

The background of the slide is a blue-tinted photograph of a vast ocean under a cloudy sky. The text is centered in the middle of the image.

BioDiesel for School Buses

Impacts on Operations

- Environmental
- Equipment
- Economic

Environmental Impact

Biodiesel contains no sulfur or aromatics.

When biodiesel is burned in a conventional diesel engine, unburned hydrocarbons, carbon monoxide and particulate matter is reduced. It also has a positive energy balance; for every unit of energy needed to produce a gallon of biodiesel, 3.24 units of energy are gained.

Biodiesel is made through a chemical process where the glycerin is separated from the fat or vegetable oil. The process leaves behind two products: methyl esters (the chemical name for biodiesel) and glycerin (a valuable byproduct usually sold to be used in soaps and other products).

Equipment Impacts

- In terms of horsepower, fuel economy and torque, biodiesel is equivalent to diesel. Biodiesel increases the lubricity of the fuel as well as exceeds diesel in cetane number.

- Biodiesel has superior detergent characteristics; using biodiesel can initially reduce particulate, gum and varnish buildup in engine parts, leading to clogged filters. Replacing filters regularly upon switching to biodiesel can help eliminate problems.

- With the lower sulfur emissions going into effect this year, adding biodiesel to low sulfur diesel may help restore some lubricity to the fuel.

Economic Impacts

- Biodiesel is typically one cent per gallon more expensive than diesel for every percent added to the blend (for example, b5 is on average 5 cents more per gallon and b20 is 20 cents more per gallon). With rising fuel costs deteriorating school budgets, this can be significant to any School District.

- Example:

Osceola consumes 56,000 gallons of diesel per month over 10 months of school.

B5 blend would be an additional \$28,000 annually and B20 blend would be an additional \$112,000 annually.

Tax Incentives

- There are federal tax incentives for blenders who manufacture biodiesel from agriculture products that can be passed on to consumers that would lower the cost to approximately the same as No. 2 diesel fuel. This tax incentive can also be used by the blenders for infrastructure costs.

Florida Distributors

BioFuels America, Inc.	Jim Robertson	954-630-2812
Delco Oil	Steve Markus	800-330-3520
Florida Biodiesel Fuel, Inc	Richard Freeman	407-935-1951
Freedom Fuels, Inc	Mark Robinson	352-215-7265
Gulf Coast Fuels, LLC	Robby Clopton	850-438-3835
MacMillan Oil	Marcio Cardoso	305-691-7814
Port Consolidated	Janet Hoose	800-683-5823
S & B Fuel Services	Jim Cunningham	954-217-9767
SJG Fuels	Steven Gara	305-491-0417
T-Gill Fuels, Inc	Greg Threadgill	850-438-5693
TransMontaigne	Danny Sells	303-860-5379
Ward Oil Co	Aaron Evenson	800-232-5591
Ware Oil Company	Don Everett Jr.	850-584-6666

Additional Information

- www.biodiesel.org
- www.wnbiodiesel.com

