



STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

DON KOIVISTO
DIRECTOR

February 9, 2009

Governor Jennifer M. Granholm
State of Michigan
Romney Building
Lansing MI

Dear Governor Granholm:

The Renewable Fuels Commission (RFC) is pleased to present its annual report for 2008. This update highlights major changes in the biofuels industry throughout the past year, as well as accomplishments which occurred as a direct result of RFC recommendations.

The Commission, along with your support, has been able to accomplish many of its goals this year and is actively involved in securing Michigan's place as a leader in renewable energy.

It is our belief that the transfer of the RFC duties from the Michigan Department of Agriculture to the Department of Energy, Labor and Economic Growth will be smooth and the important work of the Commission will continue.

We are grateful for your continued support of our objectives and look forward to future collaboration in developing Michigan's bioeconomy.

Sincerely,

A handwritten signature in black ink that reads "Don Koivisto".

Don Koivisto, Chairman
Renewable Fuels Commission

Renewable Fuels Commission 2008 Annual Report

Prepared for

Governor Jennifer M. Granholm
and the Michigan Legislature

Submitted by

The Michigan Renewable Fuels Commission
February 2009

Introduction

In 2008, the state of Michigan has seen biofuels expand and some of those successful expansions can be credited to the recommendations of the Renewable Fuels Commission. Growing the state's alternative fuel industry is one of Governor Granholm's priorities and her direction has resulted in securing the state's first production-scale cellulosic ethanol plant; supporting the development of two cellulosic ethanol pilot plants; efforts to increase E85 (ethanol) and biodiesel infrastructure conversions; discussion of low carbon fuel use and in-state liquid biofuels production as part of the Michigan Climate Action Council; and the signing of 11 bills aiding the use and development of Michigan's renewable fuels industry. Although current motor fuel, crude oil and ethanol market conditions have posed difficulties for certain producers, some have successfully dealt with these and have initiated plans for expansion.

The following report will highlight these major events and accomplishments over the past year that directly relate to the recommendations and goals established by the Renewable Fuels Commission.

Update on the Biofuels Industry

The past year has produced mixed results for the biofuels industry, not only in Michigan, but the nation and world as well. As the price of gasoline approached record highs over the summer, ethanol experienced a surge in demand as it was increasingly regarded as a viable and less expensive alternative to gasoline. At the same time, however, the unprecedented volatility of the commodity markets, reduced profit margins and unsuccessful hedging and management practices put considerable strain on certain

ethanol producers. This ultimately resulted in the Chapter 11 Bankruptcy of VeraSun Energy, one of the nation's leading ethanol producers, and the subsequent closing of their Woodbury, Michigan plant along with several other plants in the Midwest. The Bookings, South Dakota-based company and its 24 subsidiaries filed for Chapter 11 Bankruptcy protection on October 31, 2008. VeraSun last year acquired the U.S. BioEnergy ethanol plant in Woodbury, Michigan.

On the other hand, ethanol fuel producers such as POET Ethanol, LLC which operates a 53 million gallons per year (MGY) facility in Caro, Michigan, has experienced considerable success both in Michigan and the U.S. They opened five new facilities in 2008 to make a total of 26 corn-based plants and a combined capacity of 1.54 billion gallons a year.¹ They have also launched the nation's first cellulosic ethanol plant using non-food corn residues such as corn cobs, in Emmetsburg, Iowa. Michigan's other three ethanol plants (Albion, Marysville and Riga) have also been successful in their operations due in part to technological improvements in the production process, successful hedging and marketing of inputs and outputs, and the sale of dried distiller grains which is a livestock feed co-product of their plants.

Unfortunately, Michigan's four biodiesel plants have all struggled to maintain operations due to the high price of soybean oil (which is their preferred feedstock), low profit margins and other market uncertainties. With the price of soybeans ranging between \$8.50 and \$12 per bushel throughout much of 2008, producers have been forced to reduce production levels and re-evaluate their business strategy.² As a result, producers like Michigan Biodiesel in Bangor have chosen to diversify their output away

¹ National Ethanol Vehicle Coalition (NEVC)

² Chicago Board of Trade

from biodiesel fuel into “green” chemicals, and others are pursuing alternative feedstocks for biodiesel fuel production such as recycled cooking oils known as yellow grease, brown grease, other oilseeds, animal fats or new sources such as algae. As the price of soybeans remains relatively high, the overall demand for biodiesel fuel stable, and widely fluctuating diesel fuel prices, the ability of the industry to continue innovation efforts will be vital to future success as they deal with various risks and uncertainty.

Significant basic and applied research and development has also started at various colleges and universities, along with the National Biodiesel Board, in examining green algae as a potential viable feedstock for biodiesel fuel production. Algae is another biomass that needs additional research of pilot scale biorefinery plants.

As part of the state’s long range effort to advance second generation biofuels, Governor Granholm announced on June 27, 2008, that Massachusetts-based, Mascoma Corporation, had entered into a series of key strategic relationships to build its first commercial-scale cellulosic ethanol plant in Michigan's Upper Peninsula. Agreements with the Michigan Economic Development Corporation (MEDC), JM Longyear, and alliances formed with Michigan State University and Michigan Technological University will help bring the plant to Chippewa County where clean-burning, fuel-grade ethanol will be produced from wood fiber, including waste wood residues from tree stumps and branches.

In November, the Michigan Strategic Fund approved two pilot scale biorefineries for biofuels and value-added products. The first, American Process Inc. (API) of Atlanta, Georgia, in partnership with San Antonio’s Valero Energy Corporation,

will receive \$4 million from the Center of Energy Excellence (COEE) program to establish a pilot scale biorefinery at the Decorative Panels International hardwood plant in Alpena, Michigan. The biorefinery will convert the process waste effluent from the facility into cellulosic ethanol, sodium acetate and clean, warm water. The project has the potential for replication across the state in other biorefineries, pulp and paper mills, and food and agricultural processing plants. The Michigan Department of Agriculture (MDA) is working with API, various food processor companies, and the Michigan Food Processors Association to assess opportunities and challenges in collecting and converting food processing wastes as additional feedstocks to be made into cellulosic ethanol fuel. The second company, Working Bugs LLC from East Lansing, Webberville and Sweden, will receive \$2 million from the COEE program to establish a biorefinery that will produce high-value specialty and fine biochemicals and biofuels from natural feedstocks. Technology developed at this center can be applied to existing biomaterial processing facilities across the state such as corn ethanol plants, beet sugar refineries, and pulp mills to produce new, higher margin, value-added co-products.

Public Education and Marketing

Clean Cities Coalition - The Michigan Energy Office has continued to expand its Clean Cities Coalition program, coordinated by the U.S. Department of Energy (DOE), to use alternatives to gasoline and diesel fuel. As a government and industry partnership, it combines local decision-making with voluntary action by partners in a grass roots approach designed to build a sustainable alternative fuels market. It is

currently comprised of three DOE approved coalitions: The Greater Lansing Area Clean Cities, Detroit Area Clean Cities and the Clean Energy Coalition in Washtenaw County.

While initially entirely dependent upon financing from the Michigan Energy Office, all three coalitions have established themselves as 501(c) 3 non-profit self sustaining organizations. As a result, they have been able to make new additions to their staff and increase the range of services offered. Regional expansion efforts are also underway with the addition of the West Michigan Clean Cities Coalition in 2008, comprised of counties not previously participating in the program. For more information, please visit the following website: http://www.michigan.gov/dleg/0,1607,7-154-25676_25694-42667-,-00.html

State Renewable Fuel Vehicle (RFV) Procurement - The state currently has 2,616 flex fuel vehicles capable of operating on either unleaded gasoline or E85 ethanol, which represents an increase of 337 vehicles from 2007. Also, in Fiscal Year (FY) 2008, the state purchased 73,662 gallons of E85 ethanol for the leased fleet as compared to 50,814 gallons in FY07. Total usage may be understated, however, due to inaccurate reporting by retail fuel sites and limited product availability statewide.

Additionally, approximately 75,000 gallons of B20 biodiesel were purchased for use in the state fleet from the bulk fueling location at the State Secondary Complex in FY08 compared to 56,000 gallons in FY07.³ Vehicle and Travel Services is also an active member of the Greater Lansing Clean Cities Coalition which gives them the opportunity to be at the forefront of alternative fuel research and usage.

³ Department of Management and Budget- FY2008/2009 State of Michigan Fleet Plan

Biofuel Signage Program - The Michigan Energy Office is offering a rebate program which covers a portion of the costs for retail service stations to advertise ethanol (E85) or biodiesel (B20) fuels on freeway exit signs. The rebates of up to \$1,500 pay 50 percent of the costs to design, install, and pay the first year's annual fee for retail service stations that offer these fuels and qualify for the Michigan Department of Transportation's Logo Sign Program. These rebates will make it easier for all motorists to locate stations where E85 and B20 are sold as they are traveling throughout the state. Currently, there are 91 gasoline stations with 117 pumps capable of dispensing E85 fuel and 138 suppliers with 233 pumps offering biodiesel blends ranging from B2 to B100 in Michigan.⁴ Also, 55 Michigan school districts use biodiesel fuel in their school bus fleet, resulting in energy, environmental and health benefits by reduced use of petrodiesel fuel along with fewer noxious odors and diesel exhausts. Most of the school districts experienced improved fuel efficiencies and decreased costs associated with routine maintenance, providing an overall cost savings to the school bus fleets budgets by using biodiesel fuel.

Distribution and Infrastructure

Underwriter's Laboratory (UL) Standards - The absence of a UL standard for E85 fuel pumps is a major hurdle to the widespread use of ethanol fuel. Although standards have been issued for dispensers (otherwise known as the "hydraulic tree"), standards for the "hanging hardware" (nozzle, hose, breakaway, and swivel) are still pending. It is expected that it may be as late as September or October 2009 before a final comprehensive standard is issued by Underwriter's Laboratory.

⁴ MDA and National Ethanol Vehicle Coalition

Infrastructure Grants - With the sunset of Public Act 274 in September 2007 which assisted 17 retail service stations to install ethanol (E85) and/or biodiesel (B20) dispensing systems, the Michigan Energy Office began offering a similar program to build upon previous efforts. Whereas Public Act 274 included the cost of new equipment, Energy Office incentives are specifically targeted toward the conversions of pre-existing gasoline pumps to dispense E85. The cash incentive pays 50 percent of the cost for converting refueling equipment to E85, up to a maximum incentive of \$5,000. The same program with minor modifications was re-issued for FY09.

As of January 6, 2009, 19 additional applications have been approved for funding with seven stations having already received paid incentives. Certain franchisers, however, have put their plans on hold citing concerns over the lack of a UL standard on "hanging hardware." In other cases, economic concerns, a decreased demand for ethanol, and rapidly falling gasoline prices were listed by station owners as reasons for not following through with E85 conversions.

Biodiesel ASTM Standards - In October, 2008, the national American Society for Testing and Materials (ASTM) specifications for B20 were published. The standards provide details on requirements for fuel characteristics as well as the relevant standard test methods to be implemented. They apply to all finished biodiesel blends, regardless of the type of feedstock used to make the fuel. Companies such as Chrysler LLC were instrumental in working with the ASTM task force toward B20 specification development and approval, having supported fleet use of B20 in its Dodge Ram diesel pickups since January 2006. They have stated that the need for that specification was

the single greatest hurdle preventing full-scale acceptance of B20 in their diesel vehicles.⁵

On June 19, 2008, the ASTM International D02 Main Committee approved a trio of long-awaited ASTM specifications for biodiesel blends at their meeting in Vancouver, British Columbia, Canada. According to the National Biodiesel Board, after more than five years of extensive research and subsequent balloting by the ASTM experts in the blended fuel balloting process, ASTM finally voted to approve three key sets of biodiesel specifications that should significantly bolster automakers support of consumer demand for biodiesel.

- changes to the existing B100 biodiesel blend stock specifications (ASTM D6751);
- finished specifications to include up to 5 percent biodiesel (B5) in the conventional petrodiesel specifications (ASTM D975); and
- a new specification for blends of between 6 percent biodiesel (B6) to 20 percent biodiesel (B20) for on and off-road diesel.

In addition to Chrysler LLC, General Motors Corporation, Ford, Cummins, Caterpillar, John Deere, New Holland, NextEnergy, Inc., and MDA's Laboratory Division were closely involved with the ASTM specification research and development process.

The ASTM International Main Committee also approved a fourth set of specifications for inclusion of B5 biodiesel in heating oil. Marketed as Bioheat®, biodiesel fuel is gaining popularity as a home heating oil blend.

⁵ National Biodiesel Board

Michigan Climate Action Council - On November 14, 2007, Governor Granholm issued Executive Order No. 2007-42 establishing the Michigan Climate Action Council (Council). The Council was comprised of members representing academia, a broad base of industry, utilities, state and local government, and environmental interest groups tasked with drafting specific proposals for the reduction of greenhouse gases. The Michigan Department of Environmental Quality (MDEQ) served as the lead agency with assistance from the Center for Climate Strategies, a non-profit service organization. Five separate working groups provided further input into the process by reviewing technical documents and developing and reviewing proposed policy actions. Proposals dealing directly with biofuels are listed below.

- Transportation Land Use Working Group - *Promote Low-Carbon Fuel Use in Transportation*

Reduce the greenhouse gas emissions from the use of transportation fuels through a package of incentives, education and standards in a way that emphasizes the reduction of greenhouse gas emissions on a lifecycle basis.

Recommended implementation tools include those listed in the Renewable Fuels Commission report of June 2007 such as the establishment of a Next-Generation Renewable Fuels Feedstock Program; a Green Retailers Program (tax incentives for E85 and biodiesel sales); a feebate approach (increasing the motor fuels tax (fee); and offer a rebate on renewable fuels, as a possible alternative to the Green Retailers Program.

- Agriculture Forestry & Waste - *In-state Liquid Biofuels Production*

Increase the sustainable in-state production and use of liquid biofuels from agriculture and/or forestry feedstock and/or municipal solid and other wastes to

displace the use of fossil fuel. Recommended implementation tools include: developing, implementing and promoting the use of Woody Biomass Harvesting Guidelines, Best Management Practices for Water Quality, and applicable forestry and agriculture generally accepted management practices.

For more information: <http://www.miclimatchange.us/index.cfm>

Feedstocks and Fuel Production

Statewide Feedstock Study - The Michigan Energy Office recently awarded a \$114,000 grant to Michigan State University (MSU) to conduct a statewide biomass feedstock inventory of the type, supply, location, and energy potential of biomass sources (excluding forest-based sources), especially agricultural-based sources such as crops, crop residues and grasses. This study will have the added benefit of creating an online Geographic Information System (GIS) map through which businesses and other interested parties can locate the quantity of available biomass for energy production. The map will also take into account key supply constraints which increases its effectiveness as a tool in the decision-making process. Funding is being finalized for a statewide forest-based biomass assessment which will provide both inventory and availability data on a GIS platform, as well as assessment of the potential role forest-based biomass can play in meeting our state's energy goals while supporting existing forest-based biomass demand.

In June 2008, Renewafuel, LLC, a subsidiary of Cleveland Cliffs, Inc., announced the building of their first commercial plant near Marquette, Michigan to make biomass dense fuel cubes as a substitute for coal. The Michigan Department of Agriculture has

been working since 2007 with Renewafuel to develop this plant and to upgrade their research and development facility in Battle Creek into a production-scale facility. Both plants will aggregate and process agricultural and forestry residues as biomass materials including corn stove, wood residues, switchgrass or others. This is a new value-added market for Michigan crop farmers, woodlot owners, and forestry industry where residues can be productively processed into dense biomass fuel cubes to be used as a partial fuel substitute for coal and natural gas. Municipal utilities, industrial companies and institutions are expected to purchase the fuel cubes for their boiler or furnace applications in generating electricity, heat or steam. The Marquette plant will receive a \$10 million investment by Renewafuel for construction of the facility, which is projected to be completed in 2009 and will create 25 jobs. Renewafuel invested nearly \$1 million in the Battle Creek facility upgrade this year. The Michigan Economic Development Corporation also assisted the company with various economic development services and incentives in both plant locations.

Renewafuel's products have been extensively tested using US EPA reference test methods and demonstrated substantial creditable reductions of carbon dioxide, sulfur dioxide, carbon monoxide, particulate matter, acid gases and mercury compared to coal. Renewafuel's products have positive energy and greenhouse gas balances. Their products produce more than 35 times the energy required to collect feedstock, process cubes and delivery the products for use. When considering all greenhouse gas emissions from aggregation, transportation, processing and use, Renewafuel's products result in approximately 97 percent reduction of greenhouse gas emissions compared to coal.

Legislative Update

Governor Jennifer M. Granholm recently signed new legislation to promote the development of Michigan's renewable fuels industry. These 11 bills were drafted as a direct result of the recommendations put forth by the Renewable Fuels Commission report. The new pieces of legislation are listed below along with a brief description.⁶

- Public Act 329 of 2008, sponsored by Representative Frank Accavatti (D-Eastpoint), will add five additional renewable fuels renaissance zones in Michigan, bringing the total to 15. The zones will designate a specific geographic area as tax exempt to encourage economic development. The law also requires that five of the state's renaissance zones be designated for facilities focused primarily on the production of cellulosic biofuel.
- Public Acts 314, 332 and 334 of 2008, create tax incentives for the use of agricultural machinery that can harvest both grain and biomass. These bills will encourage farmers to invest in equipment that will allow them to harvest their crops while also collecting biomass residue from the crop or grain that can be used in alternative fuel production. The bills were sponsored by Representatives Paul Condino (D-Southfield), Senator Patty Birkholz (R-Saugatuck), and Representative Gary McDowell (D-Rudyard).
- Public Acts 321 and 322 of 2008, sponsored by Senators Cameron Brown (R-Fawn River Township) and Michael Switalski (D-Roseville), create a new Renewable Fuels Fund to promote the production and use of alternative fuels in

⁶ Biobased News

Michigan. Citizens will have the option to contribute to the fund through a new check off on the state income tax form.

- Public Act 313 of 2008, sponsored by Representative Howard Walker (R- Traverse City), requires MDA to develop rules regulating the quality and purity of biodiesel.
- Public Act 320 of 2008, sponsored by Senator Roger Kahn (R- Saginaw), requires MEDC to publish an inventory of available sites for renewable fuel plants.
- Public Act 330 of 2008, sponsored by Representative Goeff Hansen (R-Hart), requires MDA to compile public information about establishing an alternative fuel production facility in Michigan.
- Public Act 335 of 2008, sponsored by Representative Joel Sheltroun (D-West Branch), provides a Michigan Business Tax credit for gas stations that convert existing gasoline pumps or install new fuel delivery systems to dispense biofuels.
- Public Act 333 of 2008, sponsored by Representative Jeff Mayes (D-Bay City), extends sunset on the Renewable Fuels Commission until 2012 and asks the Commission to report on the location of alternative fuel producers in Michigan, the amount of alternative fuel sold, and the economic impact of the industry.

For more information: www.legislature.mi.gov

Conclusion

Since the drafting of the initial Renewable Fuels Commission Report in June 2007, the state has experienced a number of successes as a direct result of its

recommendations and open discussions during regular meetings.⁷ In addition to substantial efforts from government departments and industry partnerships, many goals were accomplished through the signing of 11 pieces of legislation in December, 2008. Future recommendations will build upon these accomplishments and incorporate new ideas as they develop.

Although market conditions over the past year have posed difficulties for certain ethanol and biodiesel producers, the state is still well positioned to create an environment that encourages the development and growth of Michigan's bioeconomy. As the state strives to pursue these goals, the Renewable Fuels Commission will undoubtedly continue to serve as an important forum for discussion and an important tool in the crafting of biofuel policy for years to come.

⁷ Additional notes and meeting summaries can be found in Appendices A and B

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Renewafuel LLC, subsidiary of Cleveland Cliffs, Inc. website: www.renewafuelllc.com

Appendix A: Renewable Fuels Commission Meeting Progress

February 15, 2008

The Commission listened to presentations given on the Governor's Energy Roadmap, the Michigan Climate Change Council, and the Midwest Governor's Association Energy Summit. These presentations gave the commissioners an overview of the Governor's commitment to renewable fuels and energy. They were also given an update on federal issues, such as the Federal Energy Act, and were presented with information on a state policy mechanism – the Renewable Portfolio Standard. The commissioners also received an update on UL standards and renewable fuel projects across the state. Some of the projects highlighted included: anaerobic digesters, cellulosic ethanol opportunities, Centers of Excellence, and the Great Lakes Bioenergy Research Center. The meeting closed with a discussion of the policy recommendations put forth in the commission's initial report, and a look ahead at some next steps to take at future meetings.

May 12, 2008

After an update from MDA Director Don Koivisto and MDA Legislative Liaison Liesl Clark, the commissioners moved forward in their consideration of the recommendations by focusing on their task forces' progress. During the morning session, the commissioners listened to presentations on the food versus fuel debate, which gave the commissioners several interesting issues to consider, namely the marketability and feasibility of an aggressive biofuels strategy. They were also updated on the status of biodiesel in the state, and looked at supply chain concerns through a

presentation by Marathon Oil. The taskforces entered break-out sessions to narrow down the recommendations that required the most immediate and serious attention. The debates in the taskforce sessions, and resulting revisions to the recommendations, gave the commissioners a new direction for the next meeting. (See Appendix B for a summary of their prioritized recommendations.) The commissioners decided to focus on a Green Retailers Program and look more closely at a Low Carbon Fuel Standard. They were also intrigued by the opportunities presented by cellulosic ethanol and bio-based products.

October 14, 2008

The Commission meeting opened with a review of the recently passed Renewable Portfolio Standard legislation. The commissioners were also given a comprehensive legislative update that stressed the need to educate the incoming 45 new legislators, as well as the possibility of Green Retailers legislation in the next session. DEQ Director, Steven Chester, gave more details on the progress of the Climate Action Council, and many commissioners suggested synergy between the two groups. Commissioner Charles Griffith also presented on the Midwest Governor's Association's climate change platform, and the actions Michigan needs to take to comply. Jan Patrick, from the Energy Office, updated the commission on the progress of signage and conversion grant initiatives for biofuel retail stations. Liesl Clark further elaborated on the RPS and energy legislation, and Doug Parks from MEDC followed with a discussion on Centers of Energy Excellence.

Appendix B: RFC Taskforces' Priority Recommendations

Feedstocks and Production of Fuel Supply

Priorities:

1. Initial Report Recommendation #2: Include a product center to put together an instrument for the development of the feasibility model to test viability of various current and future biofuels systems or proposals
2. Initial Report Recommendation #3: Next Generation Renewable Fuels
Feedstock
Program
 - a. Emphasis on cellulosic development
 - b. Possible creation of "Cellulosic and Product" Subgroup
3. Initial Report Recommendations #9 and #11: Develop a state/private match program for federal grants that promotes feedstocks and production of renewable fuels.
 - a. Commissioners stressed emphasis on leveraging a third party
 - b. Commissioners also wish to combine this program with a portion of the 21st Century Jobs Fund to encourage research and development
4. Initial Report Recommendation #14: Encourage existing renewable fuel production facilities to make improvements that ensure long-term economic sustainability

Distribution and Marketing

Priorities:

1. Initial Report Recommendations #7-9: Establishing a “Green Retailers” Program
 - a. Commissioners found this program necessary to protect retailers from risky ethanol and biofuel investments
 - b. Retailers need an attractive pricing incentive that creates both consumer and retailer benefits and need further research into marketing cellulosic fuel.
 - c. Creation of Green Retailers Policy subgroup
2. Initial Report Recommendation #10: Low Carbon Emission Strategy
3. Initial Report Recommendation #25: Renewable Fuels Tax Refund for commercial and fleet users