



FOR IMMEDIATE RELEASE
SEPTEMBER 25, 2007

CONTACT: Kimberly Taylor
702-203-4982
ktaylor@afvi.org

NATIONAL BIOFUELS EXPERTS ADDRESS LATEST INDUSTRY DEVELOPMENTS
BIODIESEL AND ETHANOL MYTHS AND FACTS WERE FOCAL POINTS

Las Vegas, NV – Alternative Fuel Vehicle Institute (AFVi) successfully concluded a one-day forum in Las Vegas on September 20 that featured leading government, manufacturing and association experts. Annalloyd Thomason, Executive Director of AFVi, kicked off the morning by saying, “We are here today as part of a global march to make biofuels a permanent addition to the mix of fuels that can transition us away from petroleum.” In his opening remarks, Dan Hyde, Coordinator for the Las Vegas Clean Cities Coalition and lead Forum sponsor, said, “Biofuels are about economic and energy survival,” a sentiment echoed by many throughout the day. The surprise visitor of the morning was Las Vegas Mayor Oscar Goodman who stressed the importance of sustainability and proudly stated that Las Vegas has more energy friendly vehicles in their fleet than any other city in the world.

Michael Caudill, President of Driven Media Communications and auto correspondent for KTLA, the most viewed Los Angeles morning news show, was the morning keynote speaker. As he reviewed the vehicle and technology trends in America today, he observed that auto manufacturers are racing to see who can be different and who can be better. Caudill disagrees with that approach cautioning that what we should really be doing is to “...refine the good products and technologies that are already here.”

Joe Jobe, Executive Director of the National Biodiesel Board (NBB), was joined by Robert White, Operations Director for the Ethanol Promotion & Information Council (EPIC), both supporting sponsors of the Forum. They set the historic, present, and future context for each of their industries. Jobe cited a “rural renaissance” saying that biofuels production has brought retired farmers back to work because it’s profitable for them to do so. He said that biodiesel’s first tax credit was passed in October of 2004 compared to the ethanol credit that dates back to 1980. “Ethanol has the footing that biodiesel is aspiring toward,” Jobe remarked. Robert White said that the tax credit and renewable fuel standard has been a significant driver, resulting in 129 ethanol plants in operation today with 76 under construction. There are currently six cellulosic ethanol plants under

construction. White offered some policy strategies to develop ethanol including fines for CAFÉ violations, increasing the tax credits, and mandatory flex-fuel vehicle production.

Representatives were on hand from the three federal agencies leading the research, development, and funding for biofuels. Those agencies include the United States Departments of Agriculture and Energy, and the Environmental Protection Agency. Funding has progressively increased to encourage fuel production as well as infrastructure development.

David Freeman, Chairman of the Commission for the Port of Los Angeles and author of the just released book, Winning Our Energy Independence, was the keynote luncheon speaker. “Our oil dependence is strangling our ability to assert our interest in the world,” said Freeman. Freeman carefully explains in his book why the world needs to turn away from coal, nuclear, and our dependence on oil. He asked, “Why would anyone in their right mind build a radioactive factory in a time of terror?” and then called for common sense to be given a seat at the table.

Biofuels producers, fleet managers, auto manufacturers and technical experts rounded out a discussion of myths and facts. Biodiesel experts repeatedly emphasized the importance of ASTM D6751-07, the standard that guarantees fuel quality for biodiesel. They discussed the problems and solutions for storage tank contamination, improper blending techniques, temperature, aged fuel and unclean trucks. For biodiesel and ethanol, a prime concern is the feedstocks used to produce these fuels, both in terms of cost and quality. Gary Weinberg of Biodiesel Industries said, “As for the food vs. fuel issue, food will always win. We need to pursue non-food plants like jatropha, dandelions and micro algae.”

The final panel included a fuel provider, a light-duty and a heavy-duty manufacturer, and a fleet user. Among their comments, General Motors is expected to expand their vehicle lineup to include B20 in 2008. Caterpillar is paying more attention to biodiesel because their customers are asking about it. They are trying to find a B20 standard for their engines. Ramiro Lopez with the City of Dallas uses biodiesel in 800 vehicles and praised the ease of use as well as the cost benefits.

The Biofuels Forum audience was comprised of 100 fleet representatives from around the country. Ethanol and biodiesel education is part of AFVi’s Learning Marketplace to introduce fleets and decision makers to a wide range of information on the fuels, the vehicles and available incentives.

###

About AFVI:

AFVi is an entrepreneurial organization that works through industry to bring people in need of proven transportation technologies together with those who can meet their needs. AFVi is the education provider and information link between the alternative fuels and vehicles industry and public/private fleets. The primary focus is to help improve our country’s transportation energy supply by facilitating market integration of new transportation fuels and technologies while minimizing environmental impacts. AFVi is fuel and technology neutral.