

Final Report
of the
Phase II RFG Workgroup

Presented By

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Phase II RFG Implementation Workgroup 1997 - 1999

- ▶ Formed April 1997 with about 40 members from the oil and automobile industries, states and state associations, and environmental and public health groups. Met quarterly through October 1999. Goal was to ensure smooth transition to Phase II RFG through coordinated data gathering and public education program.
- ▶ Fleet testing was conducted in 1998 in Boston, Chicago, and Houston, under workgroup auspices. Test fleet drove over one million miles with Phase II RFG. No performance problems. Testing also conducted with motorcycles, marine engines, and lawn and garden equipment. Report on testing activities, finalized in April 1999, is available at www.epa.gov/otaq/rfg.htm.
- ▶ EPA's fact sheet and brochure on RFG were reviewed by the workgroup. Fact sheet and brochure are available at www.epa.gov/otaq/rfg.htm.
 - ▶ Phase II RFG roll out was complicated by rising gasoline prices throughout the country, with spikes in the Midwest. Factors cited to explain Midwest spikes included high crude oil prices, low inventories, an Explorer pipeline break, the difficulty of transitioning to Phase II RFG summer fuel using ethanol as an oxygenate, the Unocal patent, and higher regional demand. Because all of these factors put together do not explain the size of the Midwest price spikes, EPA and the Department of Energy requested an investigation by the Federal Trade Commission. That investigation continues.
- ▶ About 75 million people are breathing cleaner air because of RFG. RFG reduces emissions of smog-forming pollutants by 105,000 tons annually, equivalent to removing 16 million vehicles from the road. RFG reduces toxic emissions by 24,000 tons annually, equivalent to removing 13 million vehicles from the road. RFG is used in 17 states and the District of Columbia. About 30 percent of U.S. gasoline is reformulated.