



In order for ethanol to further our nation's energy security goals, provide renewable and environmental friendly energy, and accomplish the goals of the Renewable Fuels Standard of the Energy Independence and Security Act of 2007, it must gain market access.

HIGHER BLENDS

Higher allowable blends of ethanol in gasoline will provide the American ethanol industry a future. Although the Environmental Protection Agency has now allowed blends up to 15% for most vehicles in the US, this is a band aid that pushes an inevitable blend wall further into our future. Arbitrary caps on the amount of ethanol in gasoline will not bring America closer to energy security. We have 10% in nearly every available gallon of gasoline in the U.S. and are now exporting ethanol as we have no place to put it.

BLENDER PUMPS

A blender pump is a fueling station that allows consumers choice in choosing the blend of ethanol to gasoline that they prefer for their vehicle. Typically, blends range from 10% to 85%, and allow the consumer the choice to optimize their vehicles performance and realize maximum savings at the pump. Programs that encourage the installation of blender pumps are an important avenue to invest in the future of American ethanol.

FLEX FUEL VEHICLES

The availability of Flex Fuel Vehicles is key to promoting the use of ethanol in America. Without the commitment of the "Detroit Three" automakers to ensure that 50% of the vehicles they produce in 2012 and subsequent years are FFVs, it would not be possible to meet long term RFS2 requirements using mostly ethanol.





A new study conducted by Air Improvement Resource, Inc. (AIR) and commissioned by the RFA shows that the long-term requirements of the RFS2 can indeed be met mostly with ethanol if “blender pumps” are made available at approximately one-third of nation’s 162,000 service stations, and if automakers honor and expand their commitment to produce more Flexible Fuel Vehicles (FFVs).

The AIR report provided some key insights into the infrastructure and vehicle needs to make the RFS2 successful, including:

- Long term RFS2 requirements can be achieved largely with ethanol if automakers honor and expand their commitments to ramp up production of FFVs, and if blender pumps are installed at roughly one-third of the nation’s retail service stations.
- Even if E15 is eventually used in all conventional vehicles (non-FFVs), meeting long term RFS2 requirements with ethanol will necessitate a substantial increase in the availability and use of “mid-level” ethanol blends.

- FFVs would need to refuel with E85 essentially three-quarters of the time or E56 all of the time by 2022. This highlights the need for an expanded commitment to FFV production from all automakers.
- If all vehicles sold in 2015 and subsequent years are FFVs, and if E15 is used in all non-FFVs, the average fuel blend consumed in FFVs will need to contain 29% ethanol by volume (E29) in order to satisfy the 2022 RFS2 requirements with mostly ethanol. Incidentally, E30 is one of the most common and popular blends dispensed from blender pumps today.
- If the RFS2 is to be met predominantly with ethanol, blender pumps will need to be installed at a **minimum of 53,000** service stations. This represents roughly 33% of service stations in the country. Efforts to install blender pumps should focus on areas with the highest levels of vehicle miles traveled per service station.