

EPA Misses Opportunity to Reduce Carbon in Tailpipe Proposal

The U.S. Environmental Protection Agency (EPA) finalized its multipollutant rule governing tailpipe emissions standards from light duty vehicles. EPA's modeling shows that the more stringent standards will be met by 56% battery-electric vehicles by 2032. **It is extremely disappointing that EPA completely ignored the role of bioethanol and higher bioethanol blends in the decarbonization of the light-duty fleet.** Not only will they be leaving millions of tons of carbon reductions on the table in favor of a sole vehicle technology, but they're ignoring proven home-grown solutions from America's heartland.

ACCELERATE NATIONWIDE E15

Also known as Unleaded 88, E15 is an ideal lower-cost, lower-carbon option, approved by the EPA for all light-duty cars and trucks model year 2001 or newer. That's more than 96 percent of light-duty vehicles, which account for 98 percent of all vehicle miles traveled. Right now, almost every gas station in America sells a 10 percent blend, but many more are starting to offer E15, which can be found at nearly 3,000 gas stations across the country.

Nationwide access to E15 could help reduce carbon emissions by more than 17.62 million tons — the equivalent of taking 3.85 million cars off the road each year. To capture those benefits, EPA can lift outdated restrictions and provide U.S. consumers with greater access to the fuel.

PROMOTE HIGH-OCTANE, MIDDLELEVEL BLENDS

Gasoline blended with 20 to 40 percent ethanol is considered a midlevel blend. It can be used by automakers to power smaller, more efficient engines.

Ethanol's natural high-octane rating (113 octane vs 87 octane for gas without ethanol) provides extra power, and ethanol is rich in oxygen, which means that midlevel blends combust more completely than petroleum fuels. The science supporting the benefits of a high-octane fuel, and specifically a midlevel ethanol blend in the E25-E30 range, in conjunction with a high-compression ratio engine, has been well-explored by the national laboratories, automobile manufacturers, and other scientific institutions. EPA can help automakers take advantage of midlevel blends by raising octane standards and approving their use for vehicle certification.

ASK Cosponsor S.944/ H.R.2434 (Next Generation Fuels Act of 2023)

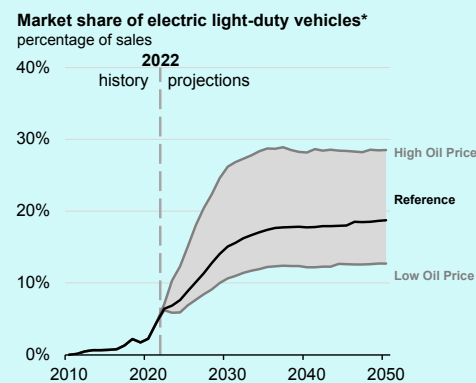
EXPAND ACCESS TO E85 AND FFVS

A flex-fuel vehicle (FFV) is a vehicle designed to operate on any ethanol blend, ranging from E10 to E85. E85 contains a mix of 51 to 83 percent ethanol and is a popular, affordable option for flex-fuel vehicle owners.

Today, there are more than 20 million FFVs on the road and more than 5,000 fueling locations across the country. In California alone, the use of E85 has more than tripled since 2014. E85 will promote even further reductions in greenhouse gas and air toxic emissions, as well as lower consumer costs (in recent years, E85 has sold at nearly \$2 less per gallon in some markets). Given the considerable benefits, EPA should ensure the continued production of FFVs in conjunction with the growing use of E85.

ASK Cosponsor S.2635 (Flex Fuel Fairness Act)

EVs will be less than 30 percent of the automotive fleet in 2050



EIA, [Annual Energy Outlook 2023](#)

