

SENATE BILL REPORT

ESHB 1242

As Reported By Senate Committee On:
Natural Resources, Energy & Water, March 21, 2003

Title: An act relating to the use of biodiesel.

Brief Description: Establishing requirements for the use of biodiesel by state agencies.

Sponsors: House Committee on Technology, Telecommunications & Energy (originally sponsored by Representatives Sullivan, Crouse, Wood, Morris, Grant, Schoesler, Quall, Ruderman and Mielke).

Brief History:

Committee Activity: Natural Resources, Energy & Water: 3/21/03 [DP].

SENATE COMMITTEE ON NATURAL RESOURCES, ENERGY & WATER

Majority Report: Do pass.

Signed by Senators Morton, Chair; Hewitt, Vice Chair; Doumit, Fraser, Hargrove and Regala.

Staff: Richard Rodger (786-7461)

Background: Biodiesel is a non-petroleum diesel fuel produced from renewable sources such as vegetable oils, animal fats, and recycled cooking oils. It can be blended at any percentage with petroleum diesel or used as a pure product. Other states have adopted policies and incentives to encourage the use of biodiesel. Blended biodiesel is currently in use in Washington to fuel some passenger cars and municipal vehicles.

Ultra-low sulfur diesel fuel is a specially refined diesel fuel that has lower sulfur content than regular on-highway diesel. The sulfur content ranges from 15 to 30 parts per million. Regular diesel has a maximum of 500 parts per million of sulfur.

The U.S. Environmental Protection Agency is requiring that all on-highway diesel fuel must meet the ultra-low sulfur diesel standards beginning in 2006.

Summary of Bill: All state agencies are encouraged to use a blend of 20 percent biodiesel (B20) with petroleum diesel for diesel fuel vehicles.

By June 1, 2006, in complying with the federal standard for diesel fuels, state agencies must use biodiesel as an additive to ultra-low sulfur diesel in an amount not less than 2 percent biodiesel if the use of a lubricity additive is warranted and if the performance and cost of a biodiesel additive is comparable to other lubricity additives.

Appropriation: None.

Fiscal Note: Available.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: This bill is part of a package of bills that is designed in a comprehensive fashion to help farmers, improve air quality, and create jobs. Three and one-half acres of mustard seed would provide enough biodiesel so a car, that obtained 40 MPG, could drive 50,000 miles. Diesel fuel is a significant contributor to air pollution. The state should be a leader in encouraging the use of biodiesel and ultra-low sulfur diesel. This bill should not require any additional infrastructure. Increasing demand for biodiesel would not create a distribution problem for the fuel industry. Newer engines do not show an increase in harmful emissions from the use of biodiesel fuels. The ferry system is excluded from this bill. Agencies are not required to use biodiesel as an additive to ultra-low sulfur diesel if the price and performance is not comparable to other available products.

Testimony Against: None.

Testified: PRO: Linda Graham, Puget Sound Clean Cities; Jim Armstrong, Spokane County Conservation District; Sam Bryant, Sound Biodiesel, Inc.; Rupert Wild; Graeme Sackrison; Sue Minahan, League of Women Voters.