**Report for National Boating Federation at September AYC Meeting:**

Several legislative options to address the use of E15 have also been introduced in both the House and Senate.

* H.R. 875, introduced by Rep. James Sensenbrenner, R-Wis., blocks the use of any blend of more than 10 percent ethanol until further study can be done on potential damage from the use of E15. [That bill was approved out of the House Committee on Science, Space and Technology in April](http://www.boatingindustry.com/top-stories/2013/04/12/one-e15-bill-passes-committee-more-legislation-on-way/) but has had no further action.
* H.R. 1461 & H.R. 1462, were both introduced by Rep. Bob Goodlatte, R-Va. The two bills call for the reforming of the Renewable Fuel Standard and capping ethanol at 10 percent. Both were introduced in April and referred to the House Subcommittee on Energy & Power.
* S. 344, introduced by Sen. Roger Wicker, R-Miss., and Sen. David Vitters, R-La., prohibits the Environmental Protection Agency from issuing waivers for any gasoline blend of more than 10 percent ethanol and would repeal the previous waivers that allowed E15 on the market. The bill has been referred to the Senate Committee on Environment and Public Works.

**NMMA Provides Written Comment to EPA Regarding Major Certification Fuel Change**

NMMA has provided written comments to a proposed rule published in the Federal Register on May 21, 2013 titled Control of Air Pollution from Motor Vehicles: Tier 3 Motor Vehicle and Fuel Standards. The proposed rule addresses the future of EPA policy on alternative fuels, which specifically would require car and light truck manufacturers to begin certifying for emissions using E15 fuel. While NMMA has not opposed the use of ethanol as an additive in gasoline, research has demonstrated that blends greater than 10% ethanol (E10) are damaging to marine equipment.

NMMA's concerns are based on the physical properties of ethanol in gasoline. Marine engines are calibrated to operate on 2.5 to 3% oxygen and increasing the ethanol content above 10% increases the amount of oxygen in the combustion chamber. The result, called "enleanment," is increased fuel consumption, higher running temperatures, and severe internal damage.

The Renewable Fuel Standard (RFS-2), signed in 2007, mandates that the US fuel supply contain 36 billion gallons of renewable fuel by 2022. For the US to meet this mandate the US fuel supply would need to go to 30% ethanol today. NMMA believes that rushing ethanol-rich blends like E15, E20, and E30 into mass circulation is an irresponsible way to meet the requirements of the Renewable Fuel Standard. "EPA is attempting to create a piecemeal approach to achieving a federal requirement that cannot be achieved without great cost to vehicle and engine owners," writes John McKnight, NMMA's Vice President of Government Relations.

In the industry comments to the EPA, NMMA urged the agency to consider capping ethanol-fuel content at 10% (E10). NMMA stressed the importance of continued research into advanced biofuels such as isobutanol, a fuel additive currently being tested by NMMA and ABYC as an alternative to ethanol.