



## University Senate

### PROPOSAL FORM

<b>Name:</b>	Barret Morgan Wessel
<b>Date:</b>	09/10/2014
<b>Title of Proposal:</b>	Proposal to Revise University Policy VIII-3.10(C) to Increase the Use of Biofuels
<b>Phone Number:</b>	443-296-2771
<b>Email Address:</b>	bwessel@terpmail.umd.edu
<b>Campus Address:</b>	7708 Patuxent Oak Ct
<b>Unit/Department/College:</b>	ENST/AGNR
<b>Constituency (faculty, staff, undergraduate, graduate):</b>	Undergraduate
<b>Description of issue/concern/policy in question:</b>	<p>The <u>University of Maryland Policies and Procedures for Environmentally Preferable Procurement</u> presently require greater use of alternative fuels but lack clear baseline requirements; because this policy is a vital part of achieving the goals of the University's Climate Action Plan it should be revised to include quantitative benchmarks establishing a biofuel baseline and clearer language regarding the purchase of liquid-fuel using equipment.</p> <p>Further, compressed natural gas (CNG) is a fossil fuel and should be removed from the policy altogether. If biologically-sourced CNG (as opposed to geologically-sourced) becomes available, it will by definition be a liquid biofuel and will meet the criteria of the changes in this proposal.</p> <p>This proposal preserves the specification to purchase electric vehicles, but separates this specification from the specification on liquid-fuel using equipment for purposes of clarity and procurement flexibility.</p>
<b>Description of action/changes you would like to see implemented and why:</b>	<p>University Policy VII-3.10(C), Section 5, subsection b, should be revised to remove the line item:</p> <p>“Alternative fuels for use in vehicles: ethanol, biodiesel, CNG, electric and other fuel types as may become available and associated infrastructure.”</p> <hr/> <p>University Policy VII-3.10(C), Section 5, subsection b, should be revised to add the following three line items:</p>

	<p>“Liquid-fuel using equipment (including but not necessarily limited to vehicles, heaters, and generators) that is capable of safely using fuel which is at least 20% (by volume) biodiesel, ethanol, or other biofuel”</p> <p>“For all equipment that can safely use it, liquid fuel that is at least 10% (by volume) biodiesel, ethanol, or other biofuel by January 1<sup>st</sup> 2016, and is at least 20% (by volume) biodiesel, ethanol, or other biofuel by January 1<sup>st</sup> 2017, and associated infrastructure”</p> <p>“Electric vehicles and associated infrastructure”</p> <hr/> <p>These changes should be made to ensure that steady progress is being made towards the goals of the Climate Action Plan. Language in this proposal ensures flexibility on the part of purchasers as to which biofuels are purchased, protects the specification to purchase electric vehicles, does not demand the retirement of any existing equipment, and leaves untouched the specification to purchase low emission, fuel efficient vehicles.</p> <p>This proposal is also important because the federal and state governments maintain biofuel use baseline standards, as well as the possibility of increasing those standards. Eventually, biofuels will be a larger portion of the liquid fuel used in this country because fossil fuels are finite. The University should strive to stay ahead of the curve of biofuel adoption in order to support the further development of the biofuel industry and to maintain its position as a leading sustainable institution.</p>
<p><b>Suggestions for how your proposal could be put into practice:</b></p>	<p>The Department of Transportation Services (DOTS) already uses from 5-20% biodiesel fuel in its shuttle buses (<a href="http://www.sustainability.umd.edu/content/campus/transportation.php">http://www.sustainability.umd.edu/content/campus/transportation.php</a>); this proposal would simply require that DOTS maintains the upper limit of what they are already doing in some University equipment. New purchases of equipment would add to the pool of existing biodiesel using equipment.</p> <p>The National Biodiesel Board (NBB) (<a href="http://www.biodiesel.org/">http://www.biodiesel.org/</a>) maintains a website with ample information on the adoption of biodiesel, the availability of OEM equipment that can safely be used with biodiesel blends, the effective use of biodiesel blends in cold weather, and responses to a number of other questions and concerns about biodiesel use. When the Climate Action Plan was written, biodiesel use was a concern because of a lack of “durable workhorse trucks” that could use it without voiding their engine warranties. The NBB now publishes lists of such vehicles (<a href="http://www.biodiesel.org/docs/default-source/ffs-engine_manufacturers/2013-diesel-vehicle-list.pdf?sfvrsn=10">http://www.biodiesel.org/docs/default-source/ffs-engine_manufacturers/2013-diesel-vehicle-list.pdf?sfvrsn=10</a>).</p>

	Ethanol fuel blends and equipment meeting the specifications of this proposal are widely available.
<b>Additional Information:</b>	Article on biodiesel in New York City: <a href="http://www.citylimits.org/blog/blog/254/new-york-city-eyeing-wider-use-of-biodiesel#.VBDGI_IdV8F">http://www.citylimits.org/blog/blog/254/new-york-city-eyeing-wider-use-of-biodiesel#.VBDGI_IdV8F</a>  Maryland House Bill to increase biodiesel use: <a href="http://mgaleg.maryland.gov/2014RS/bills/hb/hb0567f.pdf">http://mgaleg.maryland.gov/2014RS/bills/hb/hb0567f.pdf</a>

***Please send your completed form and any supporting documents to [senate-admin@umd.edu](mailto:senate-admin@umd.edu) or University of Maryland Senate Office, 1100 Marie Mount Hall, College Park, MD 20742-7541. Thank you!***