## GENERAL ASSEMBLY OF NORTH CAROLINA SESSION 2009

H HOUSE DRH50217-MC-82A\* (2/12)

| Short Title: | Add Definition of Biodiesel. | (Public) |
|--------------|------------------------------|----------|
| Sponsors:    | Representative Harrison.     | _        |
| Referred to: |                              |          |

| 1        |           |          | A BILL TO BE ENTITLED  |
|----------|-----------|----------|--|
| 2        | AN ACT    | TO A     | ADD THE DEFINITION OF BIODIESEL TO THE ENERGY CREDIT                           |
| 3        | BANK      | KING A   | AND SELLING PROGRAM FOR THE QUALITY AND SAFETY OF                              |
| 4        |           | ORISTS   |  |
| 5        | The Gener | ral Asse | embly of North Carolina enacts:  |
| 6        |           | SECT     | <b>TON 1.</b> G.S. 143-58.4(a) reads as rewritten:                             |
| 7        | "(a)      | As use   | ed in this section: The following definitions apply in this section:           |
| 8        | , ,       | (1)      | "AFV" means aAFV. – A hybrid electric vehicle that derives its                 |
| 9        |           | , ,      | transportation energy from gasoline and electricity. AFV also means an         |
| 10       |           |          | original equipment manufactured vehicle that operates on compressed            |
| 11       |           |          | natural gas, propane, or electricity.  |
| 12       |           | (2)      | "Alternative fuel" means biodiesel, Alternative fuel. – Biodiesel, ethanol,    |
| 13       |           |          | compressed natural gas, propane, and electricity used as a transportation fuel |
| 14       |           |          | in blends or in a manner as defined by the Energy Policy Act.                  |
| 15       |           | (3)      | "B-20" means aB-20. – A blend of twenty percent (20%) by volume                |
| 16       |           |          | biodiesel fuel and eighty percent (80%) by volume petroleum-based diesel       |
| 17       |           |          | fuel.  |
| 18       |           | (3a)     | Biodiesel A fuel comprised of mono-alkyl esters of long fatty acids            |
| 19       |           |          | derived from vegetable oils or animal fats, designated B100 and meeting the    |
| 20       |           |          | requirements of the American Society for Testing and Materials (ASTM)          |
| 21       |           |          | D-6751. The term also includes blends of biodiesel with petroleum-based        |
| 22<br>23 |           |          | diesel fuel, designated BXX where XX represents the percentage of volume       |
| 23       |           |          | of fuel in the blend meeting the requirements of ASTM D-6751.                  |
| 24<br>25 |           | (4)      | "Department" means the Department. – The Department of Administration.         |
| 25       |           | (5)      | "Energy Policy Act" means the Energy Policy Act. – The federal Energy          |
| 26       |           |          | Policy Act of 1992, Pub. L. No. 102-486, 106 Stat. 2782, 42 U.S.C. § 13201,    |
| 27       |           |          | et seq.  |
| 28       |           | (6)      | "EPAct credit" means aEPAct credit. – A credit issued pursuant to the          |
| 29       |           |          | Energy Policy Act.   |
| 30       |           | (7)      | "E 85" means a E-85. – A blend of eighty-five percent (85%) by volume          |
| 31       |           | (2)      | ethanol and fifteen percent (15%) by volume gasoline.                          |
| 32       |           | (8)      | "Incremental fuel cost" means the Incremental fuel cost. – The difference in   |
| 33       |           |          | cost between an alternative fuel and conventional petroleum fuel at the time   |
| 34       |           |          | the fuel is purchased.   |



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|------------------------------------|------|--|-----------------|--|
| 1                                  | (9)  | "Incremental vehicle cost" means the Incremental vehicl    | e cost. – The   |  |
| 2                                  |      | difference in cost between an AFV and conventional vehic   | cle of the same |  |
| 3                                  |      | make and model. For vehicles with no comparable conv       | entional model, |  |
| 4                                  |      | incremental vehicle cost means the generally accepted diff | ference in cost |  |
| 5                                  |      | between an AFV and a similar conventional model."          |                 |  |
| 6                                  | SECT | <b>FION 2.</b> This act becomes effective July 1, 2009.    |                 |  |

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