

## Canola Council's Diesel Digest

CANOLA GOLD

Volume 1, Issue 9, Aug. 28, 2006

**imagine...**

Fuel that provides a made-in-Canada solution for a better environment

Fuel that helps Canadian farmers earn money and diversify their businesses

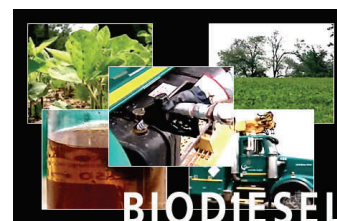
Fuel that helps industrial and municipal trucks reduce toxic emissions

Fuel that's clean, renewable and produced right here at home

Fuel that can help start clearing our air **today.**

Canola-based biodiesel  
Canada's gold standard for biodiesel

[More Details: \(CANADA GOLD\)](#)



*Biodiesel: The future's fuel*

### Diesel Digest

**The Canola Council's News-wire on World Developments in Biodiesel**

If Canada doesn't provide the incentives for biodiesel production to happen here, we're going to sell our canola or our canola oil to the U.S. and buy back biodiesel. It's that simple."

**Barb Isman**  
President, Canola Council

### Time is short for seizing the biodiesel opportunity

CBC editorial by Barbara Isman:

We likely have only a few months to create favourable conditions for the construction of biodiesel plants in Canada and if we don't act soon, it will be too late.

Right now, the corporations who are, or want to be, players in the biodiesel industry are actively planning to spend hundreds of millions on new biodiesel plants. Conditions are right for such investment in the United States, but they aren't in Canada. If that doesn't change soon, those new plants will be built south of the border.

What do we need to do?

- First, establish a market for biodiesel by requiring a minimum two-per-cent biodiesel blend by 2010.
- Second, regulate standards so that we have a consistent, quality product across the country.
- Third, we have to match U.S. incentives for biodiesel.
- Fourth, make it possible for growers to have an ownership stake in these plants so that rural communities can benefit from this investment.



[More Details: \(FARMCENTRE.COM\)](#)

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## Earthrace: Racing Around the World for a Better Planet

After years of working in the oil industry, New Zealand's Pete Bethune was ready for a more eco-friendly pursuit. Bethune and his 100% biodiesel-fueled boat are on an 18-month, 30-city promotional tour to bring attention to renewable fuel technology.

In the midst of the tour, Bethune and his crew will attempt to break the world circumnavigation record with the Earthrace. Setting off from Barbados on March 21, the Earthrace will attempt to speed around the world in 65 days, a full 10 days faster than the powerboat record. It will be the first time an official powerboat speed record will be attempted using renewable fuel.



"The record isn't nearly as important as promoting biodiesel is," Bethune said. "Having worked in the oil industry, I have a very good understanding of the limitations of oil. There's a general unease about the total dependence on a very limited resource. It's important to understand there are real alternatives."

**More Details:** [EARTHTRACE.NET](http://EARTHTRACE.NET)

### Advanced Biodiesel Group Integrates Renewable Fuels into Energy Industry



Three new biodiesel-production facilities in North America, two in the U.S. and one in Canada, will be developed, constructed, owned and operated by ABG North America (a wholly-owned subsidiary of ABG Australia) and an investor who have formed a 50:50 joint venture entity.

Each of the proposed facilities will utilize ABG's own Modular Continuous Transesterification Process technology, essentially reproducing the design of the company's recently commissioned 160 million liter per annum biodiesel plant in Narangba, Queensland, Australia.

Under the terms of the agreement, which was signed by Advanced Biodiesel Group (ABG) and a U.S.-based private equity firm, each party will contribute up to US\$50 million to the joint venture, funding project development, construction, working capital and licensing fees.

ABG plans to enter negotiations with feedstock suppliers who will provide the raw material for the biodiesel production. A formal review of logistics and available infrastructure will be an integral component of the process for each of the proposed facilities.

**More Details:** [RENEWABLE ENERGY ACCESS](http://RENEWABLE ENERGY ACCESS)

### Malaysia's Palm oil sector wants tax breaks, biodiesel incentives

- The palm oil sector, which makes up some 70% of the country's agriculture sector, wants the Government to consider scrapping or reducing tax and introduce new incentives for the biodiesel sector under the upcoming Budget 2007 on September 1.
- A Malaysian Palm Oil Association official said oil palm is one of the most efficient crops in the world with no government subsidies.
- A Golden Hope Plantations official said the Government should introduce new incentives for plantation companies that venture into palm oil-based biodiesel as well as reward those which pollute the environment less.
- "Biodiesel is the in-thing at the moment and has enormous potential so it's only natural that the Government bolsters the sector further," said the official.

**More Details:** [MALAYSIA BUSINESS TIMES](http://MALAYSIA BUSINESS TIMES)

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## Munich airport's service vehicles to run on biodiesel

FMG, the airport operating company will convert one-third of its apron vehicles from diesel to biodiesel operation. Biodiesel is more than one-third cheaper than conventional diesel fuel. Munich Airport currently uses up to 6 million liters of diesel fuel per year and plans to replace up to one-third of this fuel through canola oil.

In 2007, the airport intends to use 1.2 million liters of canola oil, and will increase that amount to 2 million liters in the following year. Unlike conventional diesel fuel, biodiesel is currently not subject to petroleum tax. This price advantage will continue at least until 2008.

The switch will also benefit farmers and canola oil producers in the immediate vicinity of the airport.



[More Details: \(MUNICH AIRPORT\)](#)

## Japan sees biodiesel boost with new fuel standards



Japan, the world's third-largest oil consumer, will set out nationwide bio-diesel standards this year in an effort to kick-start demand, but will not force refiners to sell it. The legislation is expected to be passed by the end of this year, and the law will become effective by the end of March 2007.

Japan hopes to replace about 500,000 kiloliters (3.14 million barrels) of transportation fuels with bio-ethanol a year by 2010, another official said, but did not say how it would achieve that goal, which is less than 0.2 percent of Japan's total oil demand.

"Writing up the specifications of biodiesel can define the standard quality of the fuel and help introduce the industry and consumers to biodiesel," the official said.

Diesel is mostly used to fuel trucks and buses in Japan, with demand totaling 643,000 barrels per day (bpd) last year. Gasoline demand was 1.1 million bpd.

[More Details: \(REUTERS\)](#)

## U.S. can cut global warming pollution 20 percent by 2020

A new report released by Environment Maine Research & Policy Center shows how the U.S. can reduce its global warming emissions by nearly 20% within the next 15 years by boosting energy efficiency and renewable energy.

The report details six challenging but feasible steps to improve the energy efficiency of our economy and use more renewable energy. These strategies, coupled with strong, mandatory limits on global warming emissions, would reduce U.S. global warming emissions by 19% below 2004 levels by 2020

The steps outlined in this report also would reduce U.S. dependence on scarce fossil fuels and, in many cases, create jobs and save money.



[More Details: \(EXECUTIVE SUMMARY\) \(FULL REPORT\)](#)

## Austin, Texas opens 18 pumps to lead nation in biodiesel stations



Eighteen Shell stations in the Austin, Texas, area have opened pumps that carry B20 blends. This makes Austin the No. 1 city in the nation for B20 retail availability.

The U.S. National Biodiesel Board estimates that there are more than 800 retail pumps with varying blend levels of biodiesel across the nation.

In France, Shell has been distributing diesel fuel that contains 5 percent biodiesel since 1995. Specially adapted diesel vehicles can run on 100 percent biodiesel.

[More Details: \(SHELL\) \(BIODIESEL MAGAZINE\)](#)

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