Fuel Quality Standards - Proposed Management of Diesel/Biodiesel Blends."

The FCAI has provided a submission on the previous discussion paper on this issue, and as discussed at our meeting on 4 March 2008 the FCAI's position has not changed.

The FCAI is supportive of allowing the addition of up to 5% biodiesel in a diesel/biodiesel blend, i.e. B5, where the biodiesel conforms to EN 14214 and the resulting diesel/biodiesel blend meets EN 590. Many car companies reference these standards in their owner's handbooks.

FCAI members support labelling of biodiesel blends, even at a 5% level. Labelling is vital so that vehicle owners can make an informed choice and ultimately build confidence in biodiesel as a viable alternative fuel.

Along with labels for biodiesel blends, the industry recognises the need to provide advice to owners of diesel engine vehicles on their suitability to use B5 blends. FCAI member companies are currently researching the suitability of their models to use B5, but unfortunately, we are not in a position to provide a detailed list with this submission. The industry is willing to work with the government to develop an appropriate communication mechanism to ensure vehicle owners have access to the necessary information.

The FCAI has no objection to the supply of higher diesel/biodiesel blends via an approval process for a dedicated supply, i.e. the higher blend is not made commercially available to the general public and the dedicated customer is aware of the fuel blend level and quality.

Our submission to the previous discussion paper included information from the Japanese Automobile Manufacturers Association (JAMA) on the results of their tests into the use of B5. Their data showed vehicle malfunctions caused by oxidation. Subsequently, a Japanese standard with additional properties was introduced into Japan during 2007. The FCAI again encourages the Australian government to adopt this standard.

The FCAI would be willing to participate in the working group to be established under the Fuel Standards Consultative Committee (FSCC) to monitor developments and issues relating to the use of biodiesel blends in the Australian vehicle fleet.

If you have any further questions on this issue I may be contacted on (02) 6229 8216.

Yours sincerely,



James Hurnall
Director, Technical & Regulatory
Federal Chamber of Automotive Industries