

URBAN AIR INITIATIVE

2006

CRC E-67 study wrongly concludes that ethanol increases toxic emissions. -EPA relies on CRC E-67 findings for their future studies. -American Petroleum Institute is a "sustaining member" of the CRC.

2008-2009

EPA begins work on EPAAct study. A former Exxon employee leads the fuel blending.

2007

EPA uses incorrect octane and economic data in MSAT study regarding ethanol's potential to reduce aromatics.

2010

In EPA memo, Phase 1 & 2 of EPAAct study shows ethanol decreases emissions. The data is then tossed due to fuel blending.

2010

Reviewing research from SAE and EPA, ICM determines that splash blending ethanol reduces particulate matter, toxic and NOX emissions. ICM reviews EPA data and begins to understand the ethanol and octane relationship.

2013

UAI authored SAE Technical Paper 2013-01-1124. It showed that particulate emissions were reduced when splash blending ethanol.

UAI co-sponsored SAE Technical Paper 2013-01-1635. It focused on how ethanol blends impacted performance, fuel efficiency and emissions.

2014

UAI provided assistance with SAE Technical Paper 2014-01-9080. It illustrates that the exclusive use of match blending has fundamental flaws which impacts the accuracy of Phase 3 of the EPAAct study.

UAI and EFC submit comments on EPA's Tier 3 Rulemaking, urging EPA to reduce aromatics in gasoline by creating a high octane, low carbon test fuel.

2015

Court denies E30 certification lawsuit, but the EPA admits that automakers can request an E30 cert fuel. This opens the door for mid-level blends.

UAI tests all E0 fuels in Wichita, Kansas and finds that toxic emissions are about 45% higher compared to E10 gasoline.

2016

Court rules that MOVES lawsuit doesn't have standing because KS and NE have yet to be harmed by it. Court left open the opportunity to refile, once a state goes out of attainment for ozone standards.

UAI, EFC and Governor's Biofuels Association petition the EPA for a correction of information to recognize new evidence showing fuel ethanol can reduce carbon emissions.

2017

UAI's research validated: Health Effects Institute is promoting the dangers of gasoline aromatics and the value of splash blending ethanol to reduce emissions.

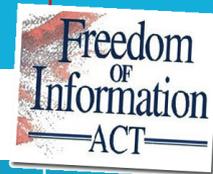
New USDA study proves corn ethanol can provide substantial GHG reductions and offer health benefits.

2017

New EPA and CRC studies match blend ethanol, which fails to recognize how ethanol truly performs in real world fuels. This inaccurate data will continue limiting ethanol's access to the market.



RESEARCH



2012

UAI was officially formed as a non-profit to focus on ethanol's potential to reduce emissions and improve air quality.

UAI co-sponsored SAE Technical Paper 2012-01-1277. It was the first major study to look at ethanol's octane performance in an internal combustion engine.

2013

Phase 3 of EPAAct Study is made public, showing ethanol increases emissions.

2014

EPA releases MOVES model, which states in non-attainment must use to meet air quality standards. The MOVES model is based on data in the EPAAct study, which says ethanol increases emissions.

2014

UAI provided technical research for lawsuit asking for the EPA to allow the certification of vehicles on an E30 test fuel.

UAI partnered with Golder Associates, a certified fuels modeling consulting firm, to operate the EPA's MOVES2014 Model with ethanol inputs. They found EPA's model is biased against ethanol for both tailpipe and evaporative emissions.

2015

UAI, Energy Future Coalition, State of Kansas, and State of Nebraska file suit against the EPA asking to stop the MOVES Model because of inaccurate emissions data.

UAI files three Freedom of Information requests (FOIA) with the EPA to learn more about EPAAct fuel blending, an EPA E30 patent and unpublished aromatics health study.

2016

UAI's Freedom of Information Request uncovers emails proving collusion between the EPA and the oil industry. Oil industry employees were asked what fuels they'd prefer to see tested for the EPAAct study, which says ethanol raises emissions.

UAI & EFC filed comments for the mid-term evaluation of the CAFÉ Standards, stating the proposed changes failed to consider the role fuels play in meeting MPG standards.

2017

UAI Challenges CRC Study for not using real world fuels when assessing ethanol emissions.

UAI and several partners file comments for EPA's Regs Rule, disrupting the agency's current rationale for controlling ethanol blends under the Clean Air Act.

2017

UAI's Technical Director is added to the working group to review EPA's MOVES Model. He's the only member with real world experience with how ethanol impacts emissions.

UAI publishes a fuel blending guide for vehicle testing that will guide researchers to better understand fuel properties when evaluating ethanol.