



Closing thoughts on Guidelines for Fuel Procurement

An Environmental Perspective...



Food for thought...

- Currently, we have no standard practice for accounting for the environmental impacts of our fuel purchase decisions
- In the rush to “green” transportation with biofuels, the possible negative impacts were not given adequate consideration (e.g., soil erosion, soil compaction, leaching of nutrients from fertilizers, leaching of pesticides, water demand, declining crop diversity and farmland biodiversity, etc.)
- Increasingly, the view is that these supply-side policy drivers were potentially reckless and that a fresh look at the role of biofuels is needed.



Fuel for thought...

- Similarly, perhaps a fresh look at fossil fuels is also needed
- Upstream energy use and emissions associated with the production of gasoline and diesel can vary significantly (e.g., light crude vs. oil sands crude)
- As with ethanol, there is no standard method for comparing the environmental costs between different sources of gasoline



- Pollution Probe supports a competitive fuels marketplace in which different fuel options compete on environmental performance
- But how to measure and guarantee that performance?
 - Prescriptive standards
 - Sustainability criteria
 - Information tracking system
 - All of the above