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Hi I am chiris jordan, I submitting this as a member of the public.  
My concerns with the “setting diesel/Biodiesel blends”  
are as follows follows.

I do not believe there should be a cap on Biodiesel blends at a certain percent, and there should also be a minimum Biodiesel content of blends.

If a fuel is advertised as being B20, it should have a minimum of 15% Biodiesel. If it is advertised as B70, it should have at least 65% Biodiesel, Ie to be withn 5% of the stated biodiesel amount.

People choose to purchase biofuels for a variety of reasons, and often cost is not always the primary concern (although as with all fuels, people aim to keep fuel costs low) these are mainly for environmental, social or economic reasons. To keep with these aims, people should also know that if a fuel is being advertised as being a percentage Biodiesel, then it should be close to the amount as advertised. Otherwise stores are likely to advertise the fuel as being what sells well, and so long as the Biodiesel component is lower, they are operating within the rules.

There is also another potential “lower than stated”  
Biodiesel blends problem.

If a customer buys an older car with an unknown engine history. If the customer buys his “B95” (which he purchases because of CFPP), and the customer believes it is close to B95) could be in fact B21-B30 (and the seller would not be breaking any laws), If a customer buys from this shop, for a 2 year period and finds the car has no problems, he may believe his car is suitable or B95 (and probably B100 in warmer parts of Australia). If he then sets off on an around Australia trip, continuing to buy what is labelled B95 but is B90-B95 he may then discovers the car is not suitable for Biodiesel, suffering filter blockages or then discovering his seals in the injector pump are no suited to Biodiesel.

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