

Name of Inquiry

Submission No: 2
Submitted by: Robert Heron
Publication:
Attachments: No attachment
Submitter Comments:

From:
To: [Transport and Resources Committee](#)
Subject: SUB 02: Liquid Fuel Supply (Minimum Biobased Petrol Content) Amendment Bill 2022
Date: Wednesday, 23 November 2022 9:41:23 PM

To the committee,


E10 is terrible and makes cars run poorly. This is especially noticeable when the uncorrected peak torque curves are distorted due to the difference in the designed fuel energy density and octane rating for any particular model. Automatic transmissions shift at the wrong time giving poor responsiveness. It also presents a corrosion hazard for engine components and risks bursting incorrectly selected fuel lines and seals. E10 is considered the poor man's choice.

Premiumization is key here. E85+ is the premium option. Green does not need to mean down-market. International markets have domestic market vehicles designed for high ethanol fuels. Not only is it sustainable but the honourable member's sugar producing electorate can claim a higher ethical and moral standing than ethanol producers in the American corn belt and China that exacerbated global humanitarian crisis and reversed a global trend toward the resolution of world hunger.¹ It is especially important to keep pace with international pressures to utilize Second Generation feed stocks for ethanol production which is why the spirit of this bill is so welcomed. First Generation Feedstocks being those most likely to contribute to escalating food prices that most negatively impact underdeveloped peoples by diverting staple grains and livestock feed to the energy market.

Any focus on E10 is a losing proposition. I would suggest special exemptions for 100% ethanol conversions to vehicles primarily intended to be used in relevant agricultural production areas. Ethanol-intended vehicle import exemptions. Minimum cost and complexity registration for small scale ethanol fuel production that scales for local volume production. I would suggest a readily available Intermediate Bulk Container as a minimum storage size. Ensuring the availability of a bittering agent to be required to be added to stored ethanol through agricultural suppliers to deter diversion ie. sly-grog and strictly enforced penalties for failing to properly secure the stored volume.

Producers of Second Generation Ethanol feedstocks could produce and consume ethanol fuels locally improving community resilience and cushioning energy price shocks while reducing operating and logistical costs. The military implications of a distributed network of self-replenishing fuel caches for use in multi-fuel vehicles would also be an added benefit.

Robert Heron



1. Condon, N. Klemick, H. Wolverton A.(2013) Impacts of Ethanol Policy on Corn Prices: A Review and Meta-Analysis of Recent Evidence. U.S. Environmental Protection Agency National Center for Environmental Economics. https://www.epa.gov/sites/default/files/2014-12/documents/impacts_of_ethanol_policy_on_corn_prices.pdf