



Clean Fuels
ALLIANCE AMERICA

Sen. Edward Markey (D-MA), Chairman
Sen. Pete Ricketts (R-NE), Ranking Member
Senate Committee on Environment & Public Works
Subcommittee on Clean Air, Climate, and Nuclear Safety
410 Dirksen Senate Office Building
Washington, DC 20510

April 18, 2023

Dear Chairman Markey and Ranking Member Ricketts,

Clean Fuels Alliance America is the U.S. trade association representing the biodiesel, renewable diesel, and sustainable aviation fuel supply chain, including producers, feedstock suppliers and fuel distributors. Our industry today – based on 2021 market data – is at the center of \$23.2 billion in economic activity that supports 75,200 domestic jobs earning \$3.6 billion in annual wages. Our members are building domestic production capacity and markets for biodiesel, renewable diesel, sustainable aviation fuel (SAF), Bioheat® fuel, maritime and railroad fuels.

We appreciate your hearing today, Cleaner Vehicles: Good for Consumers and Public Health. Biodiesel and renewable diesel are clean, low-carbon drop-in fuels that can be used today in existing engines, without modifications, to generate immediate reductions in carbon and criteria pollutant emissions. We believe that our industry's growth is consistent with the goals to address environmental health and provide consumer benefits at the pump.

Biodiesel and renewable diesel reduce lifecycle greenhouse gas emissions by more than 70% on average compared to petroleum, according to Argonne National Lab's GREET model. Additionally, biodiesel and renewable diesel reduce particulate matter and hydrocarbon emissions that contribute to cancer, lung, and heart disease rates. Since biodiesel can reduce particulate matter emissions by 45%, communities that increase its use can achieve reductions in lifetime cancer burdens as well as annual asthma attacks and premature deaths.

A study from Trinity Consultants demonstrates substantial potential economic and environmental health benefits for communities in Massachusetts, Nebraska and other states from replacing diesel fuel with biodiesel. The study shows, for instance, that Boston could potentially save close to \$161 million by reducing the cancer risk associated with particulate matter emissions through use of biodiesel. ¹

¹ Trinity Consultants. "[Assessment of Health Benefits from Using Biodiesel as a Transportation Fuel and Residential Heating Oil.](#)" Sacramento: March 2022.

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Many fleets across the country use biodiesel and renewable diesel to meet environmental goals today. Because these are drop in fuels, cities and municipalities – such as the District of Columbia – can reduce carbon and particulate matter emissions from existing fleets with minimal costs in infrastructure. Achieving net zero emissions by 2050 and avoiding potential catastrophic climate changes requires measurable carbon reductions today. Research from the State University of New York demonstrates that use of available technologies – like biodiesel and renewable diesel – is the lowest cost method to generate necessary carbon savings considering the timeline and cost of developing new technologies and accompanying infrastructure.²

In 2022, more than 3.7 billion gallons of biodiesel and renewable diesel were available in the U.S. market. Domestic production – not considering imports – topped 3.1 billion gallons. Our fuels currently meet 6 percent of the nation’s need for on-road diesel fuel. And industries such as rail, shipping and aviation are also creating demand for cleaner fuels.

A recent study by World Agricultural Economic and Environmental Services shows that diesel fuel prices would be 4% higher without available supplies of biodiesel and renewable diesel. The 4% price benefit at the pump flows through the entire economy lowering the price of transportation for essential items, like food and commodities, as well as other retail goods.³

The U.S. Energy Information Administration (EIA) projects that 5.9 billion gallons of renewable diesel capacity expansions would be completed before 2025.⁴ Independent analysis from the University of Illinois and USDA’s Economic Research Service comes to the same conclusion.⁵ Congress and USDA have made significant commitments to support growth of biodiesel and renewable diesel as well as rapid development of sustainable aviation fuel.

² Frank, Jenny & Brown, Tristan & Ha, Hak Soo & Slade, Dave & Haverly, Martin & Malmsheimer, Robert. (2022). Quantifying and comparing the cumulative greenhouse gas emissions and financial viability of heavy-duty transportation pathways for the Northeastern, United States. *Fuel*. 323. 124243. 10.1016/j.fuel.2022.124243.

³ Kruse, J. "[The Offsetting Impact of Expanded Biomass Based Diesel Production on Diesel Prices.](#)" WAEES, April 2022.

⁴ Troderman, J. and Shi, E. Domestic renewable diesel capacity could more than double through 2025. *Today in Energy*, Feb. 2, 2023.

⁵ Gerverni, M., T. Hubbs and S. Irwin. "[Overview of the Production Capacity of U.S. Renewable Diesel Plants for 2023 and Beyond.](#)" *farmdoc daily* (13):57, Department of Agricultural and Consumer Economics, University of Illinois at Urbana-Champaign, March 29, 2023.



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We thank Congress for supporting the emergence of our industry and urge you to consider the ongoing benefits of low-carbon fuels for existing fleets today.

Thank you for your consideration,

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