Who We Are

AltAir Fuels  ICOF  Oberon Fuels  SunGas Renewables
BP  logen  Owensboro Grain  Targray
BSBIOS  LanzaJet  Phillips 66  Texon
Cargill  LanzaTech  Pilot Flying J  Trillium
Castleton (CCI)  Love's Travel Stops  RBF  Velocys
Diamond Green  Louis Dreyfus Company  Red Rock Biofuels  Victory Renewables
Eco Engineers  Murex  REG  Virent
ExxonMobil  Musket  Sappi  Vitol
Fulcrum  NEFI  SCB  Weaver
Gevo  Neste  Shell  World Energy
Harvestone Group  Novita  Specoil
Honeywell UOP  Nuseed  Sprague Energy
Jet Fuel Demand

Aviation fuel demand in 2019 demonstrates pre-COVID levels:

- Global demand was 96 billion gallons
- U.S. demand was 27 billion gallons

*The fastest growing fuel demand in the world is aviation fuel*
Advocacy and education

• Working with existing coalition with CAAFI and A4A
• Many of our members are leaders in this space.
• Hill is very interested and have introduced several bills to move a aviation credit forward
• ABFA has supported this effort with the Biden Administration
• Communications efforts and outreach effort will highlight the jet sector for an effort to deliver minimum 50% carbon reduction going forward.
ABFA supports jet credit

• Our membership supports a separate jet credit.
• It is important to show specific interest in this sector as it is the most difficult to electrify and is increasing in demand with more global travel
• Use of existing refinery infrastructure is key to short term carbon reduction and significant volume
• Cost more to make aviation fuel justifying the credit.
Increasing Opportunities for Blending

• Under the Renewable Fuel Standard (RFS), EPA sets the volume levels obligated parties must blend into the transportation fuel supply annually (the “Renewable Volume Obligation, or RVO”)
  • If volume is produced, EPA must reflect this volume in the RVO
  • This allows the free market to produce more volumes that are phased in and reflected in the program phase
  • These fuels must meet a minimum of a 50% carbon reduction to qualify as advanced biofuels under the RFS.

• To unlock greater volumes, we must increase access to feedstocks beyond the current mix to get to a 50% or greater blend rate of 50% or better GHG performing components in the aviation fuels mix
EPA Barriers to Jet Fuel Production

• Increasing feedstock availability and use under the RFS relieves volume limitations:
  • Finalize a 2016 rule permitting the use of non co-located “biointermediates” under the RFS program
    • Would enable feedstocks to be processed into intermediary feedstocks, then transported to other locations to be upgraded into jet fuel
  • Review programmatic flexibility for the use of compliant wood and municipal solid waste (MSW) feedstocks by providing similar aggregation methods allowed for first generation feedstocks
    • Would enable more use of approved wood and MSW feedstocks

• Jet fuel must be given equal treatment with first-generation fuel under the RFS:
  • Allow RIN generation to be calculated using a mass-balance approach for manufacturing and compliance of advanced and cellulosic renewable fuels
New Renewable Diesel Plants

Dickerson ND, Marathon 184 million/gallons/year 2020
Norco, LA, Diamond Green 675 m/g/year 2021
Wynwood, CVR 100m/g/year 2021
Bakersfield, CA, Renew fuels 230m/g/year 2022
Cheyenne, WY, Holly Frontier 90m/g/year 2022
NM, Holly Frontier 110m/g/year 2022
Paramount, CA, World Energy 330m/g/year 2023
Rodeo, CA. Phillips 66 680m/g/year 2023
Marinez, CA, Marathon 736m/g/year 2023
Giesmer, La, REG 340m/g/year 2023
Port Author, TX, Diamond G 400m/g/year 2024

Total: 3,875,000,000 gallons a year

References, April 27, 2021
U.S. Military Has Demonstrated Fuels

Great Green Fleet, 2012