



Legislative Priorities

QUICK NOTES

Ethanol is now blended in more than 97 percent of our fuel supply and makes up 10 percent of Americans' gas tanks.

Ethanol is an earth-friendly, homegrown biofuel that supported nearly 360,000 jobs in 2017.

Ethanol-blended fuel reduces greenhouse gas emissions by 43 percent compared to conventional gasoline.

Ethanol has higher octane and burns cleaner and cooler, helping engines perform at their peak.

SUPPORT THE RENEWABLE FUEL STANDARD (RFS).

The RFS has helped ensure that drivers have access to less expensive, cleaner burning renewable fuel options at the pump. The policy has helped curb greenhouse gas emissions, lowered our dependence on foreign oil, and expanded the agricultural

marketplace. Any effort to repeal or reform the RFS would increase gas prices, hurt rural America and farmers, undermine progress made to reduce harmful chemicals in gasoline that produce cancer-causing emissions, and limit consumer choice at the pump.

REID VAPOR PRESSURE (RVP): REMOVING BARRIERS TO CONSUMER FUEL CHOICE.

E15 is a dependable fuel that is approved for all 21st century cars – American motorists have surpassed more than 4 billion miles on it. However, due to an outdated regulation, fuel retailers are restricted from selling E15 during the summer fueling season (June 1 - September 15).

This restriction is tied to RVP – a measure of how quickly fuel evaporates. In 1990, Congress provided a one-pound per square inch RVP waiver to E10 (10 percent ethanol) fuels because all ethanol-blended fuels reduce tailpipe emissions. This RVP waiver allowed the sale of E10 and lower blends nationwide year-round. However, E15 currently lacks this RVP waiver, forcing fuel retailers to relabel every single

E15 dispenser twice a year – costing roughly \$1.5 million. The relabeling also causes confusion at the pump and deprives consumers from a less expensive fueling choice during the summer when gasoline prices are at their highest.

The Consumer and Fuel Retailer Choice Act (S. 517, H.R. 1311) would extend the RVP waiver to E15 and allow fuel retailers to offer American consumers the ability to save money at the pump all while making a smarter choice for their engines and the environment year-round.

Another route to accomplish the RVP goal is available through the Environmental Protection Agency (EPA), which has legal options to grant RVP relief.

OPPOSE SCHEMES TO GUT THE RFS.

A cap on the price of RFS compliance credits, or Renewable Identification Numbers (RINs), would devastate the biofuels industry, our rural economy, and hurt American farmers. Any RIN cap would only be a “win” for a few select oil refiners that refuse to abide by the law and aim to block any growth for the biofuels industry within the fuel market.

The EPA has also recently been issuing unwarranted RFS small refinery “hardship” waivers to an outrageous number of refiners that

are neither small nor experiencing the economic hardship that is necessary in order to receive these waivers. These actions could cut ethanol demand by 1.5 billion gallons and a reduction of more than 500 million bushels of corn demand. If this practice continues, it would be devastating to biofuels, American farmers, and our rural economy. EPA must immediately cease issuing these unprecedented waivers and halt any waiver applications being considered until they are administered consistently with the goals of the RFS.

DO NOT REPLACE THE RFS WITH A HIGH-OCTANE FUEL STANDARD.

Replacing the RFS with a high-octane fuel standard, such as 95 RON, does not guarantee higher blends of ethanol within the fuel market, and could completely limit consumer access to biofuels while

raising gas prices for consumers. A high-octane standard coupled with a stable RFS program is necessary in order to achieve the substantial benefits of a higher-octane fuel nationwide.