

State of California  
AIR RESOURCES BOARD

Resolution 86-56

May 22, 1986

Agenda Item No.: 86-6-1

WHEREAS, major interruptions in petroleum supply in the 1973-1974 time period and in 1979 have stimulated interest in fuel alternatives to improve fuel security in California;

WHEREAS, the detrimental effects of increased population growth and vehicle use on California's air quality has stimulated interest in clean burning fuel alternatives to gasoline and diesel fuels;

WHEREAS, the broad consensus of air quality experts, energy experts, and automotive manufacturers is that methanol is the most viable alternative to petroleum-based fuels, since methanol is clean burning and an adequate supply of methanol can be obtained from coal to supply a significant portion of the California vehicle fleet for many years;

WHEREAS, in 1984 a panel consisting of members of the Air Resources Board (ARB), California Energy Commission (CEC), and South Coast Air Quality Management District (SCAQMD) chaired a symposium on the use of methanol as an alternative fuel in California's South Coast Air Basin, as well as in other areas of the state;

WHEREAS, in 1984 members of the methanol fuel symposium panel directed their respective staffs to establish a joint Task Force to develop an action plan to guide their agencies' involvement in the air quality evaluation and commercialization of methanol as a fuel in California;

WHEREAS, improved air quality has been given the highest priority in terms of developing the Methanol Task Force action plan;

WHEREAS, in 1986 a report was developed by the Methanol Task Force which describes the action plan for specific research, technology development, and demonstration projects considered necessary for the air quality evaluation and commercialization of methanol as a motor fuel;

WHEREAS, the Methanol Task Force Report has concluded that air quality benefits can be derived from methanol fuel usage since the reactivity of methanol vehicle exhaust is significantly lower than gasoline vehicle exhaust, benzene emissions are extremely low in methanol vehicle exhaust, and particulate emissions from methanol-fueled diesel engines are virtually nonexistent;

WHEREAS, the Methanol Task Force Report has identified a number of barriers to methanol commercialization in terms of developing methanol technology (engines which can burn methanol on a par with current gasoline- and diesel-powered engines), establishing a methanol fueling network (the methanol equivalent of gas stations), establishing a limited transportation system for bringing methanol into California, and resolving the economic uncertainties associated with the use of methanol as a motor fuel;

WHEREAS, the Methanol Task Force Report recommends six projects that have been specifically developed as a response to the barriers which currently exist to the full commercialization of methanol as a fuel;

WHEREAS, the Board finds that:

Use of methanol as a substitute for gasoline and diesel fuel will result in a significant air quality improvement in the South Coast Air Basin and throughout other regions in the state;

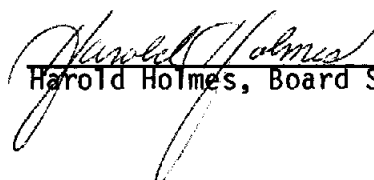
Major barriers to methanol commercialization as identified in the Methanol Task Force Report must be removed before methanol can become an integral part of California's state and regional air quality plans;

Each project recommended in the Methanol Task Force Report represents a positive step towards the eventual commercialization of methanol as a motor fuel in California.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the recommendations in the Methanol Task Force Report for the purpose of developing methanol technology and stimulating commercialization of methanol as a motor fuel for the California vehicle fleet.

BE IT FURTHER RESOLVED that the Board directs the staff to continue to participate on the Task Force, and periodically report back to the Board with the results of ongoing projects and with recommendations for future activities.

I hereby certify that the above is a true and correct copy of Resolution 86-56, as adopted by the Air Resources Board.

  
Harold Holmes, Board Secretary