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Statement of the Ozone Transport Commission on the Need to Evaluate On-Road Biodiesel Emissions

On April 29, 2024, the Ozone Transport Commission (OTC) Mobile Sources Committee sent a letter to the U.S. Environmental Protection Agency (EPA) requesting that it review existing research on the emissions impact of biodiesel use in modern on-road diesel engines. The letter was in response to a recent comprehensive literature review finding that replacing ultra-low sulfur diesel (ULSD) with biodiesel blends in on-road engines with modern pollution controls increases ozone-forming emissions of nitrogen oxides (NOx) and other pollutants in the engines' diesel exhaust.[1]

The OTC reiterates its request that the EPA conduct this review of biodiesel emissions from on-road vehicles. Should the EPA find biodiesel use increases ozone forming pollution relative to ULSD, the OTC asks that EPA revise its modeling tools to reflect the most up-to-date emissions information on diesel engines using biodiesel blends.

The OTC members and others rely on these EPA modeling tools to support air quality planning efforts and to prioritize the most promising pollution reduction projects. Therefore, it is critical that emissions from biodiesel use in diesel vehicles be accurately reflected in the EPA modeling tools. This would support OTC's efforts to attain and maintain the ozone national air quality standards.

Adopted by the Commission June 13, 2024

[1] O'Malley, J. and Searle, S. (2021). "Air Quality Impacts of Biodiesel in the United States." International Council on Clean Transportation, https://theicct.org/wp-content/uploads/2021/06/US-biodiesel-impacts-mar2021.pdf