Page 11 Q1

View to develop a mandated national fuel quality standard for Bio Diesel

I t would be essential to develop a National standard for bio diesel to ensure that a consistent parameter is met so that the fuel when used does not harm the engine and that the exhaust gases fall within or improved on the regulated guide lines for diesel in all forms that are applicable to fuel regulations at the time.
Because of the variety of feedstocks and raw materials available that can be used for the manufacture, strict parameters need to be in place,
This fuel quality should also include the manufacturing process for all manufactures regardless of size or intention; registration of any manufacturing plant to a regulatory authority should be obligatory.
In particular any company or person planning to manufacture bio-diesel should be able to provide some recognition that they are familiar with the manufacturing process and the environmental impacts associated with this, (i.e. No good a “small” producer trying to manufacture and then gets the quantities or process wrong) what does happen when a “batch” goes wrong and finishes up like soap, how is this recovered or disposed of?

The effects of bio diesel manufacture should also be taken into account i.e. Employment and social effects of total production, An Austrian study implied that for every 300,000 tonnes of oil seed crushed leads to an extra 3800 jobs being created.

There needs to be a change in the public concept that bio-diesel is “used “cooking oil or tallow. It would be preferred to use only very small and regulated amounts of these raw materials to ensure that a consistent high quality is achieved.

2
Australian BioDiesel standard should be harmonized within the European and preferably the German Standards

Page 13

Standards should prescribe raw materials and production technologies, not only feed stock and must address the characteristics and composition of the raw material used the production of each batch or run of batches.

Page 21

Impacts
Emission impacts need to be highlighted
Preference toward a minimum of a 20% blend
Testing results should also include a European based engine of 4-stroke design. Many US results are based on 2 stroke
Lubricity should be highlighted to reduce wear
Bio-degradability—advantages

Niche Markets, local suburban bus or public transport to get rid of the dirty smoky diesel image, encourage people to use “clean public transport” >> experience from the public comment on trials we carried out were very positive.
Safety in storage
Cold flow to be addressed
Catalytic converters impact on emissions

Bio Diesel Blend
Blending should be encouraged – but excise must be removed from the biodiesel component

Page 29
Sulfur in Australian bio diesel should not exceed the current sulfur standards as set down for the petroleum-based diesel

10.5

Other compliance.
Manufacturing and production compliance must be set

From experience no alteration to current infrastructure for diesel is required for the storage and dispensing of bio diesel, this therefore lends this fuel as a viable alternative to reduce greenhouse emissions from all vehicles without the need for extra capitol expenditure from the end user.