

**Illinois Climate Change Advisory Group**  
Subgroup: Transportation  
Policy Name: #3 Low Carbon Fuel Standard  
Policy Type: Regulatory standard  
Estimated 2020 Reductions: 5.2 to 5.7 MMtons  
5/11/07

**Affected sectors, subsectors or entities (As the case may be)**

Sector: Transport  
Subsector: On-road Passenger Vehicles  
Entities: Motor fuel producers, importers, refiners, and blenders

**Description**

LCFS based on California's proposal

Under this option, Illinois would implement a LCFS like California's proposal, which is described as follows:

“The LCFS will require fuel providers<sup>1</sup> in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO<sub>2</sub>equivalent gram per unit of fuel energy sold. The standard will be measured on a lifecycle<sup>2</sup> basis in order to include all emissions from fuel consumption and production, including the “upstream” emissions that are major contributors to the global warming impact of transportation fuels. In order to realize these GHG reductions at the lowest cost and in the most consumer-responsive manner, the LCFS will utilize market-based mechanisms to allow providers to choose how they reduce emissions while responding to consumer demand. For example, providers may purchase and blend more low-carbon ethanol into gasoline products, purchase credits from electric utilities supplying low-carbon electrons to electric passenger vehicles, diversify into low-carbon hydrogen as a product and more, including new strategies yet to be developed.... By 2020, the LCFS will produce a 10 percent reduction in the carbon content of all passenger vehicle fuels sold in California.” <http://gov.ca.gov/index.php?/fact-sheet/5155>. More information is available at [http://www.energy.ca.gov/low\\_carbon\\_fuel\\_standard/index.html](http://www.energy.ca.gov/low_carbon_fuel_standard/index.html).

<sup>1</sup> Essentially producers, importers, refiners and blenders

**Rough estimate of reductions from BAU in 2020**

Projected on-road gasoline CO<sub>2</sub> emissions, BAU, in 2020: 51.6 (0.9% annual growth from EIA for all transportation fuels) to 57.4 MMtons CO<sub>2</sub> (1.5% annual growth from recent trends).

51.6 MMtons X 0.10 reduction = **5.2 MMtons reduction.**

57.4 MMtons X 0.10 reduction = **5.7 MMtons reduction.**

## **Timetables**

Implementation: January 1, 2010.

## **Barriers to implementation**

- It may be difficult to accurately calculate and track carbon intensity and reductions.
- Implementation by state agencies would require additional funds and staff.