



Clean Fuels
ALLIANCE AMERICA



NEW MOMENTUM
ANNUAL REPORT 2022

FROM THE CEO



As I reflect on the past year, I am amazed by the changes we've witnessed in our industry. The victories have been numerous — setting new RFS volumes that give our industry a strong boost, biodiesel bills passed in Illinois, Iowa and Missouri, and increasing focus on our fuels as a low-carbon solution in corporate America yearning to reduce carbon. But our challenges have been just as great, from the successful battle to extend our tax credit to trade cases that threaten our industry.

At every step, your trade association has stood shoulder to shoulder with you as we defend and protect this industry. I am grateful for your trust and your support.

As the biodiesel industry celebrates its 30th anniversary, I am reminded that the soybean farmers and leaders who founded our organization had great faith, foresight and fortitude. In 1992, not a drop of biodiesel had been produced commercially yet, and today, we produce over 3 billion gallons a year of biodiesel and renewable diesel.

The emphasis on carbon reduction across the globe has opened new doors. Net-zero commitments from governments and corporations have raised interest in our fuels like never before. We are making great strides in markets like marine, rail and aviation that previously had been, at best, neutral to us. Likewise, when considering options to help reduce carbon dioxide and other greenhouse gas emissions from their vehicles and equipment, Original Equipment Manufacturers and fleets are also taking a much deeper look at us and seeking collaboration to allow them to increase their support for higher blends. Forward-looking fleets from coast to coast — including several in California, Chicago, Madison, Washington, D.C., and New York City — are looking to higher blends of our fuels, even up to 100%, to lower their carbon footprint.

Our vision statement says that "biodiesel, renewable diesel and sustainable aviation fuel will be recognized as mainstream low carbon fuel options with superior performance and emission characteristics." There is room for all these fuels at our industry's family table. In that spirit, the National Biodiesel Board added another leaf by making it official in January. We are now Clean Fuels Alliance America.

This new brand is transforming our image and positions us as a proven, innovative part of America's clean energy mix now and in the future. In the process, we're inspiring America's energy and transportation leaders to discover new sources of scalable, cleaner fuels.

Although our brand may have changed, biodiesel remains a foundation of our association. Our country couldn't be having real conversations about carbon reduction targets today if it weren't for the work and success of those in biodiesel.

As Clean Fuels Alliance America, we move to the front, proudly blazing a new path forward in clean energy. It's a path we couldn't forge without you. Together, we are creating something great.

A handwritten signature in black ink that reads "Donnell M. Rehagen". The signature is fluid and cursive, with the first name being the most prominent.

Donnell Rehagen
CEO, Clean Fuels Alliance America

MEMBER TESTIMONIALS



Gary Louis - President & CEO, Seaboard Energy

I am honored to provide input on the strategic direction of the biodiesel, renewable diesel and SAF industries as a member of Clean Fuels Alliance America. To achieve the goal of 6 billion gallons by 2030, it will take a coordinated effort for all sectors of the industry, and Clean Fuels is in a great position to take on this challenge with the research and relationships developed.

Rob Shaffer - American Soybean Association

Biodiesel is the single greatest and most measurable return on our soybean checkoff investment that I have found. I think it's essential that the American Soybean Association participate in Clean Fuels to help guide the future of soybean oil and the direction of the industry. As it's grown to 3.2 billion gallons, farmers must stay engaged to see how we can help the industry grow and keep using our product.



Colin Huwyler - CEO, Optimus Technologies

Optimus secured the first ever Alternative Diesel Fuel pathway for 100% biodiesel use in California, and navigating this complex regulatory environment would not have been possible without the technical and regulatory support and resources we have access to as a Clean Fuels member. Clean Fuels has laid the groundwork for the biodiesel industry and continues to engage with a diverse set of stakeholders from industry to equipment manufacturers to advance higher biodiesel blends and the decarbonization of heavy-duty transportation.

FINANCING OUR MOMENTUM: INDUSTRY SUPPORT

The ability of Clean Fuels to leverage membership dues with outside funding sources helps increase the organization’s ability to make an impact for its members. In FY22, membership dues made up just over 24% of the total revenue.



Clean Fuels
ALLIANCE AMERICA

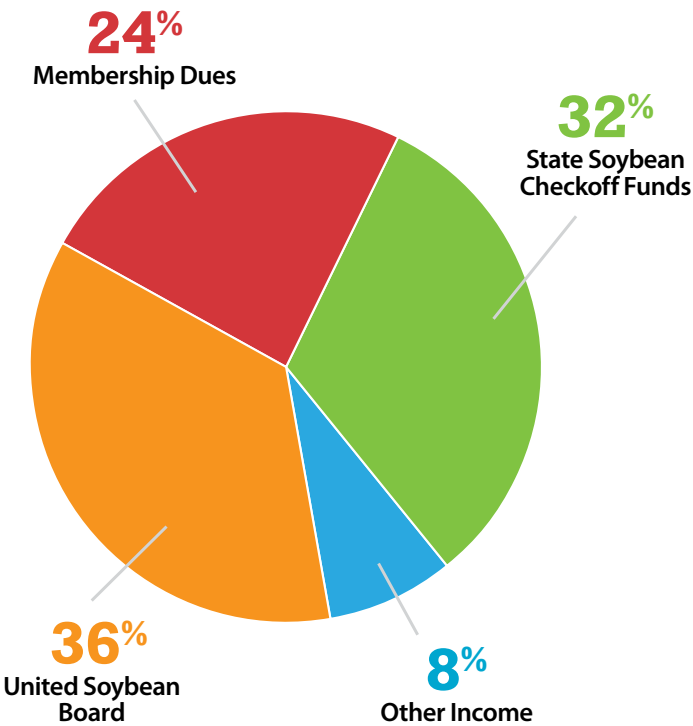
Clean Fuels Funding Sources

24% Membership Dues – One area to showcase the new momentum mantra is through the activities funded through membership dues. These dues play a significant role in Clean Fuels policy programs. In fact, membership dues and member donations are the only sources of Clean Fuels’ national and state lobbying efforts. Federal regulations prohibit checkoff funds and federal grants from being used for lobbying, so Clean Fuels uses membership dues almost exclusively on policy.

36% United Soybean Board – The United Soybean Board provides checkoff funds for biodiesel and renewable diesel programs related to technical and market development efforts. Clean Fuels submits proposals each year through USB’s annual planning process. By law, checkoff dollars cannot be used for lobbying. Using these funds to execute programs allows membership dues to focus solely on policy.

32% State Soybean Checkoff Funds – State Soybean Boards, through their checkoff dollars, fund technical, communications, sustainability and education work on behalf of the industry. Each year, Clean Fuels staff submits proposals and continues to obtain strong support from more than 20 different state organizations. Over \$4.5 million was invested from these organizations in 2022, funding critical biodiesel and renewable diesel program areas.

8% Other Income – Income from programs and additional partners rounds out the Clean Fuels annual budget. These funds include BQ-9000, conferences and corporate partners.



FY22 Budgeted Revenue Estimate

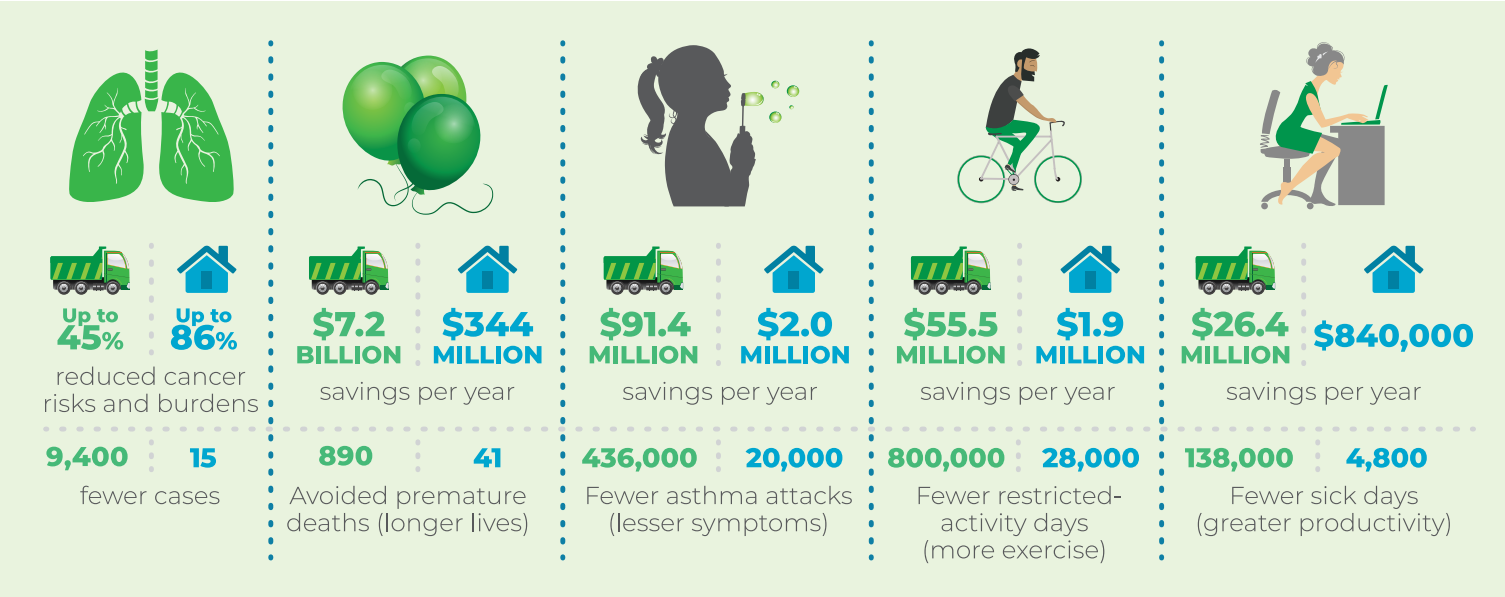
EXPANDED HEALTH BENEFITS STUDY PROVIDES NEW MOMENTUM

Clean Fuels' Trinity 2.0 study this year added 15 cities to the original study's 13. Most of the new sites came from the 2021 American Lung Association's "State of the Air Report" for cities with the worst exposure to particulate matter.

The analysis used the same air dispersion modeling and health risk assessment tools and methodologies used by U.S. EPA and California

Air Resources Board and quantifies the health benefits from reducing diesel particulate matter in communities located near high diesel use sites (ports, railyards, intermodal/logistics, freight corridors, dense housing with oil-fired burners).

Since the numbers represent findings from just 28 communities, they show just a fraction of the potential for positive impact.



“If we are committed to addressing environmental inequities, we should embrace using every drop of biodiesel we can, right now, as this study shows.”

ANTOINE M. THOMPSON
EXECUTIVE DIRECTOR OF THE GREATER WASHINGTON REGION
CLEAN CITIES COALITION



FEDERAL AFFAIRS: BUILDING BIPARTISAN SUPPORT

With a closely divided Congress focused on economic recovery following the pandemic, Clean Fuels' Federal Affairs team built bipartisan support for the industry's policy priorities. Clean Fuels members and staff celebrated many accomplishments in 2022.

Renewable Fuel Standard

- Advocated and secured an achievable increase of 330 million gallons in biomass-based diesel and 500 million gallons in advanced biofuel volumes for 2022.
- Coordinated with other biofuel and crop associations to encourage EPA's final decision to curb small refinery exemptions under the RFS.

Increased
RFS volumes:
330 million gallons

Infrastructure

- Worked with the Fuels America Coalition to secure renewed funding for the Higher Blends Infrastructure Incentive Program in administrative proposal on year-round biofuel access.
- Secured multiyear funding for the Biofuel Infrastructure and Agriculture Market Expansion Program in climate legislation.
- Under USDA's HBIIIP program, to date the biodiesel industry has secured \$27.6 million in matching grants to expand consumer access by more than 1 billion gallons of biodiesel.

Pandemic Relief

- Worked with USDA to help biodiesel producers access pandemic relief.
- Under USDA's Biofuel Producers' Relief Program, biodiesel and renewable diesel producers received more than \$117 million in payments – about 17% of available funds.

Biodiesel Tax Credit

- Engaged congressional champions on both sides of the aisle to introduce legislative proposals to extend the biodiesel tax incentive for several additional years.
- Secured two-year extension of existing tax incentives and ensured that biodiesel and renewable diesel are eligible for new low-carbon tax incentives beginning in 2025.



Fuel Savings and Economic Benefits

Clean Fuels sponsored a study from World Agricultural Economic and Environmental Services calculating the offsetting impact of biodiesel and renewable diesel on fuel prices. U.S. production of biodiesel and renewable diesel consistently tempers distillate fuel prices by increasing the overall supply, according to the analysis. As the production and availability of cleaner, better fuels grew to meet more than 6% of the nation's need for diesel fuel, the price benefit increased to 4% in 2020 and 2021. Because diesel is needed to transport most commodities, the price benefit is reflected in the cost of many essential consumer items.



Clean Fuels also sponsored a **cost-benefit analysis of the biodiesel tax incentive** by Capital Policy Analytics. The report showed economic benefits exceeding \$15 billion from U.S. production of biodiesel. It also showed that the environmental benefits – including both carbon and particulate matter reductions – would be valued at \$3.79 per gallon. Letting the \$1 per gallon incentive expire would harm both the U.S. economy and the environment, the report concluded.

Economic Benefits
of Biodiesel:
\$15 BILLION

The Clean Fuels' Federal Affairs team built bipartisan support for the industry's policy priorities.

PAC: MOMENTUM FOR OUR CHAMPIONS

Clean Fuels Alliance America's political action committee is an indispensable tool that allows our industry to collectively help the campaigns of candidates on both sides of the political aisle who support our legislative and regulatory priorities.

With the new year came a new name! The National Biodiesel PAC became the Clean Fuels PAC, complete with a new logo and updated website.

An election year, 2022 candidates are running hard-fought and expensive campaigns. During the first six months of the year, Clean Fuels PAC contributed \$40,000 to the campaigns of our industry's champions in Congress, including Sen. Chuck Grassley of Iowa, Sen. Tammy Duckworth of Illinois and many others. The PAC also hosted a pair of fundraisers in June for Rep. Angie Craig of Minnesota and Rep. Randy Feenstra of Iowa.

These contributions were possible due to generous, voluntary contributions from Clean Fuels PAC members and the political action committees of many of our member companies.



\$40,000
contributed
to champions
first half of 2022



ONWARD WITH A NEW BRAND: COMMUNICATIONS

Clean Fuels Alliance America Debuts in Vegas

At the beginning of the year, the National Biodiesel Board unveiled its new name and new brand, Clean Fuels Alliance America, during the opening session of the 2022 National Biodiesel Conference & Expo. The transformation to Clean Fuels

helps further the organization's position as a proven, innovative part of America's clean energy mix and helps the industry represent all its industry members: biodiesel, renewable diesel and sustainable aviation fuels.

The details of the name change were vast, from changing our signage to launching a new website, cleanfuels.org. Our new identity allows the organization to be more inclusive in its representation of not only biodiesel but renewable diesel and sustainable aviation fuel as well. This will be critical as our organization delves deeper into markets that could use our fuels, including marine, rail and home heating oil. We are energized by the results we're seeing with critical influencers that drive our markets and look forward to continuing to work with our partners to position our fuels as a ready-to-use, low carbon alternative to petroleum diesel.

Advertising elements for the launch included:

- Digital billboards in Las Vegas
- Ads in industry publications
- Paid search and social media (specifically on Linked In)

These tactics generated notable traffic to the new Clean Fuels landing page, [Cleanfuels.org](https://cleanfuels.org).

“ Our industry has seen and will continue to see significant growth as the world around us focuses on clean energy. We are an integral part of the solution for sustainable energy that's not only affordable but also scalable and available now. Further, our new name and brand represents the connected energies of our members and positions our industry for a clean fuels future. ”

DONNELL REHAGEN
CEO OF CLEAN FUELS



Brownfield Ag News Partnership

This spring and summer, Clean Fuels subject matter experts shared their insight into the growth of the industry and its impact on agriculture, the environment and energy diversification through a series of interviews aired across Brownfield Ag News networks. Brownfield featured a 13-week program with segments lasting three minutes and covering topics related to biodiesel and renewable diesel. Clean Fuels staffers and farmer leaders from key biodiesel-supporting states took the opportunity to share the many details of our great industry: from biodiesel basics and our mission and vision to sustainability, carbon neutrality and technical advances.

Brownfield is America's largest agricultural news radio network with these interview segments playing on more than 500 affiliate radio stations throughout the Midwest. They also shared the segments digitally via Brownfield's news site and social media channels.

Among the 13 interviews broadcast were long-time biodiesel champions like Tom Verry, Clean Fuels director of outreach and development, who spoke about the benefits of biodiesel and opportunities for growth in various markets including marine, rail, home heating and more. Matt Amick, director of biofuels and new uses with the Missouri Soybean Association and the Missouri Soybean Merchandising Council, was interviewed about the steps they're taking to boost biodiesel use.



A wide-angle shot of a flat, open field at sunset, with a few distant trees and a small structure on the horizon. The Clean Fuels Alliance America logo is at the top center. Below it, the text "The Future of Clean Fuels is Here" is displayed. Three green buttons with white text are arranged horizontally: "Experience Value on Clean Fuels >", "Learn About Our Expanded Mission >", and "Get Updates on Our Greenworks Efforts >". Below these buttons, a white text block states: "The new Clean Fuels Alliance America is the globe's leading producer of renewable fuels." At the bottom, a dark blue section titled "Quick Stats" contains four data points in white boxes:

74%	1st	4%	67%
Using Biodiesel instead of petroleum-based fuels reduces greenhouse gas emissions by an average of 74%.	Biodiesel is the nation's first domestically produced, commercially available advanced biofuel.	Recent study shows a 4% overall reduction in diesel prices because of our fuels.	The use of biodiesel over petroleum-based fuels reduces hydrocarbon emissions by 67%.



ENVIRONMENTAL SCIENCE: CAPTURING CARBON MOMENTUM

The hard work of Clean Fuels membership is paying off. Last year, Clean Fuels members, representing the nation's biodiesel, renewable diesel and sustainable aviation fuel industries, provided data to the top researchers in the world. The researchers used the data to update the scientific estimates for lifecycle greenhouse gas emissions, a.k.a. carbon intensity, for our fuels.

This year, those experts at **Argonne National Lab** published their improved estimates, thanks to Clean Fuels' collaboration. The results not only better reflect the state of the industry, but offer further proof of the greenhouse gas benefits our fuels provide through lower carbon intensities relative to petroleum diesel.

Carbon intensity estimate for soy-based biodiesel:

↓ 4.9 grams per megajoule

14% reduction relative to Argonne's 2020 estimate

The benefits do not stop there. Through partnerships with associated industry organizations like the National Oilseed Processors Association and the United Soybean Board, we continue to improve the data Argonne researchers rely on for their analyses. These partners are currently analyzing survey data on the soybean crush process to better inform that piece of the carbon intensity puzzle. Clean Fuels members should stay tuned for more information on the outcomes of this work as it further demonstrates the industry's commitment to reducing greenhouse gas emissions.

Of course, greenhouse gas emission reductions are not the only environmental benefits clean fuels provide to society. The Clean Fuels' environmental science program also commissioned the most recent phase of the Trinity study, which suggests converting the transportation and home heating oil sectors to 100% biodiesel provides immediate public health benefits from hundreds of thousands of fewer sick days and asthma attacks to thousands less cancer cases and hundreds of less premature deaths.



FEEDING THE MACHINE: FEEDSTOCK MOVES FORWARD

The leadership of Clean Fuels has sung a consistent song with state and federal decision makers for years: market signals matter! Strong signals like low carbon fuel programs on the West Coast, a growing Renewable Fuel Standard, and societal calls for low carbon fuels have served as a catalyst to:

- Encourage feedstock research
- Advance new technologies
- Increase domestic feedstock supplies

In today’s market, soybean oil continues to represent approximately half of the feedstock used, with used cooking oil (UCO), animal fats and distillers corn oil (DCO) supplies playing a prominent role, especially in LCFS markets.

Clean Fuels believes these feedstocks are poised to meet biofuels growth in demand with increased supplies. Increased feedstock supply keys include:

- Significant investments in the North American oilseed processing sector
- Continued advancements and efficiency improvements in the ethanol industry for distillers corn oil recovery

Also in 2022, U.S. EPA proposed a new pathway under the RFS to allow canola to be used to produce renewable diesel.

Understanding Crush Capacity

The U.S. oilseed processing capacity is set to expand significantly, which should benefit feedstock supply for Clean Fuels members. We expect new plant construction or expansion of existing crush plants will:

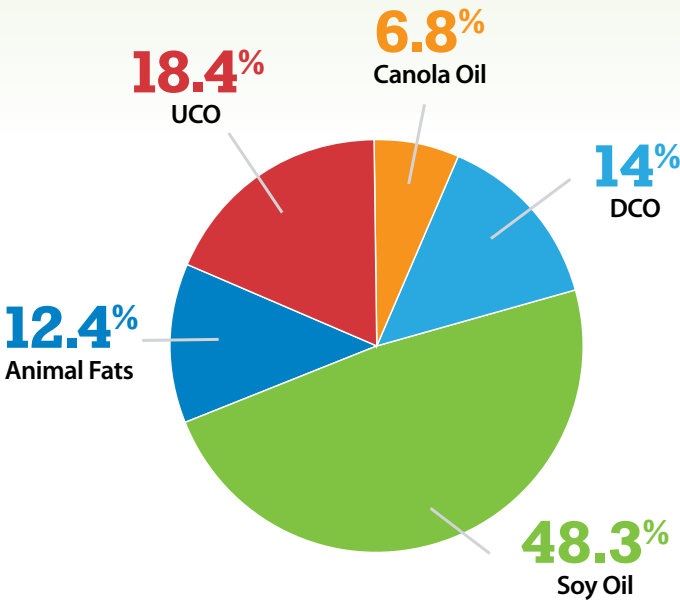
- Increase processing capacity at 18 facilities across 10 states
- Add more than 600 million bushels of crush capacity
- Add more than 900 million gallons of soybean oil

Clean Fuels’ analysis shows this is a 28% increase above the current soybean processing capacity, and represents an estimated \$4.5 billion investment in rural America that will create jobs, support local tax revenues and add value for America’s soybean farmers.

New Feedstocks on the Horizon

Our markets also continue to seek additional fats and oil supplies with a favorable carbon footprint. Clean Fuels continues to monitor and offer guidance in the commercialization of new oilseeds, which would primarily be grown as winter annuals. Crops such as brassica carinata, CoverCress™ and camelina generate low carbon intensity feedstock but also provide ecosystem service benefits of a cover crop.

Biomass-based Diesel Feedstocks (2021)



CoverCress plant ready for harvest (courtesy of CoverCress Inc.)

STATE CARBON POLICIES, BLENDING REQUIREMENTS AND INCENTIVES DRIVE LARGE GAINS

The biodiesel and renewable diesel industry saw significant policy wins in 2022. Clean Fuels proudly played a supporting role in these successes that will drive biodiesel demand and production throughout the nation. Clean Fuels assisted the efforts by:

- Testifying at many legislative and regulatory hearings.
- Offering technical, economic and environmental data in support of carbon policies and biodiesel incentive programs.
- Assisting in the development and implementation of legislative strategy to ensure passage of biodiesel, renewable diesel and sustainable aviation fuel priorities.




Midwest Wins

The Midwest sits at the heart of the biodiesel industry. A suite of policy victories in the heartland were made possible by the hard work of the

Illinois Soybean Association, Iowa Soybean Association and the Missouri Soybean Association, as well as other Clean Fuels members. Their sustained effort to make biodiesel a priority in their state has paid off and their leadership at the state level will ensure future growth and expansion of the biodiesel industry throughout the Midwest.

Illinois, Iowa and Missouri:

- Account for over **1.57 billion bushels of soybeans** (over 45% of the soybeans produced by top 10 states)
- Have capacity to produce over **877 million gallons of biodiesel**
- Have **22 total plants**
- Contribute **\$5.5 billion to GDP annually**
- Support over **17,200 jobs** through the biodiesel industry

State	What Passed	Impact
 Illinois	<ul style="list-style-type: none">• Extends sales tax exemption incentive (about \$.18 cpg) for biodiesel• Increases blend incentive from B11 to B20	<ul style="list-style-type: none">• Increase biodiesel demand by estimated 125 mgpy• First to include renewable diesel in a Midwest incentive program• 90% of IL fuel retailers currently selling B11-B20
 Iowa	<ul style="list-style-type: none">• Doubles producer tax credit to \$.04 cpg• Extends \$.035 cpg retail tax credit for B5 – B11 through 2022• New \$.05 cpg retail tax credit for B11 – B19• New \$.07 cpg retail tax credit for B20 – B29• New \$.10 cpg retail tax credit for B30+	<ul style="list-style-type: none">• Major boost to biodiesel producers and retailers• First in U.S. for B30+ incentive• Iowa retailers sold 494 mg in 2020 with previous law• 60.7% of the state’s diesel contains biodiesel
 Missouri	<ul style="list-style-type: none">• Passed but vetoed – will be part of Special Session• \$.02 cpg for producers• \$.02 cpg for retailers of B5-B10• \$.05 cpg for B11+	<ul style="list-style-type: none">• Would establish significant boost to producer and retail tax credits for biodiesel• No. 2 state in biodiesel production

Northeast and Mid-Atlantic Successes

Clean Fuels was active in almost every state from Maine to Maryland in helping to secure a biodiesel pathway in each state's greenhouse gas reduction plan.

In Massachusetts, Clean Fuels, working with heating oil dealers and others, submitted extensive oral and written testimony to the Massachusetts Department of Public Utilities, which resulted in the department allowing electricity ratepayer-funded subsidies to continue for customers using efficient liquid fuel-fired furnaces and boilers. Clean Fuels continues working with members of the Massachusetts Clean Heat Commission in ensuring that biodiesel will not be excluded from the state's thermal energy decarbonization plans.



“With virtually every state in the region developing aggressive carbon reduction plans as they work toward net-zero carbon goals or mandates by 2050, Clean Fuels worked diligently with state legislators and regulators to ensure that biodiesel blends were included in those plans.”

FLOYD VERGARA,
CLEAN FUELS DIR. OF STATE GOVERNMENTAL AFFAIRS

West Coast Progress

Low carbon fuel policies in **California and Oregon** continue to drive large gains in biodiesel, renewable diesel and sustainable aviation fuel. These policies are supported by intensive engagement from Clean Fuels staff, members and our partners at the California Advanced Biofuels Alliance.

- In 2021, our industry supplied these states with over 1.3 billion gallons of renewable petroleum replacements.
 - In California, 33% of each gallon of diesel fuel on average now consists of biodiesel and renewable diesel, up from 24% just one year earlier.
 - In Oregon, about 13% of each gallon on average consists of biodiesel and renewable diesel.
- In Washington state, regulators are expected to adopt the Clean Fuels Standard regulation later this year to implement the law adopted last year. The CFS regulation is modeled closely on Oregon's program.

Both California and Oregon are considering even more stringent carbon reduction targets, with Oregon considering a 20% reduction target by 2030 and 37% target by 2035, potentially supplanting California as the leader. California regulators are considering their “preferred scenario” for the 2022 Climate Change Scoping Plan, which envisions a mix of electrification and existing and emerging decarbonization strategies, including over **2.4 billion gallons of renewable diesel and biodiesel by 2030**. Clean Fuels will continue to stay engaged on behalf of biodiesel, renewable diesel and sustainable aviation fuel.



Biodiesel/RD are the single biggest contributors of carbon reductions in the low carbon fuels programs of California (44%) and Oregon (59%).

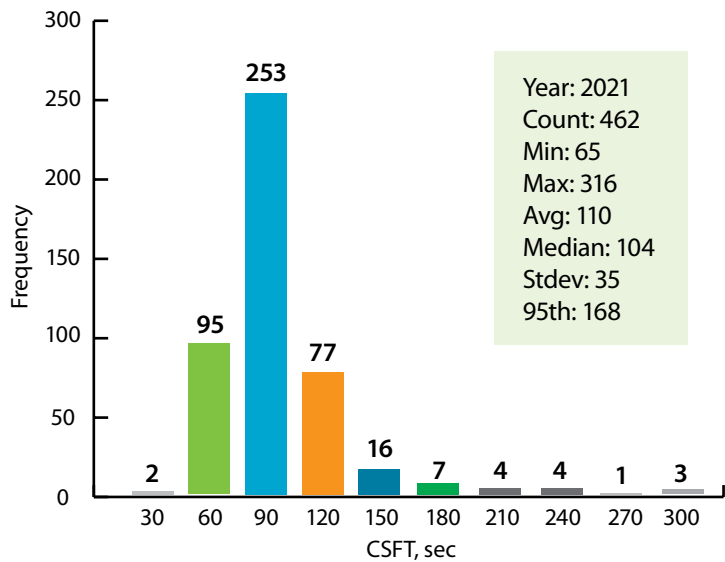


TECHNICAL PROGRAM AND FUEL QUALITY POSITION INDUSTRY FOR 2030, 2050 AND BEYOND

2022 was a great year for Clean Fuels technical and fuel quality achievements that will help position biodiesel for future growth. Biodiesel fuel quality is at an all-time high, and the market and Original Equipment Manufacturers are taking notice.

Biodiesel is more reliable than ever, thanks in part to almost full implementation of the Clean Fuels BQ-9000 program. Over 90% of the North American volume is made by BQ-9000 producers. Past B100 specification changes made for ultra-low sulfur diesel, such as the new Cold Soak Filtration Test, have increased biodiesel quality and eliminated problems of the past. The Clean Fuels technical team plays key leading roles for biodiesel and renewable diesel at ASTM.

Cold Soak Filtration Test (CSFT)



“ We are working with technical experts at NORA, Clean Fuels Alliance America and retail heating oil marketers on increasing the acceptable fuel to B100. Based on results to date, we believe we can have a UL Listed B100 burner to market by the end of 2023. ”

RICHARD A. LYONS
PRESIDENT, CARLIN COMBUSTION TECHNOLOGY

Coming in Hot: ASTM Bioheat® Fuel Specifications

The Clean Fuels technical team, in cooperation with the National Oilheat Research Alliance, is working on the technical data needed to modify the ASTM D396 heating oil standard to allow up to B100. Demand for biodiesel is expected to grow in this market as a means to decarbonize heating oil in the face of stiff competition. The Providence Resolution of 2019 sets industrywide carbon targets that would require B20 in 2025, B50 in 2030 and B100 in 2050.

After years of outreach and education from the Clean Fuels technical team and other partners, the major heating oil equipment companies are now fully on board and working cooperatively with Clean Fuels and NORA on B50 and B100. This has paid big dividends at Underwriters' Laboratory. Updated UL listing standards for blends up to B100 (using the current D6751 B100 standard) could be available before the end of 2022. Home heating oil burner companies like Carlin Combustion and RW Beckett expect to have B100-listed equipment shortly thereafter.



Carlin EZ burner

FLEETS, NEW MARKETS AND OEMS: DESIGNING THE FUTURE

Our members’ high fuel quality, as reflected in the annual BQ-9000 fuel quality reports, has paid dividends with fleets, new markets and the diesel engine Original Equipment Manufacturer community.

While electrification will surely play a key role in fleets with light-duty vehicles, more customers recognize electric options for medium and heavy-duty applications are still hard to find and are more expensive than most fleets can afford. Biodiesel and renewable diesel, in increasing concentrations, offer a lower cost option to decarbonize immediately.

On Track: Railroads

In 2022, railroads chugged up to our table in a big way, interested in higher biodiesel blends to meet their Environmental, Social and Governance (ESG) carbon goals – as much as a 40% carbon reduction. Clean Fuels was there to meet them. Progress Rail locomotives announced B20 support and Wabtec (previously GE Locomotive) is now actively working on B20 support.

Sea-to-Sea

Interest in biodiesel to decarbonize ocean-going shipping has also grown. Clean Fuels technical staff represent the U.S. and are working to actively change the global marine fuel specifications (ISO 8217) to allow up to B100 in nearly all grades of marine fuels. That includes heavy bunker oils.

Emissions Requirements, Spec Improvements

The Clean Fuels team held high level strategic meetings with the OEM community to map out future research and testing needed for engines in 2030 and 2050 – an effort important to the future of biodiesel acceptance. EPA and CARB have announced new diesel engine emissions requirements to lower NOx and particulate matter for the 2027/2030 diesel engines another 90%.

OEMs are evaluating their growing support for higher blends of biodiesel and renewable diesel to decarbonize diesel technology. The Clean Fuels team is there to ensure these fuels remain on the table and improvements to the ASTM specifications, like lowering metals content to 4 ppm total Na+K+Ca+Mg being proposed this year, will be a key as OEMs design for the future.

Cummins Comes Forward

Cummins, Inc. has announced a new fuel agnostic engine platform as part of its new vision. Thanks in part to the Clean Fuels OEM project, that includes working toward support of B40 and B100 in their future diesel engines.



“We have to start yesterday on decarbonizing our emissions. How do we align our business strategy with our ESG goals? We have a destination zero strategy – to make products that lower emissions today, using biodiesel.”

TRACI KRAUS
CUMMINS DIRECTOR OF GOVERNMENT RELATIONS



SUPPLY CHAIN EDUCATION GAINS MOMENTUM

The Clean Fuels supply chain program focused on elevating the industry's awareness and knowledge about Bioheat® fuel throughout 2022. Executing a combination of regional events and major sponsorships of significant industry conferences helped recapture the interest and enthusiasm of supply chain participants long isolated during the pandemic.

The theme, “Our Time, Our Future, Our Fuel” set the stage for five Bioheat® educational events hosted throughout upstate New York in collaboration with the Empire State Energy Association and New York State Energy Coalition. These forums addressed the critical need for preparation and collaboration to secure a stable future for the low carbon liquid fuels industry.

The upstate region has New York marketers who are preparing their business for a new B5 statewide mandate. Our efforts in this emerging Bioheat® distribution region delivered benefits to more than 1,000 fuel dealers with more than 8,000 employees, all of which will be required to understand and deliver the Bioheat® message to the consumer as the mandate unfolds between 2023 and 2030. For biodiesel producers, New York State represents a market of:

- 40 million gallons per year (mgy) in 2023
- 80 mgy in 2025
- 160 mgy by 2030 when the entire state reaches the objectives defined in the Biodiesel Blend in Space Heating Law

100% surveyed respondents
said content provided
by our team met their
expectations

To broaden our messaging, the supply chain team claimed leading sponsorship roles in:

- The Eastern Energy Exposition hosted in Uncasville, Connecticut
- The Southern New England Energy Conference in Newport, Rhode Island

Collectively, our team engaged with more than 3,500 fuel dealers and industry alliance partners to share the Bioheat® fuel story.

Keynote presentations resonated well with attendees seeking updates on national and regional issues impacting the clean fuels sector. Also, more than 15 individual business and technical sessions focused on Bioheat® fuel.

These events were clearly centered around low carbon liquid fuel, emblematic of the extensive efforts of Clean Fuels staff and membership to enthusiastically support Bioheat® fuel market development for the past decade.



DEVELOPMENT AND FOUNDATION: MOVING THE INDUSTRY FORWARD

The Clean Fuels development program raised more than \$9 million dollars to execute the 2022 program plan. This funding of technical and educational programs allows unrestricted member dues to fund critical federal and state policy programs.

In addition to member dues, Clean Fuels operates thanks to the generous support of the following:

- United Soybean Board
- Nebraska Soybean Board
- 23 other state soybean boards
- Clean Fuels Alliance Foundation

Development
program raised
\$9MILLION

Clean Fuels also helped members learn about more than 55 funding opportunities. Among other benefits, these grants leveraged member dollars to open new markets for Bioheat® fuel, rail use, sustainable aviation fuel production, and B100 use in transit buses. Members accessed more than \$1 billion through programs including:

- USDA Biofuel Producer and Higher Blend Infrastructure Incentive Programs
- DOE Scale-up Biorefinery
- DOT Congestion Mitigation and Air Quality
- EPA Diesel Emissions Reduction Act Grants

Members
accessed
more than **\$1BILLION**
through programs



Clean Fuels Foundation Accomplishments:



Clean Fuels
Foundation

- **Rebranding:** Reflecting recent market expansion in the renewable fuels industry, the board changed its name to Clean Fuels Foundation.
- **Sustainability Workshop:** Forty industry experts met in conjunction with the Biodiesel Technical Workshop to identify research needs. The next Workshop will be held in St. Louis this fall.
- **Beth Calabotta Sustainability Education Grant:** Awarded a \$2,000 student grant in conjunction with the Clean Fuels Sustainability Workshop.
- **New York and California Congressional Tours:** Hosted two tours in New York City (including NYC Fire Department) and Los Angeles, reaching Congressional offices with interest in sustainable aviation, marine and rail fuel.
- **Research:** Purdue University was selected to update GTAP land use change model data by fuel and feedstock type. This work added cover crops and changes in sustainable farming practices, with results expected by December 2022.
- **Education and Training:** Included a technology showcase hosted by the Greater Washington Area Clean Cities with support from the Foundation, REG, Optimus Technologies, VA Clean Cities, City of Ames, and Washington, D.C., fleet agencies. Efforts continued to engage local support of biodiesel as an air quality solution in marginalized areas through Clean Cities partnerships and a \$75,000 EPA grant with Groundwork Elizabeth.



FDNY

CLEAN FUELS STAFF

Donnell Rehagen - Chief Executive Officer

Doug Whitehead - Chief Operating Officer

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Desiree Hale - Accounting Specialist

Anne Klempke - Accounting Specialist

Liz McCune - Director of Communications

Kate Shenk - Director of Regulatory Affairs

Brad Shimmens - Director of Operations and Membership

Bev Thessen - Information Coordinator

Scott Tremain - IT Director / NBBIT.com

Floyd Vergara - Director of State Governmental Affairs

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Paul Winters - Director of Public Affairs and Federal Communications



Clean Fuels
ALLIANCE AMERICA

MISSION & VISION

Mission Statement: Representing biodiesel, renewable diesel and sustainable aviation fuel, Clean Fuels Alliance America will advance the interests of its members by supporting sustainable biodiesel, renewable diesel and sustainable aviation fuel industry growth. Clean Fuels serves as the industry's central coordinating entity for technical, environmental and quality assurance programs, and will be the strongest voice for its advocacy, communications and market development.

Vision: Biodiesel, renewable diesel and sustainable aviation fuel will be recognized as mainstream low carbon fuel options with superior performance and emission characteristics. In on road, off road, air transportation, electricity generation and home heating applications, use will exceed 6 billion gallons by 2030, eliminating over 35 million metric tons of CO₂ equivalent greenhouse gas emissions annually. With advancements in feedstock, use will reach 15 billion gallons by 2050.

Mainstream low-carbon fuel options

6 BILLION
gallons by 2030



Eliminating over
35 MILLION
metric tons
CO₂ equivalent
green house gas
emission annually



Growing to
15 BILLION
gallons by 2050

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