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DEPARTMENT OF ENVIRONMENTAL AND OCCUPATIONAL HEALTH
SCHOOL OF PUBLIC HEALTH AND HEALTH SCIENCES

February 17, 2006

Hand-Delivered

Dr. Robert F. Stone
Acting Director, OSRV
Mine Safety and Health Administration
1100 Wilson Boulevard
Arlington, Virginia

Dear Dr. Stone,

I am submitting the enclosed documents in response to MSHA's September 7, 2005 notice of proposed rulemaking on the health standard to protect underground metal and nonmetal miners from diesel particulate matter. I strongly oppose MSHA's proposal to delay until 2011 the 160 $\mu\text{g}/\text{m}^3$ exposure limit. Miners' health will suffer significantly by any plan to postpone the legally promulgated limit. I hope the enclosed documents will be useful to you to vigorously defend the 2001 rule.

Sincerely,

Celeste Monforton, MPH
Senior Research Associate
Project on Scientific Knowledge and Public Policy

Enclosures

AB29-COMM-111

PRELIMINARY
COMMUNICATION

Long-term Air Pollution Exposure and Acceleration of Atherosclerosis and Vascular Inflammation in an Animal Model

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A NUMBER OF RECENT STUDIES have confirmed a significant independent association between exposure to airborne particulate matter and cardiovascular risk.¹⁻³ This increased risk is particularly apparent in at-risk populations such as those with underlying cardiovascular disease or risk factors (high cholesterol levels, diabetes mellitus, hypertension, and heart failure).^{2,4,5} Airborne particulate matter demonstrates an incremental capacity to penetrate to the most distal airway units and potentially the systemic circulation with diminishing size down to 0.5 μm .^{6,7} Particles less than 2.5 μm ($\text{PM}_{2.5}$) have been linked most strongly with cardiovascular disease and are primarily derived from stationary and traffic-related combustion sources.⁶

The underlying mechanisms linking inhalation of $\text{PM}_{2.5}$ and heightened car-

Context Recent studies have suggested a link between inhaled particulate matter exposure in urban areas and susceptibility to cardiovascular events; however, the precise mechanisms remain to be determined.

Objective To test the hypothesis that subchronic exposure to environmentally relevant particulate matter, even at low concentrations, potentiates atherosclerosis and alters vasomotor tone in a susceptible disease model.

Design, Setting, and Participants Between July 21, 2004, and January 12, 2005, 28 apolipoprotein E^{-/-} (apoE^{-/-}) mice were, based on randomized assignments, fed with normal chow or high-fat chow and exposed to concentrated ambient particles of less than 2.5 μm ($\text{PM}_{2.5}$) or filtered air (FA) in Tuxedo, NY, for 6 hours per day, 5 days per week for a total of 6 months.

Main Outcome Measures Composite atherosclerotic plaque in the thoracic and abdominal aorta and vasomotor tone changes.

Results In the high-fat chow group, the mean (SD) composite plaque area of $\text{PM}_{2.5}$ vs FA was 41.5% (9.8%) vs 26.2% (8.6%), respectively ($P < .001$); and in the normal chow group, the composite plaque area was 19.2% (13.1%) vs 13.2% (8.1%), respectively ($P = .15$). Lipid content in the aortic arch measured by oil red-O staining revealed a 1.5-fold increase in mice fed the high-fat chow and exposed to $\text{PM}_{2.5}$ vs FA (30.0 [8.2] vs 20.0 [7.0]; 95% confidence interval [CI], 1.21-1.83; $P = .02$). Vasoconstrictor responses to phenylephrine and serotonin challenge in the thoracic aorta of mice fed high-fat chow and exposed to $\text{PM}_{2.5}$ were exaggerated compared with exposure to FA (mean [SE], 134.2% [5.2%] vs 100.9% [2.9%], for phenylephrine, and 156.0% [5.6%] vs 125.1% [7.5%], for serotonin; both $P = .03$); relaxation to the endothelium-dependent agonist acetylcholine was attenuated (mean [SE] of half-maximal dose for dilation, $8.9 [0.2] \times 10^{-8}$ vs $4.3 [0.1] \times 10^{-8}$, respectively; $P = .04$). Mice fed high-fat chow and exposed to $\text{PM}_{2.5}$ demonstrated marked increases in macrophage infiltration, expression of the inducible isoform of nitric oxide synthase, increased generation of reactive oxygen species, and greater immunostaining for the protein nitration product 3-nitrotyrosine (all $P < .001$).

Conclusion In an apoE^{-/-} mouse model, long-term exposure to low concentration of $\text{PM}_{2.5}$ altered vasomotor tone, induced vascular inflammation, and potentiated atherosclerosis.

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diovascular risk susceptibility remain unclear, although prior studies have demonstrated activation of inflammatory pathways, production of reactive oxygen species, and alterations in vasomotor tone.⁸⁻¹³ Although these pathways could all be potentially relevant, almost all studies to date have involved evidence from time-series analysis of human participants^{8,9} or *in vitro* studies, where cells were exposed to nonphysiologic and sometimes high concentrations of particulate matter,^{14,15} from experiments in animal models via routes that do not replicate true personal exposure¹⁶ or from studies that involve short-term exposure in humans and animals that may not reflect the situation with long-term exposure.^{13,17} We hypothesized that in an animal model exposure to PM_{2.5} results in progression of atherosclerosis, alterations in vasomotor tone, and potentiation of vascular inflammation.

METHODS

Animal Model

Six-week-old apolipoprotein E^{-/-} (apoE^{-/-}) male mice (Taconic Europe, Denmark) were enrolled and housed 2 to a cage in an Association for Assessment and Accreditation of Laboratory Animal Care-accredited animal housing facility. They were fed either high-fat chow (n=12; Adjusted Calories Diet, TD 88137, Harlan, Indianapolis, Ind) or normal chow (n=16) for at least 10 weeks before exposure to PM_{2.5} or filtered air. Assignments to high-fat chow vs normal chow and PM_{2.5} vs filtered air were randomized. The Committees on Use and Care of Animals from New York University and Mount Sinai School of Medicine approved all experimental procedures.

Exposure to PM_{2.5}

Animals were exposed to concentrated PM_{2.5} composed of the northeastern regional background at A. J. Lanza Laboratory of New York University, located within Sterling Forest State Park in Tuxedo, NY, 40 miles northwest of Manhattan, where most of the PM_{2.5} is attributed to long-range transport. The

concentrated air particles were generated using a versatile aerosol concentration enrichment system developed by Sioutas et al¹⁸ and modified by Chen and Nadziejko.¹⁹ The mice were exposed to PM_{2.5} at nominal 10 × ambient concentrations for 6 hours per day, 5 days per week for a total of 6 months. The control mice in the experiment were exposed to an identical protocol with the exception of a high-efficiency particulate-air filter positioned in the inlet valve position to remove all of the PM_{2.5} in the filtered air stream. Exposures began on July 21, 2004, and were stopped on January 12, 2005; all mice were killed between January 27 and February 28, 2005. Concentrations of ambient particulate matter in Manhattan (on the rooftop of Hunter College, New York, NY) and Tuxedo (New York University School of Medicine, A. J. Lanza Laboratory) were monitored using an oscillating microbalance (Tapered-Element Oscillating Microbalance, Model 1400; Rupprecht and Patashnick, East Greenbush, NY). For the concentrated ambient particulate matter in the exposure chambers, samples were collected on Teflon filters (Gelman Teflo, 37 mm, 0.2 mm pore; Gelman Sciences, Ann Arbor, Mich) and weighed before and after sampling in a temperature and humidity-controlled weighing room. The weight gains were used to calculate the exposure concentrations.

In Vivo Magnetic Resonance Imaging

In vivo magnetic resonance imaging (MRI) was performed in all mice when exposure ended.²⁰ Briefly, a Bruker 9.4-T system (89 mm-bore; Bruker Instruments, Billerica, Mass) operating at a proton frequency of 400 MHz, with a gradient insert (internal diameter, 75 mm) capable of generating a maximum slew rate of 50 gauss per centimeter was used. Mice were anesthetized continuously with inhaled isoflurane (1.5%-2.0%) and placed in a 30-mm transmit/receive birdcage coil with a thermocouple/heater system to keep body temperature constant at 37°C. Because the abdominal aorta is

relatively free from motion artifact, no respiratory or cardiac gating was necessary. The abdominal aortas as well as both kidneys were first identified in a coronal localizing sequence using gradient echo scout images. Sixteen contiguous, 500- μ m thick axial slices spanning from the aortic bifurcation until the kidney level were acquired using a spin echo sequence with a 256 × 256 matrix size (pixel size, 101 × 101 × 500 μ m³). Repetition and echo times for the proton density-weighted images were 2000 milliseconds and 9 milliseconds, respectively; usage of 4 signal averages provided the best tissue contrast. The imaging time was 34 minutes per scan. Plaque area was calculated as reported previously and expressed in arbitrary units.^{20,21}

Blood Lipid and Vascular Studies

Mice were killed by injection of lethal doses of pentobarbital after blood collection directly from left ventricle puncture. The collected blood was centrifuged at 3000 rpm for 5 minutes, and serum was separated and collected. Total cholesterol and triglyceride levels were assayed using diagnostic kits (Thermo Electron, Louisville, Colo).

The ascending aortas were removed and the 2-mm thoracic aortic rings were suspended in individual organ chambers filled with physiological salt solution buffer (sodium chloride, 130 mEq/L; potassium chloride, 4.7 mEq/L; calcium dichloride, 1.6 mEq/L; magnesium sulfate, 1.17 mEq/L; potassium diphosphate, 1.18 mEq/L; sodium bicarbonate, 14.9 mEq/L; EDTA, 0.026 mEq/L; and glucose, 99.1 mg/dL [5.5 mmol/L]; pH, 7.4), aerated continuously with 5% carbon dioxide in oxygen at 37°C, as previously described.²² Briefly, for vasoconstrictor responses, vessels were allowed to equilibrate for at least 1 hour at a resting tension of 700 mg before being subjected to graded doses of serotonin (10⁻¹⁰ to 10⁻⁵ mEq/L) or phenylephrine (10⁻⁹ to 10⁻⁵ mEq/L). Responses were then expressed as a percentage of the peak response to 120 mEq/L of potassium

Table 1. Weight and Lipid Measurements of Mice Fed Normal vs High-Fat Chow and Exposed to PM_{2.5} vs Filtered Air

	Normal Chow, Mean (SD)		P Value*	High-Fat Chow, Mean (SD)		P Value*
	Filtered Air (n = 8)	PM _{2.5} (n = 8)		Filtered Air (n = 6)	PM _{2.5} (n = 6)	
Weight, g						
Before exposure	20 (2)	20 (1)	<.001	20 (1)	21 (1)	<.001
After exposure	27 (3)	28 (2)	<.001	34 (7)	33 (5)	<.001
Lipids, mg/dL†						
Cholesterol	850.6 (94.0)	783.4 (88.1)	<.001	1257.8 (82.2)	1314.8 (296.3)	.007
Triglycerides	513.4 (208.8)	506.8 (251.9)	.80	502.2 (170.7)	444.7 (95.5)	.15

Abbreviation: PM_{2.5}, concentrated ambient particles of less than 2.5 μm .

SI conversions: To convert cholesterol to mmol/L, multiply by 0.0259; triglycerides to mmol/L, multiply by 0.0113.

*Differences between 2 group observations were compared with *t* test.

†After exposure to either PM_{2.5} or filtered air in mice fed normal or high-fat chow.

chloride. The vessels were then washed thoroughly and allowed to equilibrate for 1 hour before beginning experiments with acetylcholine. After a stable contraction plateau was reached with serotonin, which was about 50% of peak tension generated with maximal dose potassium chloride, the rings were exposed to graded doses of the endothelium-dependent agonist acetylcholine (10^{-10} to 10^{-5} mEq/L).

Morphometric Analysis

Segments of thoracic aorta were frozen in liquid nitrogen and embedded in Optimal Cutting Temperature compound (Tissue-Tek, Sakura Finetek USA Inc, Torrance, Calif) for oil red-O and confocal microscopy measurements of reactive oxygen species with the oxidatively active fluorescent dye 2',7'-dichlorodihydrofluorescein diacetate (Molecular Probes, Eugene, Ore). The abdominal aorta was fixed in 10% zinc formalin and embedded in paraffin for hematoxylin-eosin and immunohistochemical staining for anti-CD68, antinitrotyrosine, inducible nitric oxide synthase (NOS), and endothelial NOS. For estimation of atherosclerotic plaque size, 4 successive sections were collected on the same slide, and at least 10 sections from 3 consecutive slides per area per mouse (thoracic aorta and abdominal aorta) were examined. Each image was digitized with a digital camera and analyzed under a research microscope (Zeiss Axioskop with Spot I digital camera, Jena, Germany) with National In-

stitutes of Health (NIH) Image software version 1.61 (Wayne Rasband, NIH, <http://rsb.info.nih.gov/nih-image>). Plaque areas were adjusted for the cross-sectional vessel cavity area and expressed as a percentage value. All analyses were performed blindly without knowledge of the origin of the samples.

Immunohistochemical Analysis

Antibodies against CD68, inducible NOS, and endothelial NOS were purchased from Santa Cruz Biotechnology Incorporated (Santa Cruz, Calif). A polyclonal antinitrotyrosine antibody was obtained from Upstate Cell Signaling Solutions (Lake Placid, NY). Immunohistochemical staining was performed by using the primary antibodies (1:200 concentration) and a detection system (Immunoperoxidase Secondary Detection System; Chemicon International, Temecula, Calif), and quantified with software (NIH Image) after digitization of the images with a camera system (Zeiss Axioskop with Spot I digital camera). At least 10 sections were stained per mouse and quantification was also performed blindly. Data are expressed as the percentage of the lesion staining positive for the protein.

Statistical Analyses

Data are expressed as mean (SD) unless otherwise indicated. The half-maximal dose (either dilation or constriction) value for each experiment was obtained by logarithmic transformation. Vascular responses were compared using 1-way analysis of variance

with half-maximal dose for dilation and peak responses as dependent variables. When significance was detected, a post hoc Newman-Keuls multiple comparison test was performed. Difference between 2 group observations was compared with *t* test. All *P* values are 2-tailed; *P* < .05 was considered significant. All statistical analyses were performed by using GraphPad Prism software version 3.02 (GraphPad Software Inc, San Diego, Calif).

RESULTS

There were no baseline differences in weight between the groups (TABLE 1); weights increased in all mice at the end of the study compared with the baseline (*P* < .001, in both normal chow and high-fat chow groups). At the end of the experimental period before mice were killed, total cholesterol level increased significantly in the mice exposed to filtered air (*P* < .001) and PM_{2.5} (*P* = .007). However, changes in triglyceride levels were not significant in both filtered air (*P* = .80) and PM_{2.5} groups (*P* = .15).

PM_{2.5} Concentrations During the Study Period

The mean (SD) daily PM_{2.5} concentration at the study site in Tuxedo, NY, was 10.6 (3.4) $\mu\text{g}/\text{m}^3$, although the PM_{2.5} concentration in the borough of Manhattan, NY, during the study period was 14.8 (3.4) $\mu\text{g}/\text{m}^3$. The mean concentration of PM_{2.5} in the exposure chamber was 85 $\mu\text{g}/\text{m}^3$ (approximately 8-fold concentration from ambient Tuxedo

levels). Because the mice were exposed for 6 hours a day, 5 days a week, the equivalent PM_{2.5} concentration to which the mice were exposed to in the chamber normalized over the 6-month period was 15.2 µg/m³, which is close to the annual average PM_{2.5} National Ambient Air Quality Standard of 15 µg/m³.²³

Vasomotor Function

FIGURE 1 depicts responsiveness to the vasoconstrictors serotonin, phenylephrine, and the endothelium-dependent agonist acetylcholine in thoracic aortic segments. TABLE 2 details the half-maximal doses (constriction and dilation), peak constrictor, and vasodilator responses of the mice in all 4 groups. The mice fed

high-fat chow and exposed to PM_{2.5} demonstrated an increase in the half-maximal dose for dilation to acetylcholine with no changes in peak relaxation compared with the mice exposed to filtered air and fed high-fat chow and normal chow.

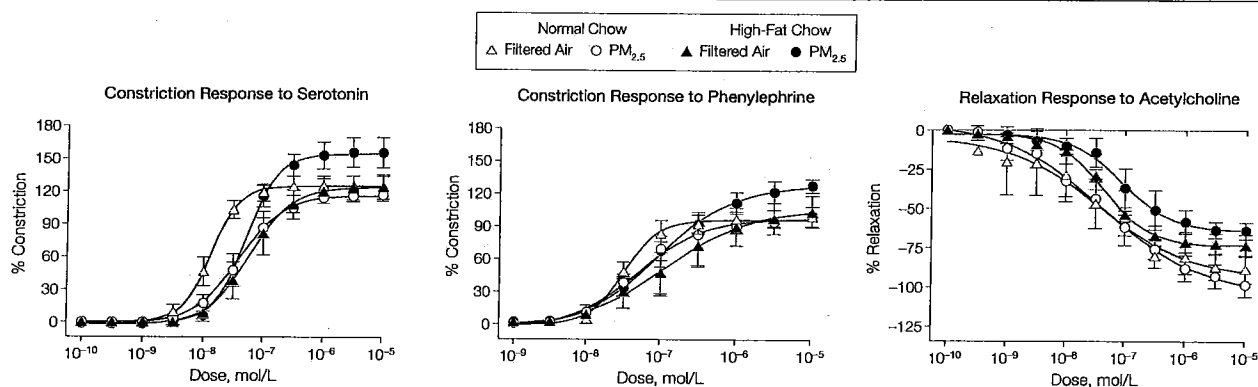
Atherosclerosis Burden With PM_{2.5}

In vivo MRI imaging of atherosclerosis burden in the abdominal aorta revealed significantly increased plaque burden in the mice fed high-fat chow compared with the mice fed normal chow (mean [SD], 34 [7] vs 23 [4] units; P<.001). Mean (SD) plaque areas in the mice exposed to PM_{2.5} and fed high-fat chow vs the mice exposed to filtered air and fed

high-fat chow were 33 (10) vs 27 (13) units, respectively (P=.10), although plaque areas in the mice exposed to PM_{2.5} and fed normal chow vs the mice exposed to filtered air and fed normal chow were 24 (14) vs 23 (13) units, respectively (P=.60).

FIGURE 2 provides representative sections from morphometric analysis of the aorta in the 4 groups and TABLE 3 provides composite plaque area by hematoxylin-eosin staining, lipid content by oil red-O staining, and macrophage infiltration by immunohistochemical staining in the aorta of the experimental groups. Macrophage infiltration was observed predominantly in the intimal and medial areas of the arterial wall and less so in the adventitial layers.

Figure 1. Mean Vasoconstriction of Aortic Rings in Response to Serotonin and Phenylephrine, and Vasorelaxation in Response to Acetylcholine



PM_{2.5} indicates concentrated ambient particles of less than 2.5 µm. Error bars represent SE. Values represent responses to graded doses of serotonin or phenylephrine expressed as a percentage of the peak response to 120 mEq/L of potassium chloride solution, or responses to graded doses of acetylcholine expressed as a percentage of preconstricted tension in response to serotonin. For serotonin and phenylephrine, P=.03 for mice exposed to PM_{2.5} and fed high-fat chow vs other 3 groups. For acetylcholine, P=.04 for half-maximal dose for dilation vs all other groups.

Table 2. Effects of PM_{2.5} and High-Fat Chow on Responses to Serotonin, Phenylephrine, and Acetylcholine

	Normal Chow		High-Fat Chow		P Value*
	Filtered Air	PM _{2.5}	Filtered Air	PM _{2.5}	
Serotonin					
Peak constriction, mean (SE), %	125.3 (3.4)	118.0 (4.3)	125.1 (7.5)	156.0 (5.6)	.03
EC ₅₀ , mean (SE) dose	1.3 (0.1) × 10 ⁻⁹	3.9 (0.1) × 10 ⁻⁹	5.7 (0.1) × 10 ⁻⁸	5.1 (0.1) × 10 ⁻⁸	.07
Phenylephrine					
Peak constriction, mean (SE), %	100.3 (2.9)	101.8 (4.3)	100.9 (2.9)	134.2 (5.2)	.03
EC ₅₀ , mean (SE) dose	3.2 (0.1) × 10 ⁻⁸	4.9 (0.1) × 10 ⁻⁸	1.1 (0.2) × 10 ⁻⁷	9.2 (0.1) × 10 ⁻⁸	.06
Acetylcholine					
Peak relaxation, mean (SE), %	-93.7 (-16.0)	-104.1 (-10.2)	-73.4 (-2.7)	-64.3 (-5.4)	.10
ED ₅₀ , mean (SE) dose	3.8 (0.4) × 10 ⁻⁸	4.3 (0.2) × 10 ⁻⁸	4.3 (0.1) × 10 ⁻⁸	8.9 (0.2) × 10 ⁻⁸	.04

Abbreviations: PM_{2.5}, concentrated ambient particles of less than 2.5 µm; EC₅₀, half-maximal dose for constriction; ED₅₀, half-maximal dose for dilation.

*Comparison by 1-way analysis of variance between the group of mice fed high-fat chow and exposed to PM_{2.5} vs the other 3 groups.

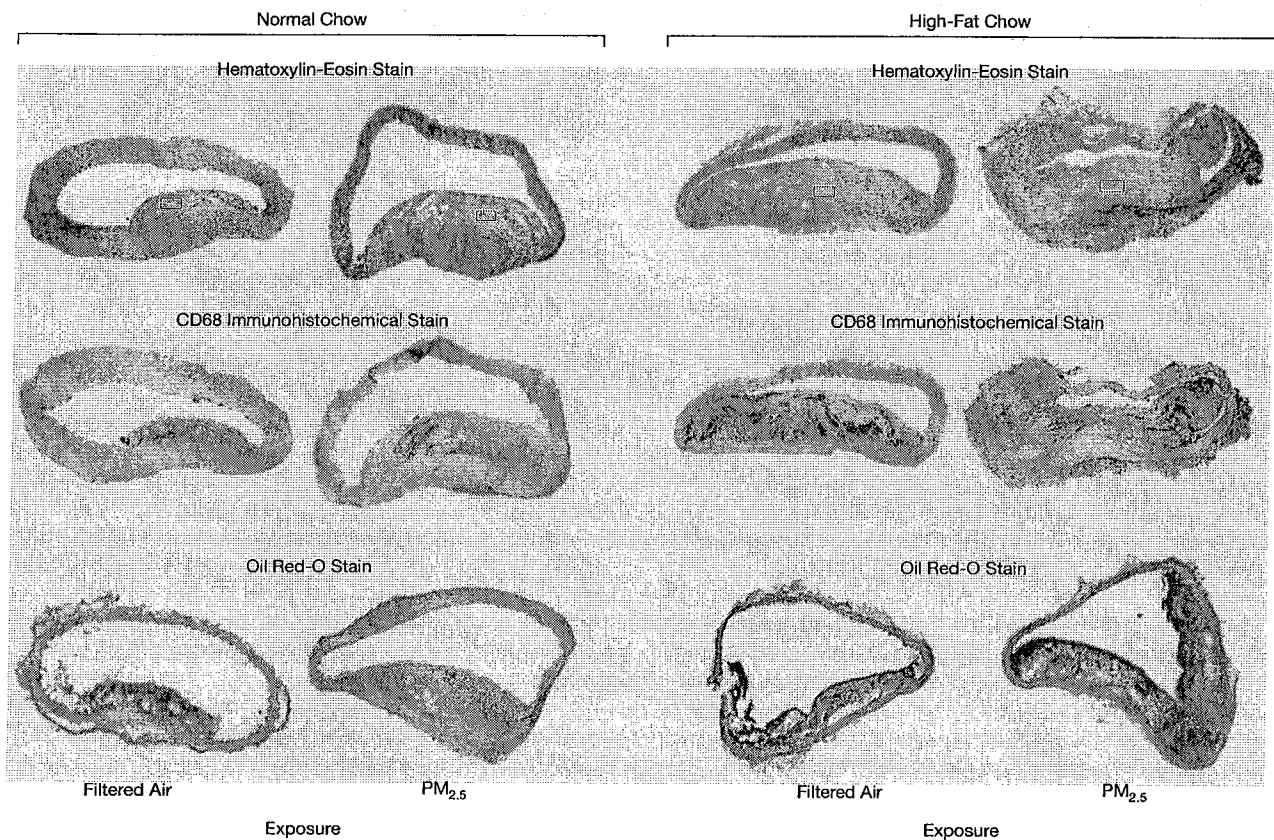
PM_{2.5} and Vascular Inflammation

A 2.6-fold higher inducible NOS content was apparent in the mice exposed to PM_{2.5} and fed high-fat chow com-

pared with the mice exposed to filtered air and fed high-fat chow (mean [SD], 13.0 [3.6] vs 4.9 [1.1]; 95% confidence interval [CI], 1.54-3.12; *P* < .001) and a

4-fold increase in the mice exposed to PM_{2.5} and fed normal chow compared with the mice exposed to filtered air and fed normal chow (3.2 [0.9] vs 0.8 [0.5]);

Figure 2. Representative Photomicrographs of Hematoxylin-Eosin Staining and CD68 Immunohistochemical Staining of Abdominal Aortic Sections, and Oil Red-O Staining of Aortic Arch Sections



PM_{2.5} indicates concentrated ambient particles of less than 2.5 µm. CD68 immunohistochemical staining from abdominal aortic sections were paraffin-embedded. Standard indirect biotin-avidin immunohistochemical analysis was performed. Brown chromogen indicates positive staining and hematoxylin was used for counter-staining. Original magnification ×100. Squares represent where the detection of 3-nitrotyrosine and inducible nitric oxide synthase were observed (see Figure 3).

Table 3. Analysis of Plaque and Immunohistochemical Staining Parameters*

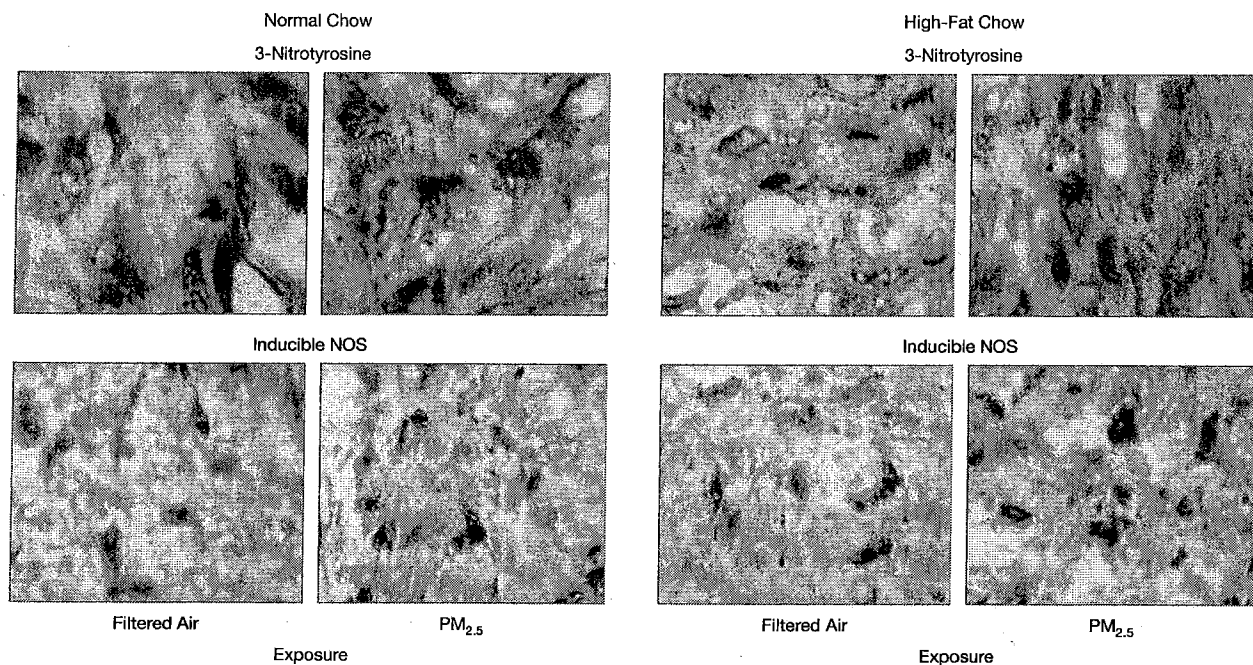
Staining	Normal Chow, Mean (SD)			High-Fat Chow, Mean (SD)		
	Filtered Air	PM _{2.5}	<i>P</i> Value†	Filtered Air	PM _{2.5}	<i>P</i> Value†
Plaque area, %	13.2 (8.1)	19.2 (13.1)	.15	26.2 (8.6)	41.5 (9.8)	<.001
Oil red-O	10.0 (4.1)	15.3 (11.8)	.13	20.0 (7.0)	30.0 (8.2)	.02
CD68	7.0 (2.2)	12.8 (3.7)	<.001	13.0 (1.4)	19.5 (4.5)	<.001
3-Nitrotyrosine	1.1 (0.8)	4.4 (1.5)	<.001	9.0 (2.5)	16.9 (4.9)	<.001
Endothelial NOS	0.6 (0.3)	1.1 (0.5)	.06	3.5 (0.7)	4.7 (1.1)	.07
Inducible NOS	0.8 (0.5)	3.2 (0.9)	<.001	4.9 (1.1)	13.0 (3.6)	<.001

Abbreviations: NOS, nitric oxide synthase; PM_{2.5}, concentrated ambient particles of less than 2.5 µm.

*Plaque area was analyzed from hematoxylin-eosin positive areas of aortic arch and oil red-O positive areas of abdominal aorta (composite score) and is expressed as a percentage.

Oil red-O staining was from thoracic aorta, and CD68, 3-nitrotyrosine, and inducible NOS staining was from abdominal aorta. The average value for at least 10 sections from each location in each animal was determined (n = 6 for high-fat chow, n = 8 for normal chow). Data are expressed as percentage of positive staining.

†Compared using *t* test.

Figure 3. Representative Photomicrographs of Immunohistochemical Detection of 3-Nitrotyrosine and Inducible NOS of Abdominal Aorta

PM_{2.5} indicates concentrated ambient particles of less than 2.5 μm; NOS, nitric oxide synthase. Original magnification ×100. Brown chromogen was used for staining and hematoxylin was used for counterstaining.

95% CI, 2.22-5.31; $P < .001$) (Table 3, FIGURE 3, and FIGURE 4), whereas no significant difference was observed between the groups for endothelial NOS staining (Table 3). In parallel with increased inducible NOS expression, more 3-nitrotyrosine was detected in the plaque from mice exposed to PM_{2.5} in both high-fat and normal chow groups (Table 3, Figure 3, and Figure 4). Lipid content in the aortic arch measured by oil red-O staining revealed a 1.5-fold increase in mice fed high-fat chow and exposed to PM_{2.5} vs mice fed high-fat chow and exposed to filtered air (30.0 [8.2] vs 20.0 [7.0]; 95% CI, 1.21-1.83; $P = .02$). In situ detection of reactive oxygen species in aortic sections revealed markedly increased hydrogen peroxide generation in the aorta of mice exposed to PM_{2.5} compared with mice exposed to filtered air. These radicals were abolished by preincubation of aortic sections with catalase, a superoxide dismutase mimetic 9-Mn[III] tetrakis-

4-benzoic acid porphyrin chloride, or a hydroxyl radical scavenger (mercaptopyropionyl glycine) (available from authors upon request).

COMMENT

In an animal model of apoE^{-/-} mice, we found that exposure to environmentally relevant concentrations of regional northeastern PM_{2.5} accelerates atherosclerosis. PM_{2.5} exposure also attenuates responsiveness to an endothelium-dependent agonist and heightens vasoconstrictor responsiveness. Additionally, vascular inflammation and protein nitration are prominent aspects of PM_{2.5}-mediated effects on the vasculature. Our findings provide a potential biological basis for the association between atherosclerosis-related events noted in time-series analysis and prospective population cohort studies.^{2,3,24} Data from these studies and other studies have revealed that the relationship between cardiovascular risk and PM_{2.5} is essentially linear across a

large range of concentrations without a discernible lower safe threshold concentration.⁶

Our results suggest that even seemingly low concentrations of PM_{2.5} exposure may have detrimental effects on the vasculature and bolster emerging data suggesting progression of carotid-intima media thickening, a commonly used surrogate for atherosclerosis.²⁵ The concentration used in our study (although enriched) when normalized over a 24-hour/7-day period is well within the range of PM_{2.5} concentrations that individuals living in urban areas such as New York City are exposed to, and thus has implications for the long-term impact of particulate matter exposure on urban populations.

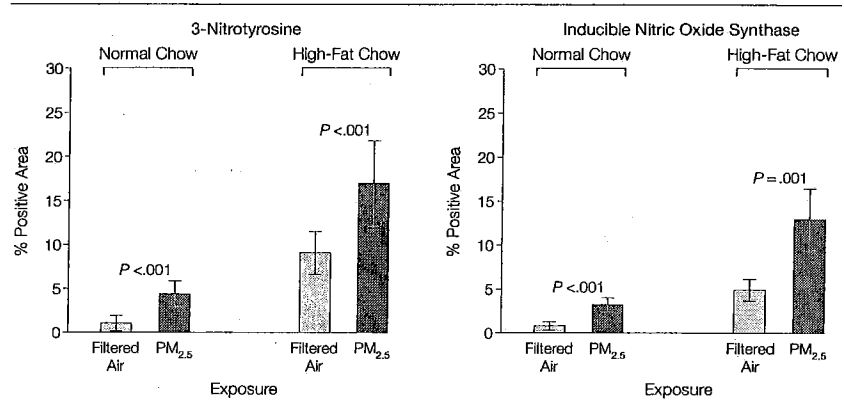
Potential of atherosclerosis with PM_{2.5} was noted in both the thoracic and abdominal aorta and was especially higher in response to high-fat feeding. The lack of an association between PM_{2.5} and certain aortic measurements in mice fed normal chow may be due to type II

error. Furthermore, the percentage increase in plaque burden with PM_{2.5} precisely paralleled the increase in macrophage and fatty infiltration noted in aorta, suggesting that these processes might be related. Although results from MRI of the abdominal aorta in the mice fed high-fat chow did not reveal a significant difference between those exposed to PM_{2.5} vs those exposed to filtered air, the trends supported an effect of PM_{2.5} on progression and, consistent with this, the overall composite plaque burden measured by morphometry revealed a significant impact of PM_{2.5} on progression with high-fat feeding. The use of MRI to assess aortic plaque burden in our study serves to provide proof of concept, in designing future studies on the impact of particulate matter exposure on atherosclerosis.²¹

Our study is in agreement with a prior study¹⁶ performed in rabbits linking air pollutants to atherogenesis and extends these observations to a chronic model system that more closely mimics the human context. Our study, however, differs from the rabbit study in several important respects. First, the rabbit study¹⁶ involved intrapharyngeal instillation of high concentrations of PM₁₀ (particles <10 μm), twice a week for 4 weeks. In contrast, our study used an inhalation exposure to PM_{2.5} over a 6-month period that may be relevant to populations inhaling low levels of PM_{2.5} and is therefore akin to chronic exposure in humans (assuming an overall life span in mice of 2-3 years). Second, a marked systemic and pulmonary inflammatory response was noted in the rabbit study.¹⁶ This suggests exposure to very high levels of particulate matter that may not exactly mirror the in vivo clinical context. In contrast, the mean concentrations of PM_{2.5} in our study were 72% of the ambient concentrations measured in mid-town Manhattan, NY, during the same period, and therefore provide a real world context for the relevance of our findings to the whole northeastern region and not only to the urban cores.

Our study design and methods are different from an earlier study published by our group.¹⁹ In our previ-

Figure 4. Mean Percentage Positive Areas of 3-Nitrotyrosine and Inducible Nitric Oxide Synthase of Mice Exposed to Either Filtered Air or PM_{2.5} and Fed Normal Chow or High-Fat Chow



PM_{2.5} indicates concentrated ambient particles of less than 2.5 μm. Error bars indicate SD.

ously reported study, which involved an entirely different animal cohort, we demonstrated a nonsignificant trend toward increase in aortic sinus plaque measurements in double knock-out mice (apoE^{-/-} and low-density lipoprotein receptor^{-/-}) but no differences in grossly discernible plaque in this model when mice were fed high-fat chow for 4 months.¹⁹ The complexity of the double knock-out model and the genotype interaction with PM_{2.5} and high-fat chow made definitive interpretation of these findings difficult, providing the basis for a simpler design using a commonly used animal model of atherosclerosis (apoE^{-/-}) in our study.

Responses to the endothelium-dependent agonist acetylcholine were attenuated in the PM_{2.5} and high-fat chow group but not in the filtered air and high-fat chow or normal chow groups, highlighting a possible interaction of PM_{2.5} with high-fat intake. Increases in reactive oxygen species, such as superoxide in the vessel wall with PM_{2.5} exposure, may have influenced concentrations of bioavailable nitric oxide leading to diminished responses to agonists. The heightened responses to the vasoconstrictors phenylephrine and serotonin may potentially reflect alterations in the nitric oxide pathway in conjunction with up-regulation of other endogenous vasoconstrictors.^{26,27} Our experiments suggest

the simultaneous generation of a number of radical species and is in agreement with prior studies demonstrating that PM_{2.5} pollution is a potent inducer of multiple free-radical species.²⁸ Prior experiments in animal models have demonstrated that even brief (<2 hours) exposure to PM_{2.5} results in generation of intracellular reactive oxygen species and activation of proinflammatory pathways.^{12,29} Although our study did not assess the contribution of various reactive oxygen species generating sources in the vessel wall, the striking increase in macrophages in the PM_{2.5}-exposed mice provides at least 1 putative pathway. Alternately, oxidant stress may be induced directly in the arterial wall in response to the constituents in PM_{2.5}, such as transition metal elements or other elements that may translocate beyond the alveoli.³⁰

Finally, it is possible that an inflammatory response in the lung (cells and circulating mediators) may result in activation of inflammatory cascades in the vessel wall and potentiation of atherogenesis.^{9,31,32} Irrespective of the mechanism through which vascular inflammation is provoked by air pollutants, increases in macrophage-derived reactive oxygen species in conjunction with increased expression of the high output enzyme inducible NOS may set the stage for production of the highly toxic radical species peroxynitrite.³³ In-

creased 3-nitrotyrosine residues, as noted in our study, represent the footprints of peroxy-nitrite generation and may lead to inactivation of a number of proteins that may be essential for maintenance of vascular homeostasis.³⁴

The PM_{2.5} concentrations during exposures in our study are environmentally relevant and are well within the range of concentrations attained in metropolitan areas. Importantly, the average exposure throughout the 24-hour period was well within the present-day National Ambient Air Quality Standards (<65 µg/m³ and close to the annual average of 15 µg/m³).⁶ These results suggest that repeated periods of short-term (eg, several hours) exposures to high particulate matter levels, such that may occur during rush hour traffic, is potentially capable of promoting progression of atherosclerosis, although the mean daytime particulate matter exposure concentration is within national recommendations. This may potentially have implications for the relevance of both the 24-hour and annual average National Ambient Air Quality Standards.

In conclusion, exposure to particulate matter alters vasomotor tone and potentiates atherosclerosis and vascular inflammation. These findings support the need for targeted studies that help delineate the precise constituents in particulate matter that confer this risk and the molecular pathways involved, and provide a fundamental basis leading to human population studies.

Author Contributions: Dr Rajagopalan had full access to all of the data in the study and takes responsibility for the integrity of the data and the accuracy of the data analysis.

Study concept and design: Sun, Lippmann, Chen, Rajagopalan.

Acquisition of data: Sun, Wang, Jin, Natanzon, Duquaine, Aguinaldo, Fayad, Chen, Rajagopalan.

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Administrative, technical, or material support: Sun, Wang, Jin, Natanzon, Aguinaldo, Fayad, Fuster, Rajagopalan.

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Editorials

Small Particles with Big Effects

The Clean Air Act directs the Environmental Protection Agency (EPA) to promulgate National Ambient Air Quality Standards (NAAQS) for particulate matter (PM) that are evidence-based and that protect the public health with "an adequate margin of safety," regardless of cost. The PM NAAQS, last revised in 1997, has recently been reviewed in a multi-year process, and initial recommendations for the next NAAQS were just made by the EPA. The latest proposal includes a slight tightening of the existing fine particle standard (for $PM_{2.5}$, i.e., particles $< 2.5 \mu m$ in aerodynamic diameter) and the addition of a standard for coarse PM in urban areas in the size range $PM_{10-2.5}$. The new recommendations, however, are not as stringent as recommended by the Agency staff and the Clean Air Scientific Advisory Committee (CASAC), which provides peer review and guidance on the NAAQS. We call for, as has the American Thoracic Society, a more stringent NAAQS than Administrator Johnson's proposal.

The PM NAAQS has a central role in the management of air quality in the United States. Particles have multiple sources, both natural and related to human activities, and the consequences of a new NAAQS are potentially sweeping. Consequently, the PM NAAQS is of great interest to stakeholders that include affected industries, municipalities, environmental groups, and nongovernmental organizations, particularly the American Lung Association, and the public generally. Over the six-year process leading to the most recent proposal for revision of the NAAQS, there has again been substantial discussion and controversy concerning the new scientific evidence since the prior NAAQS and the extent to which key uncertainties have been addressed. The new evidence is substantial, in part because Congress called for a national research agenda on PM that was to be developed by the EPA with guidance from a committee of the National Research Council (1).

PM has now been linked to a broad range of adverse health effects, both respiratory and cardiovascular, in epidemiologic and toxicologic research. The diversity of effects may reflect the complexity of airborne PM, which is made up of a rich mixture of primary and secondary particles. Combustion sources—vehicles, power generation, and industry—are major contributors to urban PM. Monitoring data show that $PM_{2.5}$ differs in concentration and characteristics across regions of the country, within urban areas and by season. The U.S. median annual average $PM_{2.5}$ concentration is $13 \mu g/m^3$ (range, $4-28 \mu g/m^3$), with higher levels in urban areas and in the eastern United States and California. Physical and chemical properties of PM have been postulated to be determinants of toxicity: for example, metal content, oxidative potential, or being in the ultrafine size mode ($< 0.10 \mu m$). Consequently, management of sources of more toxic particles may be critical to public health and effects of PM on health may vary across the country.

The primary impetus for the 1997 PM NAAQS and the current proposed revision has been epidemiologic evidence that associates PM with increased risk for mortality (2). Time-series studies reported in the early 1990s showed that day-to-day varia-

tion in PM concentration was associated with mortality counts (3). These studies in selected cities have now been followed by national-level time-series analyses in the United States and Europe that pool data from broad regions to produce national estimates of the effect of PM on daily mortality. For example, in 90 U.S. cities, the National Morbidity and Mortality Air Pollution Study (NMMAPS) estimated a 0.2% increase of all-cause mortality per $10 \mu g/m^3$ increase in PM_{10} (4). Risk was highest in the northeast and for cardiovascular and respiratory causes of death. Findings of follow-up studies, including most notably the Harvard Six Cities Study (5) and the American Cancer Society's Cancer Prevention (CPS) II Study (6), show that the resulting loss of life may be substantial. The World Health Organization estimated that inhalation of PM in ambient air causes 500,000 premature deaths per year. The time-series studies show a linear relationship between PM concentration and risk at concentrations measured routinely in many U.S. cities (7).

There is now a substantial, parallel literature on PM and morbidity. Studies have addressed PM and risk for hospitalization and other clinical outcomes and preclinical biomarkers (8). Since the 1997 PM NAAQS, there has been an explosion of research on cardiovascular consequences of exposure to PM (9) indicating short-term and long-term effects of PM on cardiovascular health.

Expanding toxicologic research indicates multiple mechanisms by which PM might cause disease. The evidence on $PM_{2.5}$ and cardiovascular health effects is illustrative of the complexity of underlying pathogenetic mechanisms (9): cardiovascular effects of PM exposure may result from systemic inflammation, autonomic effects, or accelerated atherosclerosis. Particles mobilize monocytes, band cells, and neutrophils from the bone marrow, elevate serum IL-1 β and IL-6, and upregulate endothelial adhesion molecules that recruit leukocytes into atherosclerotic plaques (10). After breathing $PM_{2.5}$ for 6 mo, ApoE atherosclerosis-prone knockout mice had an increased composite plaque area compared with controls breathing filtered air (11). In humans, a parallel association has been observed between carotid artery intimal medial layer thickening and estimated long-term exposure to particles (12). Effects of PM exposure on heart rate variability, an indicator of activity of the autonomic nervous system, have also been observed (9).

Numerous studies have shown that PM exposure activates inflammatory pathways in the respiratory system. For example, *in vitro* exposure of normal human bronchial epithelial (NHBE) cells stimulates release of oxidants, hemeoxygenase, cytokines, and upregulation of NF- κ B (13). Experimental 2-h human exposures to PM increases the numbers of neutrophils in lavage fluid (14). Direct instillation of particles collected in an area where a smelter was a principal pollution source of $PM_{2.5}$ increased neutrophils, cytokines, and oxidant species on lung lavage of the exposed volunteers one day later (15). In healthy volunteers and volunteers with asthma, diesel exhaust particles increased airway hyperresponsiveness to methacholine, airway resistance, and bronchial tissue mast cell, neutrophil, and lymphocyte counts (16). Diesel particulate caused airway inflammation 6 h later and increased immunohistochemical staining for MAP kinases, NF- κ B and AP-1. Simultaneous diesel exhaust and allergen exposure can mediate a Th2 switch.

In the face of the extensive evidence on PM and health and the strong mandate of the Clean Air Act for public health protection, the PM NAAQS proposed by Administrator Johnson appear lax. Based on the same evidence, the American Thoracic Society and other health organizations have recommended 12 and 25 $\mu\text{g}/\text{m}^3$ for the average annual and 24-h $\text{PM}_{2.5}$ standards, respectively. The proposed, less stringent standard does not protect the nation's health, as required by the Clean Air Act.

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Exhaled Breath Condensate pH Reflecting Acidification of the Airway at All Levels

Airway lining fluid acidification can and does affect airway function by numerous pathways, including damaging epithelial cells, increasing oxidative injury, decreasing ciliary motility, altering inflammatory cell recruitment and function, and triggering cough and bronchospasm (1). Airway acidification occurs when gastric acid is aspirated (2), and is a likely mechanism of lung injury associated with chlorine gas inhalation (3), which symptomatically behaves much like acute asthma. Acidification is a common event in inflamed fluids throughout the body, and it is reasonable to expect the same in the lung in asthma and other inflammatory airway diseases.

Obtaining direct data regarding airway lining fluid pH in health and, more particularly, in acute disease is fraught with difficulties arising from the poorly accessible and large surface area of the lungs, and the invasiveness of passing pH probes. Assays of the pH of exhaled breath condensate (EBC) therefore have been used in an attempt to overcome the nearly complete lack of understanding we have regarding this central, and therapeutically addressable, chemical characteristic of the airways in lung disease. EBC can be collected safely even from critically ill patients, and EBC pH has been found to be low in multiple lung diseases.

As with any assay or procedure, caution is warranted regarding the interpretation of EBC pH, and there needs to be awareness

of factors that can influence this measurement. That EBC acidification reflects lower respiratory tract disease is supported by several arguments: (1) low EBC pH is found in diseases of the lower airway and lung, such as asthma (4) and COPD (5), in which salivary acidification is not a known component; (2) low EBC pH is identified in samples collected from the isolated lower airway (6, 7) in endotracheally intubated, ill patients; and (3) EBC pH correlates with lower airway acidification measured directly by pH probe placed against the epithelium, at least in the cow (8).

It is clear that acidification of the airway at any level, including the hypopharynx, oropharynx, or tracheobronchial tree, could cause volatilization of acids that are then exhaled. In consideration of this potential for upper airway contamination, it is common practice to avoid collecting EBC samples within an hour of eating or drinking so as to prevent effects of acidic food or drink. In this issue of the *AJRCCM* (pp. 386-392), Effros and coworkers provide some data in an effort to directly support what was previously assumed: that salivary acids, in addition to lower airway acids, also could contribute to EBC acidification (9).

Exhaled breath passes through the hypopharynx and oropharynx unless there is an artificial airway. How can these portions of human anatomy then *not* have potential to contribute to exhaled breath assays? Certainly, if breath sampling were



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Stronger Standards for Particles Proposed

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(Washington, D.C.-12/21/05) To further improve public health across the country, EPA is proposing revisions to its national air quality standards for fine particle pollution (also called fine particulate matter) and from some coarse particles.

"Our nation's air is the cleanest it has been in over a generation and today's proposal begins our next step in the steady march toward cleaner air and healthier lives by addressing particle pollution," said EPA Administrator Stephen L. Johnson. "Armed with the Bush Administration's innovative clean air policies and the best available science we will continue to improve air quality and public health."

Particulate matter is a complex mixture of extremely small particles and liquid droplets. Particulate matter can be directly emitted, as in smoke from a fire, or it can form in the atmosphere from reactions of gases such as sulfur dioxide.

EPA is basing its proposal on an extensive review of thousands of scientific studies on the risks associated with exposure to particle pollution. The agency will also conduct an assessment of significant new studies before this rule is finalized.

The proposed revisions will address two categories of particulate matter: fine particles which are particles 2.5 micrometers in diameter and smaller; and "inhalable coarse" particles, which are particles between 2.5 and 10 micrometers (PM10-2.5).

Numerous studies have associated fine particulate matter with a variety of respiratory and cardiovascular problems, ranging from aggravated asthma, to irregular heartbeats, heart attacks, and early death in people with heart or lung disease. EPA has had national air quality standards for fine particles since 1997 and for coarse particles 10 micrometers and smaller (PM10) since 1987. Particle pollution can also contribute to visibility impairment.

The proposed revisions include the significant strengthening -- by nearly 50 percent -- of EPA's standards to protect the public from short-term exposure to high levels of fine particles. For fine particles, EPA is also taking comment on a range of annual and 24-hour standards, including strengthening these standards as well as retaining the standards at their present levels.

In addition, EPA is proposing a standard for reducing inhalable coarse particles, or PM10-2.5. For these particles, EPA is proposing a 24-hour standard of 70 micrograms per cubic meter. The standard would apply to airborne mixes of coarse particles that come from sources such as high-density traffic on paved roads and industry. The proposed standard would

not apply to mixes of coarse particles that do not pose much risk to public health, such as windblown dust and soils and agricultural and mining sources.

Reducing fine particles is a central element of the administration's comprehensive national clean air strategy. The Bush Administration has proposed Clear Skies legislation and issued a number of rules that will make significant strides toward reducing particles regionally and nationally -- the Clean Air Interstate Rule to reduce emissions from power plants in the eastern United States; the Clean Diesel Program to reduce emissions from highway, nonroad and stationary diesel engines across the country; and the Clean Air Visibility Rule to reduce emissions near national parks.

In a separate but related action, EPA is proposing amendments to its national air quality monitoring requirements, including those for monitoring particle pollution. The changes will help EPA, states and local air quality agencies in their efforts to improve public health protection and inform the public about air quality in their communities, and they will allow air quality regulators to take advantage of improvements in monitoring technology.

EPA is seeking comments on a number of alternative levels for the PM standards, including retaining the current standards. The agency will take public comment for 90 days following publication of the proposal in the Federal Register and will hold three public hearings.

The Clean Air Act requires EPA to periodically review air quality standards to ensure they provide adequate health and environmental protection and to update those standards if necessary. EPA last updated the particle standards in 1997. This proposed rule covers only the air quality standards for particle pollution. It does not address all of the issues involved in implementing a new standard, such as designating what areas are or are not attaining any new standard, and determining the best and most cost-effective implementation strategies. EPA and the states will address those in later actions.

For additional information on today's action, visit EPA's Web site at: <http://www.epa.gov/air/particles/actions.html> For information on particle pollution, visit: <http://www.epa.gov/air/particles>

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Weight of the Evidence or Wait for the Evidence? Protecting Underground Miners From Diesel Particulate Matter

A coalition of mine operators has used a variety of tactics to obstruct scientific inquiry and impede public health action designed to protect underground miners from diesel particulate matter. These workers are exposed to the highest level of diesel particulate matter compared with any other occupational group.

This case study profiles a decade-long saga of the Methane Awareness Resource Group Diesel Coalition to impede epidemiological studies on diesel exhaust undertaken by the National Institute for Occupational Safety and Health and the National Cancer Institute, and to derail a health standard promulgated by the Mine Safety and Health Administration. The case study highlights the coalition's mastery of legislative, judicial, and executive branch operations and the reaction of policymakers. (*Am J Public Health*. 2006;96:271-276. doi:10.2105/AJPH.2005.064410)

Celeste Monforton, MPH

AT MANY US UNDERGROUND metal and nonmetal mines, the equipment needed to extract the limestone, gold, silver, salt, or other ore is powered by diesel engines. For the 18 000 miners who work in this confined underground world, exposure to diesel exhaust and particulate matter is just part of the job. They work in poorly ventilated environments, and traditionally this industry has relied on dated, highly polluting engines.

Exposed miners complain about acute health effects from the high levels of diesel exhaust, such as headaches and flulike symptoms. According to 1 miner, "Some of the stresses you can feel—you don't need a gauge to measure this—your burning eyes, nose, throat, your chest irritation. The more you're exposed to, the higher this goes."¹ There are about 200 of these underground metal and nonmetal mines in the United States, located in 30 states.² The vast majority of the workers are not represented by a labor organization.³

The emissions from diesel engines are a complex mixture of compounds containing gaseous and solid (particulate) fractions. Diesel particulate matter (DPM) is less than 1 μm in diameter, small enough to penetrate deep into the lungs.⁴ DPM contains a carbon core and a surface that adsorbs polycyclic aromatic compounds that include many

known carcinogens. The specific composition of the diesel exhaust and the particulate fraction varies depending on the engine type and its maintenance, type of fuel, and exhaust treatment devices.⁴

In an industrial hygiene survey of 27 underground metal and nonmetal mines, the US Department of Labor's Mine Safety and Health Administration (MSHA) recorded 8-hour time-weighted average exposures (i.e., personal exposures) ranging from 100 $\mu\text{g}/\text{m}^3_{\text{TC}}$ (where TC=total carbon) to more than 3500 $\mu\text{g}/\text{m}^3_{\text{TC}}$.^{5,6} Samples collected in different production areas of the mine (i.e., area samples) revealed similar results.⁵ The mean full-shift exposure in the production area of these 27 mines was 808 $\mu\text{g}/\text{m}^3_{\text{TC}}$.⁷ In comparison, in 12 southern California communities, mean annual average exposures to particulate matter less than 2.5 μm in diameter ranged from 5 to 30 $\mu\text{g}/\text{m}^3$.⁸

A variety of adverse health effects are associated with exposure to diesel exhaust and particulate matter, from acute short-term effects to cancer and cardiovascular and cardiopulmonary disease. The evidence for excess risk of lung cancer includes studies of railroad workers,^{9,10} workers in the trucking industry,¹¹⁻¹³ and other workers exposed to diesel emissions.^{14,15} The evidence linking exposure to diesel exhaust and particulate matter to

adverse health effects continues to mount.¹⁶⁻²⁰

SCIENTIFIC EVIDENCE PROMPTS FEDERAL AGENCIES TO ACT

In 1988, the US Department of Health and Human Services' National Institute for Occupational Safety and Health (NIOSH) recommended that whole diesel exhaust be regarded as a potential occupational carcinogen.²¹ That same year, a MSHA advisory committee issued a report on safety and health concerns related to the use of diesel-powered equipment in underground coal mines (Mine Health Research Advisory Committee. Final report of use of diesel in underground mines. April 30, 1985. Available from author). The report recognized the potential health hazards associated with underground miners' exposure to diesel exhaust but also acknowledged some inadequacies in the exposure and health effects data. Consequently, MSHA asked NIOSH to assist with research and a risk assessment characterizing underground miners' exposure to DPM.²² In 1992, NIOSH and the National Cancer Institute (NCI) began an analysis to determine the feasibility of an occupational mortality study of workers exposed to diesel exhaust. The study most directly affects metal and nonmetal miners but has value for any workers exposed to diesel exhaust and potentially the general public. The study

proposed a cohort mortality study of underground miners and a nested case-control study of lung cancer. This group of workers was selected because they were exposed to high concentrations of diesel engine exhaust, it was possible to make reasonable estimates of past exposure and control for potential confounding variables, and the cohort was large enough to achieve adequate statistical power. With some modifications, NIOSH and NCI determined the study would be feasible.²³

INDUSTRY COALITION OBSTRUCTS NIOSH/NCI STUDY

By 1995, scientists at NCI and NIOSH developed a study protocol and initiated peer review of the protocol.²³ This progress was notable but not necessarily welcome by some mining companies. MSHA had already signaled its intention to regulate miners' exposure to DPM, and the mining allies did not want a government-sponsored study that might add to the mounting evidence of the adverse health effects of DPM. The Methane Awareness Resource Group (MARG) Diesel Coalition,²⁴ led by attorneys from Patton Boggs LLC, launched their assault on the epidemiological study.

MARG Strategy 1: Stop the Study Before It Begins

MARG's first attempt to halt the NIOSH/NCI diesel study began with objections to NIOSH's process for peer reviewing the study protocol. MARG argued that NIOSH's peer reviewers were acting as an advisory committee, as defined by the Federal Advisory Committee Act,²⁵ but

had not been established or administered accordingly. The MARG coalition used this as a reason to file suit in federal court to halt commencement of the study, asserting that the procedural problems compromised the peer review.

MARG also took its allegations to allies in the legislative branch and successfully lobbied to have NIOSH and NCI chastised by lawmakers. In September 1996, the following appeared in a Senate Appropriations Committee Report:

"Concerns have been brought to the attention of the Committee regarding the design of a multiyear study . . . examin[ing] the health effects of diesel fumes on workers in underground noncarbon mines. The Committee . . . urges the Director of NIOSH and the NCI to make certain that the study meets the highest standard of scientific peer review in order to ensure that it provides a definitive answer to the question of whether diesel exhaust adversely affects the health of workers."²⁶

To remedy the situation, the NIOSH director transferred responsibility for reviewing the study protocol to a preexisting Federal Advisory Committee Act-authorized committee, the NIOSH's board of scientific counselors. If MARG had a bona fide concern about the legitimacy of the original peer reviewers, the director's action should have resolved it. Instead, MARG amended its legal complaint, questioning the Federal Advisory Committee Act legality of NIOSH's board of scientific counselors.

The district court rejected MARG's claims, but the coalition appealed to the US Court of Appeals for the Fifth Circuit. The higher court upheld most of the district court's decision, except

they agreed with MARG that NIOSH had failed to file the board of scientific counselors' charter with the appropriate congressional oversight committee. The justices noted that

"this seems to have been an understandable mistake. While the House Committee on Commerce has jurisdiction over HHS, the Committee on Education and the Workforce has jurisdiction over NIOSH, and therefore, was the committee where the [board of scientific counselors] charter had to be filed."²⁷

The appeals court instructed the district court "to determine an appropriate remedy"²⁸ for the Department of Health and Human Services' charter-filing mistake.

MARG Strategy 2: Control the Release of the Study Findings

A legal brief filed by the Department of Health and Human Services offered a straightforward remedy: file the board of scientific counselors charter and documents related to the peer review with the appropriate congressional committee.²⁹ In contrast, a MARG brief filed in 1999 had a punitive tone, urging the district court to take "strong and meaningful" injunctive relief.³⁰ MARG's brief also included affidavits the coalition had solicited from congressmen William Goodling (R-Pa) and Cass Ballenger (R-NC), the chairmen of the House Committee and Subcommittee, respectively, with jurisdiction over NIOSH. Their affidavits stated:

" . . . we urge the Court to Order the following actions: (a) immediate and continuous full data disclosure to any interested parties . . . (b) immediate and continuous review of the . . . data generated and draft reports by an independent, non-government group of experts . . . (c) submission of all requested data, and all draft reports, publications and

draft results or risk notification materials to the US House of Representatives Subcommittee on Health and Safety for review and approval prior to finalization and release, and/or publication and distribution" (affidavit of Cass Ballenger, May 4, 1999, and affidavit of William F. Goodling, May 6, 1999 [available from author]).

In March 2000, the district court ordered NIOSH to

"submit to the US House of Representatives Committee on Education and the Workforce all Diesel Study data requested by the Committee, as well as all draft reports, publications, and draft results or risk notification materials prepared in connection with the Diesel Study, for review and approval prior to finalization and release and/or publication and distribution of such materials" [emphasis added] (order by Richard T. Haik, US district judge, March 10, 2000 [available from author]).

Understandably, the Department of Health and Human Services appealed the district court's decision, and the court of appeals agreed that the ruling was too extreme. "The district court's order is tantamount to a use injunction because it authorizes the Committee to prevent the study's publication."²⁷ They reminded the lower court and the litigants that MARG had received "notice that the [board of scientific counselors] was reviewing the study protocol and were informed of and invited to every meeting of the [board of scientific counselors] panel."²⁸ The case was remanded to the district court, which amended its order with the following:

"Defendants shall refrain from publicly releasing information submitted to the Committee until 90 days after it is submitted to the Committee" (order by Richard T. Haik, US district judge, June 5, 2001 [available from author]).

This June 2001 court order continues to govern the NIOSH/NCI Diesel Study.

MARG OPPOSES MSHA DPM RULE

Notwithstanding their efforts to halt the NIOSH/NCI study and then control release of the results, MARG simultaneously attempted to use the pendency of the study as a rationale for halting regulatory action to protect miners' health. In October 1998, MSHA published a proposed rule to protect underground metal and nonmetal miners from DPM.³¹ MSHA documented that this population of workers was exposed to extremely high levels of DPM, that the exposures were associated with severe adverse health effects, and that feasible controls (e.g., low-sulfur fuels, routine engine maintenance, particulate filters, modern engines, and ventilation) were available to protect miners' health.

Health standards promulgated by MSHA, like its sister agency the Occupational Safety and Health Administration (OSHA), must "adequately assure on the basis of the best available evidence that no miner will suffer material impairment of health or functional capacity . . . even if such miner has regular exposure . . . for the period of his working lifetime"³² [emphasis added]. The architects of these laws clearly recognized that scientific knowledge is forever evolving and new information is always on the horizon. These statutes demand action by MSHA and OSHA to protect workers' health when credible evidence of harm exists, even if the exact nature or magnitude of the harm is not fully understood.³³

For the most part, mining industry representatives opposed the health standard proposed by MSHA. They argued that the scientific evidence justifying the rule was incomplete and accused the agency of acting prematurely. The mining industry representatives often referred to the NIOSH/NCI mortality study and urged MSHA to forego issuing a regulation until its completion.³⁴ They also went back to their allies in Congress, lobbying to have the following language included in a 1999 House Appropriations Committee report:

"The Committee believes that the promulgation of a proposed rule on diesel exhaust should be informed by the ongoing NIOSH/NCI study of Lung Cancer and Diesel Exhaust among Non-Metal Miners."³⁵

In writing and at public hearings before Department of Labor officials, MARG representatives reported that they were participating cooperatively with NIOSH and NCI researchers on the diesel study and suggested that their group eagerly awaited the study results. These public remarks and written comments neglected to mention their relentless efforts to halt the study.

Clinton Administration Issues Rule to Protect Miners From DPM

After several years of a public rulemaking process, MSHA issued its DPM rule in January 2001.³⁶ The agency's quantitative risk assessment described 47 epidemiological studies, with 41 showing some degree of association between occupational exposure to DPM and lung cancer.³⁷ The estimates of excess lung cancer deaths for a working lifetime at the mean full-shift exposure

level (i.e., 808 $\mu\text{g}/\text{m}^3_{\text{TC}}$) ranged from 83 to 800 per 1000 exposed workers.

MSHA's health standard was designed to reduce exposures in underground metal and nonmetal mines to eventually 160 $\mu\text{g}/\text{m}^3_{\text{TC}}$. At this lower full-shift exposure limit, the agency still estimated at least 15 excess lung cancer deaths per 1000 miners exposed over a working lifetime.³⁸ In assessing the risk, MSHA acknowledged the importance of the NIOSH/NCI study but asserted that in light of the overwhelming existing evidence of adverse health effects, it could not legally wait for the results.

For both MSHA and OSHA, selecting the appropriate exposure limit is a 2-step process. First, the agency needs to demonstrate that the new health standard will eliminate or reduce a "significant risk," which has been interpreted to mean a cancer risk of 1 in 1000 workers.³⁹ On the basis of this assessment, the scientific evidence will point to an exposure limit that will protect workers to this threshold.

Step 2, however, drives the decision, as the agencies are required to set an exposure limit that is technologically and economically feasible for the industry as a whole.⁴⁰ As a result, in some occupational health standards, there remains a significant risk of harm despite the existence of a workplace regulation.⁴¹ In issuing its 2001 standard, MSHA was explicit that it would not eliminate the significant risk of harm to miners but would simply reduce their exposures to levels comparable to those of other highly exposed groups of workers.

The most protective provisions of the rule established a limit on the concentration of

DPM permitted in miners' underground work environment, specifically an interim exposure limit of 400 $\mu\text{g}/\text{m}^3_{\text{TC}}$ (effective July 2002 through December 2005) and a final limit of 160 $\mu\text{g}/\text{m}^3_{\text{TC}}$ that would take effect in January 2006. MSHA estimated the annual cost to the affected mines would be, on average, \$128 000 per year; an expense less than 1% of annual revenue.⁴²

MSHA's rule drew immediate legal challenge from MARG and some mining companies.

BUSH ADMINISTRATION ACQUIESCES TO INDUSTRY DEMANDS TO DELAY THE RULE

MARG and other mine operators claimed that MSHA's rule was not feasible, and a sympathetic Bush administration capitulated to the industry. MSHA delayed enforcement of the exposure limit and other provisions^{43,44} and reopened the rule to propose a number of changes favored by the industry. MSHA also asked for public comment on "an appropriate DPM limit,"⁴⁵ signaling its willingness to revisit its determination that the 160 $\mu\text{g}/\text{m}^3_{\text{TC}}$ exposure limit was feasible for the mining industry. The public record was open until late October 2003, and the industry used the opportunity to press for changes that would weaken the existing rule.

MARG Uses NIOSH/NCI Study to Make Mischief With MSHA's DPM Rule

In early November 2003, while MSHA was reviewing its latest round of public comments, NIOSH and the NCI held a public meeting to discuss the progress of the diesel study. The

audience was composed primarily of representatives of the mining industry, including members of MARG. The government scientists made presentations using PowerPoint slides, but they emphasized that their analyses were incomplete, and notations on the slides stated "information from an incomplete dataset." Several audience participants requested copies of the visual aids, and NIOSH agreed to provide them. The researchers indicated that the data collection phase of the study was nearly complete and analyses of the data were under way.

Two months after the NIOSH/NCI public meeting, the attorney representing MARG sent an e-mail message to MSHA's assistant secretary and forwarded a report entitled "Characterization of Lung Cancer in Cohort Studies and a NIOSH Study on Health Effects of Diesel Exhaust in Miners." The MARG attorney described the report as critically important to the ongoing MSHA's DPM rulemaking and requested that the rulemaking record be reopened to allow consideration of it. MARG claimed that the report "demonstrates that the initial review of data from the NIOSH study . . . does not show any excess of lung cancers above the expected rate for the general population" (H. Chajet, e-mail to Dave Lauriski, assistant secretary for MSHA, transmitting a copy of a report by Gerald R. Chase, January 5, 2004. Available from author.)

The author did not have the primary study data, but merely extracted numbers from the PowerPoint slides used by NIOSH and NCI researchers at the November 2003 public meeting to generate an "analysis."

A table was created showing a preliminary count of eligible members of the cohort and an initial count of lung cancer deaths.

As the NIOSH and NCI researchers noted during their presentation, the PowerPoint slides did not include any exposure information (e.g., dose, person-years of exposure) but merely illustrated the government scientists' progress in obtaining the key data for their analysis. Chase relied on the preliminary count of 231 lung cancer deaths from a preliminary cohort of 2365 miners to conclude that the 9.8% rate of lung cancer deaths could have occurred by chance.⁴⁶ To support his conclusion, he compared his percentage calculation to "selected percentages of lung cancer deaths among White males for the US and Wyoming for 1995."⁴⁶

Unfortunately, epidemiology is more complex. As one worker advocate noted,

"It would be wonderful if Dr. Chase's methodology could actually produce valid results. We could then avoid all the time and expense of real cohort mortality studies. Just count the death certificates, look up whatever state or county rates support your conclusions, and proceed directly to publication."⁴⁷

Despite the questionable value of the Chase report, MSHA responded favorably to MARG's request and reopened the DPM rulemaking record.⁴⁸ Representatives of mining interests used the Chase report to repeat their assertions that MSHA's DPM rule was not based on "sound science." They asserted that the Chase report

"proves the validity of the [industry's] earlier comments submitted to the record that

MSHA's exposure limits were not justified by the agency's faulty risk assessment, not by any credible scientific evidence. Dr. Chase's conclusion supports the urgent need to delete the final 160 $\mu\text{g}/\text{m}^3_{\text{TC}}$ exposure limit" scheduled to take effect in 2006.⁴⁹

MSHA received input from 14 organizations during the comment period, but noticeably absent from the submissions were comments from NIOSH or NCI. The researchers involved in the diesel study may have wanted to prepare a rebuttal; however, under the order issued by the federal district court in June 2001 (order by Richard T. Haik, US district judge, June 5, 2001; available from author), NIOSH would have been required to submit its comments first (and at least 90 days in advance) to the House of Representatives. MSHA's comment period on the Chase report was only open for 45 days. The government scientists most capable of responding to the MARG-sponsored report were excluded from the process.

Assaults by MARG Influence MSHA Action, and Miners' Health Suffers

For nearly a decade, an alliance of mining firms, led by the MARG Diesel Coalition, has employed a variety of tactics to impede scientific research on and public health protections for workers exposed to high levels of DPM. The tactics include the following:

- Using the courts to delay progress on epidemiological studies and to impose unprecedented demands on public health scientists for advance access to data and documents
- Appealing to members of Congress, receiving assistance and

endorsements from legislators for their campaign to oppose health protections for workers

- Using all means to access agency officials to advance their views and reiterate their claims of scientific uncertainty and regulatory infeasibility

MARG success is not without consequence. At some metal and nonmetal mines, in particular those affiliated with MARG, workers are being exposed to extremely high levels of DPM despite a regulation that requires employers to reduce that exposure. At 1 gold mine, full-shift exposures are as high as 994 $\mu\text{g}/\text{m}^3_{\text{TC}}$.⁵⁰ At another, the sample results ranged from 660 $\mu\text{g}/\text{m}^3_{\text{TC}}$ to 1940 $\mu\text{g}/\text{m}^3_{\text{TC}}$.⁵¹ Although these exposures are well above the permissible level, there is no record of an MSHA citation for these violations. Could it be that MARG's watchful eye makes MSHA uneasy about enforcing the DPM standard?

At mines not associated with MARG, however, the situation for DPM-exposed miners has improved. A salt mine near Wichita, Kan, for example, has reduced DPM exposures to the 40- to 80- $\mu\text{g}/\text{m}^3_{\text{TC}}$ range, compared with concentrations as high as 700 $\mu\text{g}/\text{m}^3_{\text{TC}}$ when MSHA's rule first took effect.⁵² This mine operator now uses soy-based fuel to run his underground equipment (personal telephone communication with Max Liby, Hutchinson Salt Company, May 12, 2005). Other companies have realized similar success with alternative fuels, filters, ventilation, and new engines.⁵³

It has been 10 years since NIOSH/NCI developed the protocol for the miners' mortality study. MARG succeeded in its

effort to delay progress on the study and will now have an unprecedented opportunity to influence the content and release of the findings. Meanwhile, a legally promulgated DPM standard is on the books but enforced inconsistently by MSHA. The posturing by MARG, some mining companies, and MSHA goes on in air-conditioned offices while underground miners continue to breathe the highest level of diesel exhaust of any workers in the country.

POSTSCRIPT

In the months since this article was written, MARG continued its efforts to derail health protection for DPM-exposed underground miners. In August 2005, individuals affiliated with MARG met with staff from the White House Office of Management and Budget to discuss MSHA's DPM rule.⁵⁴ The details of the conversation are not available to the public. On September 7, 2005, MSHA published a notice in the *Federal Register* proposing to postpone the effective date for the 160- $\mu\text{g}/\text{m}^3$ TC exposure limit from January 2006 until January 2011.⁵⁵ ■

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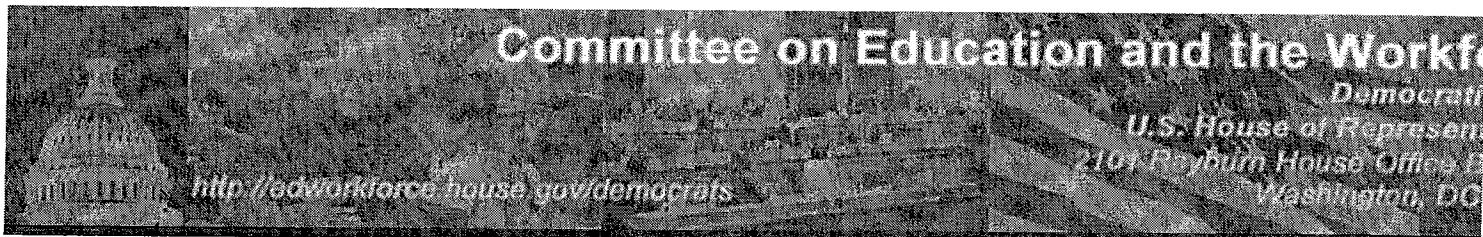
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40. Both the Occupational Safety and Health Act of 1970 and the Mine Act of 1977 require the secretary of labor to consider "the feasibility of the standard," and the matter of economic and technological feasibility of workplace health standards was directly addressed by the Supreme Court in *American Textile Manufacturers Institute v Donovan*, 452 US 490 (1981).
41. For example, OSHA's 1,3-butadiene standard reduced the exposure limit from 5 to 1 ppm. OSHA's quantitative risk assessment noted that the excess risk of cancer at the 1 ppm level ranged from 1.3 to 8.1 per 1000 workers. 61 *Federal Register* 56746 (1996); in OSHA's methylene chloride rule, the new 25-ppm exposure limit estimated a remaining excess cancer risk of 1.7 to 3.62 per 1000. 68 *Federal Register* 1494 (1997); OSHA's 1994 asbestos standard, which reduced the 8-hour time-weighted average permissible exposure limit to 0.1 fiber/cc of air, estimated a remaining excess cancer risk of 3.4 per 1000. 59 *Federal Register* 40964 (1994).
42. Diesel particulate matter exposure of underground metal and nonmetal miners, final rule. 66 *Federal Register* 5884-5899 (2001).
43. Diesel particulate matter exposure of underground metal and nonmetal miners, final rule, stay of effectiveness. 67 *Federal Register* 47296 (2002).
44. *Metal and Nonmetal Interim Diesel Particulate Matter (DPM) Standard Compliance Guide Q&As* (questions 12, 13, 14). Washington, DC: US Department of Labor, Mine Safety and Health Administration; 2003.
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48. Diesel particulate matter exposure of underground metal and nonmetal miners, proposed rule, limited reopening of comment period. 69 *Federal Register* 7881 (2004).
49. Sharpe J and Viars B. Letter to Marvin Nichols, director, Office of Standards, Variances and Regulations, from the National Stone, Sand and Gravel Association, providing comment on MSHA's February 20, 2004 *Federal Register* notice, April 5, 2004. Available at: <http://www.msha.gov/regs/comments/03-20190/AB29-COMM-49.pdf>. Accessed January 21, 2005.
50. Newmont Mining Corporation, Carlin East mine, Mine ID No. 2602271. Air samples taken by MSHA inspector in March 2005. MSHA provides access to mine-specific exposure data and other enforcement records at: <http://www.msha.gov/drs/drshome.htm>. Accessed October 15, 2005.
51. Newmont Mining Company, Chukar mine, Mine ID No. 2602481. Air samples taken by MSHA inspector in April 2005. MSHA provides access to mine-specific exposure data and other enforcement records at: <http://www.msha.gov/drs/drshome.htm>. Accessed October 15, 2005.
52. Hutchinson Salt Company, Hutchinson mine, Mine ID No. 1400412. MSHA provides access to mine-specific exposure data and other enforcement records at: <http://www.msha.gov/drs/drshome.htm>. Accessed October 15, 2005.
53. MSHA provides access to mine-specific exposure data and other enforcement records at: <http://www.msha.gov/drs/drshome.htm>. See improvement in DPM exposure at these and other mines using MSHA's data retrieval system, Global Stone, Marble Hill mine, Mine ID No. 0901038; M&M Lime Company, Inc, Mine ID No. 3604403; Martin Marietta, Durham Hill Mine and Mill, Mine ID No. 1301225; Intrepid Potash, Mine ID No. 2900170.
54. The industry representatives were Jim Burrige of FMC Corporation, Bruce Watzman of the National Mining Association, and Henry Chajet of Patton Boggs LLP. A notice about the meeting is posted on OMB's Office of Information and Regulatory Affairs' Web site at: <http://www.whitehouse.gov/omb/oir/1219/meetings/458.html>. Accessed October 14, 2005.
55. Diesel particulate matter exposure of underground metal and nonmetal mines; proposed rule. 70 *Federal Register* 53280 (2005).



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NEWS From

CONGRESSMAN GEORGE MILLER

7th District, California

Committee on Education & the Workforce, Ranking Member

Committee on Resources, Member

Democratic Policy Committee, Chairman

Lawmakers Urge Labor Department Not To Scrap Plan to Protect Mine Workers From Diesel Fumes

Key Safety Measure Was to Take Effect Tomorrow

Thursday, January 19, 2006

WASHINGTON, DC -- The Bush Administration has moved to delay the implementation of a federal regulation that would reduce mine workers' risk of getting cancer or heart disease from diesel fumes. The final phase-in of the regulation was meant to take effect tomorrow, but the Administration has delayed it by four months while it considers delaying it by five years, until 2011.

Citing the greatly increased risk of disease associated with diesel fumes, Democratic lawmakers in the U.S. House of Representatives sent a letter to U.S. Labor Secretary Elaine Chao late yesterday urging her to stop delaying the full implementation of the regulation, and instead implement it immediately.

Workers in underground metal and nonmetal mines -- such as salt, limestone, gold, and silver mines -- often use diesel-powered equipment that emits fumes containing fine particles known as "diesel particulate matter." Researchers have concluded that exposure to these particles in the average metal or nonmetal mine over an eight-hour period can be anywhere from 27 to 162 times the level of exposure on the streets of Los Angeles over a one-year period. Research has also shown -- overwhelmingly -- that such exposure to diesel particulate matter can greatly increase the risk of a range of illnesses, from headaches to cancer and heart disease.

Near the end of its second term, the Clinton Administration had finalized regulations that included a critical provision to help reduce mine workers' exposure to diesel particulate matter inside metal and nonmetal mines. The regulations, adopted in 2001, had a five-year phase-in, providing an interim exposure limit from 2002 to 2005 and a stronger final exposure limit to take effect in January 2006. The full implementation of these limits has been racked by delays. The interim rule took effect in 2003, after a one year delay.

The final phase-in, providing mines with exposure limits on par with those experienced by other workers, was not set to take effect until tomorrow, January 20, 2006, in order to give the industry ample time to prepare for it. But in September 2005, the Bush Administration placed a notice into the Federal Register (which tracks proposed federal regulations) that it proposed to delay implementation of the

exposure provision until 2011. In order to consider the proposed five-year delay, the Bush Administration also chose to delay the January 20, 2006, effective date by four months.

"That's four more months – and possibly five more years – of miners inhaling toxic fumes that they needn't be inhaling. Unfortunately, the Bush Administration and mining industry lobbyists don't seem to mind the wait," said Representative George Miller (D-CA), the senior Democrat on the House Education and the Workforce Committee and one of the lawmakers who wrote to Chao yesterday. "The Sago Mine tragedy highlighted the fact that much more can and should be done to keep mine workers safe, from working to prevent explosions to reducing workers' risk of getting sick."

"High levels of diesel fumes can sicken and kill workers who are exposed to them. The Clinton Administration's plan would have reduced workers' exposure without adding overly onerous burdens on the mining industry, but now the Bush Administration has undercut them. Time and time again, the Administration has moved to weaken and delay the full implementation of these rules, putting the interests of its corporate allies ahead of the health and safety of workers. That is shameful, and for the well-being of American mine workers, the Administration should implement these protections right away, tomorrow, as the law had required," said Miller.

Representative Major Owens (D-NY), the ranking Democrat on the Subcommittee on Workforce Protections, and Dennis Kucinich (D-OH), a member of the Education and the Workforce Committee, also signed the letter to Chao.

According to Celeste Monforton, a researcher at George Washington University who studies mine safety issues, there are 18,000 miners working in underground metal and nonmetal mines in the U.S. Monforton has authored a forthcoming paper for the American Journal of Public Health detailing how the diesel particulate matter rule has been delayed and undermined by certain mining interests and their lobbyists.

The eight states with the highest number of underground metal and nonmetal mines are Indiana, Iowa, Kansas, Kentucky, Missouri, Nevada, Pennsylvania, and Tennessee.

The full text of the letter to Chao is below.

January 18, 2006

The Honorable Elaine Chao
Secretary
US Department of Labor
200 Constitution Avenue, NW
Washington, DC 20210

RE: Diesel Particulate Matter

Dear Secretary Chao:

As Members of Congress and Ranking Members of the Committee on Education and the Workforce, we are writing to you directly to express our great concern with the continued efforts of your Department to delay and weaken the health standard

protecting metal and nonmetal miners from cancer and other adverse health effects associated with exposure to diesel particulate matter (dpm). A key exposure limit to protect miners had been scheduled to go into effect this Friday, January 20, 2006, following a five-year phase-in. Yet, we understand that you have proposed to delay implementation of this requirement for an additional five years, until 2011.

For some years now, it has been clear that the diesel-powered equipment used in many mining operations emits vast quantities of a fine particulate matter (known as diesel particulate matter, or dpm) into the confined spaces in which underground miners labor. The scientific community recognizes that significant exposures to such fine particulates are associated with an increased risk of lung cancer, heart disease and many other serious health problems. In fact, based on this evidence, the Environmental Protection Agency (EPA) has taken numerous actions in recent years to deal with excessive public exposures to such particles. While the EPA has acted, even if weakly, the Department of Labor has stalled.

Miners in underground metal and nonmetal mines remain exposed to such high concentrations of these harmful particles that they face a significant risk of death or serious disease. For your reference, we attach a chart on dpm exposures for various workers. As you can see, miners experience exposures dramatically higher than any other at-risk worker. This chart was published by the Department – in 2001. Indeed, miners today are dying from conditions that are known to be associated with such exposures. Those who continue to work are only too aware of the ravages that occupational diseases have taken on those who came before.

In January 2001, after many years of study and rulemaking, the Department's Mine Safety and Health Administration (MSHA) issued rules to limit such harmful exposures. The rules were not onerous. The rules did not attempt to fully eliminate the risks to miners; only to reduce miner exposures to the levels experienced by other workers exposed to diesel emissions. The agency set a final limit on exposure which, according to overwhelming evidence, was feasible for the industry to achieve. Moreover, that limit was only scheduled to go into effect this month, on January 20, following a 5-year phase-in.

Since it took office, however, this Administration has taken numerous actions to thwart implementation of this rule. Various provisions were delayed time and again. Important requirements were amended or eliminated. Most recently, in September of 2005, the Department of Labor formally proposed that the industry receive yet another five years to comply with the final exposure limit. Moreover, the Department has stated that even further rulemaking will be required before the final exposure limit can be implemented.

There has been an intensive campaign by the metal and nonmetal mining industry to delay and weaken this rule. It is unfortunate that the Department's actions since 2001 have been guided by the unsubstantiated assertions of the industry rather than the extensive rulemaking record. That record continues to demonstrate that it is feasible for the industry to comply with the existing final exposure limit. Further delays and changes to weaken the rule are unwarranted.

The diesel particulate rule is desperately needed to protect miners from serious hazards to their health. We urge you to let the 2001 rule go into effect without further delay, and to take actions to strengthen the protections it affords to underground metal and nonmetal workers. We ask that a copy of this letter be included in MSHA's rulemaking docket.

Sincerely,

GEORGE MILLER
Senior Democrat
Committee on Education and the Workforce

MAJOR OWENS
Ranking Member
Subcommittee on Workforce Protections

DENNIS KUCINICH
Member of Congress

###



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SAVING GREEN *by*

Biodiesel's time is coming as gas prices rise

BY KEVIN ALLEN
Examiner Staff Writer

A combination of escalating oil prices and tax rebates is fueling interest in biodiesel as a viable energy alternative. Industrial production of the soy-based fuel in the United States has increased from 500,000 gallons in 1999 to a combined total capacity of 290 million gallons in 2005 including 55 dedicated manufacturing plants. But the low-polluting fuel is still rarely available at fueling stations.

The Washington area has just one retailer that sells biodiesel to the public. The Quarters K Citgo, at 801 S. Joyce St. near the Pentagon in Arlington, began offering a biodiesel-petroleum diesel blend in January, and store management said the popularity of the fuel has increased steadily since its debut. The blend works in any engine that runs on diesel fuel.

One of the regular customers at Quarters K is Reston Limousine Service, which has been using biodiesel since October of 2002 in a fleet of buses that shuttle Department of Justice employees around

GREEN ALTERNATIVE

- Biodiesel is less toxic than table salt and biodegrades faster than sugar.
- The fuel emits 80 percent less carbon dioxide, a greenhouse gas, than petroleum diesel.
- Biodiesel is virtually free of sulfur, which contributes to acid rain.

Source: National Biodiesel Board

downtown Washington. In the past year, the service's five buses have consumed nearly 20,000 gallons of biodiesel.

"We [use biodiesel] for one of our government contracts that requires us to use it," said Kristina Bouweiri, owner of the limousine service. "Right now, [biodiesel] is 50 cents cheaper per gallon than petroleum diesel. We would like to use it more but [the station's hours and location are] not convenient."

Biodiesel can be used in any diesel vehicle with few or no modifications to the engine. For example, Reston Limousine's buses required new fuel filters. Engines running on pure biodiesel can have

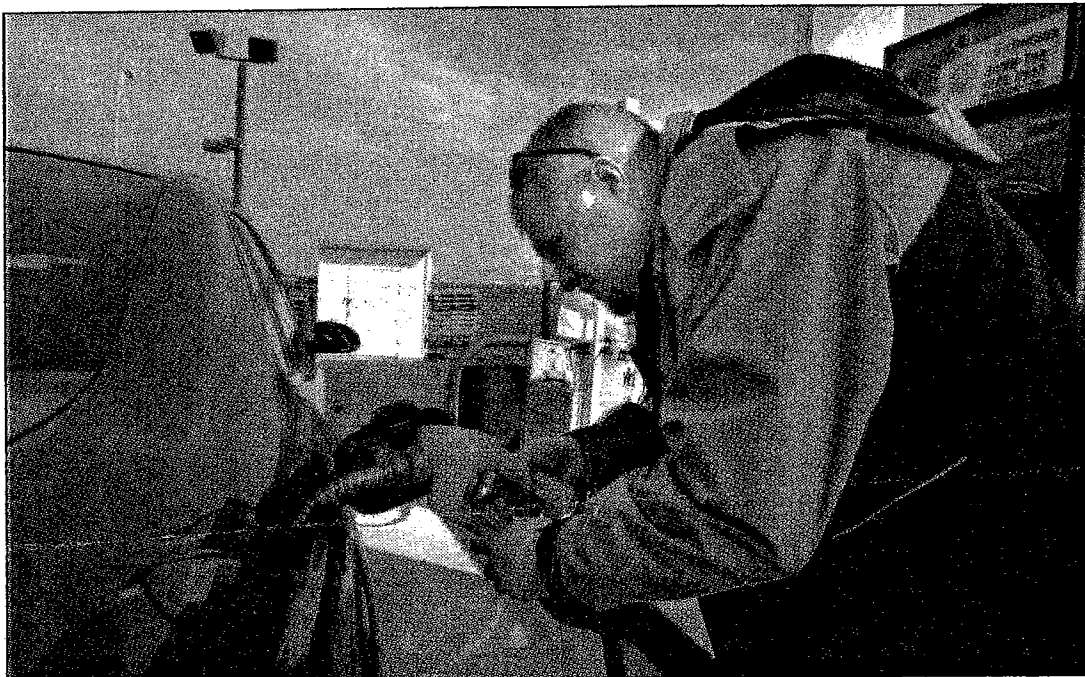
trouble starting at high altitudes or in temperatures below 10 degrees, but additives are available to remedy those problems.

Proponents of biodiesel support using the fuel because it is already compatible with existing engines, reduces pollution and is made from renewable products, like soybeans and used cooking oil. The fuel can be produced entirely in the United States, reducing American dependence on foreign fuel sources.

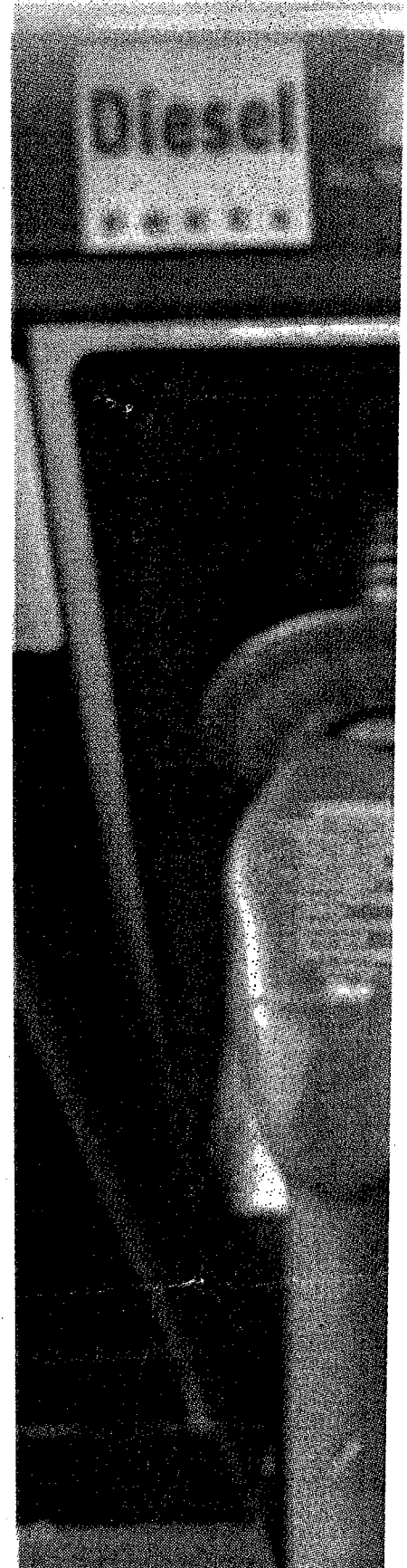
"It's good for everyone. It's good for local farmers, it's good for the environment, it's good for the country. But now people who are doing it are doing it to save some money," said Steven Bertman, a professor of chemistry at Western Michigan University who produces his own biodiesel for his Volkswagen Jetta.

"It's a fuel that we can use right now with the same cars, the same distribution network, the same roads," Bertman said. "Retailers have been a little slow [to offer it], and there are a number of reasons for that. We're all afraid of new things."

kallen@dceaminer.com



AB29-COMM-111-Attachment-6 Andrew Harnik/Examiner
Mark Kuite, of Alexandria, fills his Volkswagen's fuel tank with biodiesel at the Quarters K Citgo, near the Pentagon. The station is run by and for the Department of Defense, but its alternative fuels are available to the public for purchase.





Andrew Harnik/Examiner

Mark Kuitè, of Alexandria, fills his Volkswagen's fuel tank with biodiesel at the Quarters K Citgo, near the Pentagon. The station is run by and for the Department of Defense, but its alternative fuels are available to the public for purchase.

Navy backs alternative fuel

The only gas station in the D.C. area selling biodiesel to the general public is run by the Navy. That station is part of a Navy effort to help integrate alternative fuels into everyday life — a commitment by the service that includes running the department's entire Washington executive motor pool on the environmentally friendly fuel.

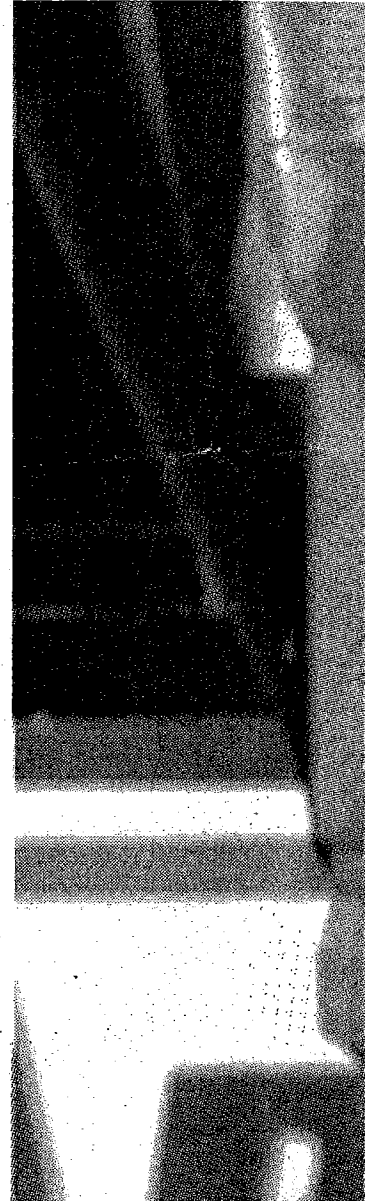
"With biodiesel there's no loss of power, and we get about the same mileage," said Donald Schregardus, Deputy Assistant Secretary of the Navy (Environment). "The vehicles are cleaner. You don't get the soot that you get out of regular diesel."

Of the 5 billion gallons of biodiesel used by the military each year, the Navy uses nearly 2 billion, Leo

Grassilli, alternative fuel vehicle adviser in the Office of the Assistant Secretary of the Navy, said in an e-mailed statement.

The Navy is also looking beyond biodiesel to the future. The service is working with major automobile manufacturers to evaluate hydrogen fuel cell vehicles, Schregardus said in a written statement.

— Dee Ann Divis



EEN



Jay Westcott/Examiner

Members of the DC Biodiesel Co-op store biodiesel fuel in barrels in a garage in Riverdale.

Biodiesel cooperative getting together for fuel

BY GREG KRANTZ
Special to *The Examiner*

Meet the DC Biodiesel Co-op, a group of diesel owners so committed to using environmentally friendly biodiesel that they are importing it to the metro area themselves.

The co-op recently set up its first 275-gallon tank in a member's garage near College Park, and plans to add more tanks throughout the area to meet the needs of its roughly 150 participants.

Art Howland, an economist and the co-op's founder, is constantly crunching numbers, trying to figure out how to best store the 2,000 gallons needed for a bulk-rate discount from suppliers.

"We're trying to do the most with a minimum amount of capital," he said. "Where do we put 2,000 gallons of biodiesel without breaking any laws or costing us, as consumers, that much money?"

The best solution is to get an independent station, without any supply contracts, to carry biodiesel, he said. But so far no stations

BIODIESEL EMISSIONS

Pure biodiesel emissions as compared to conventional diesel fuel:

Carbon monoxide	48% lower
Unburned hydrocarbons	67% lower
Particulate matter	47% lower
Nitrogen oxides	10% higher
Sulfates	100% lower

Source: Biodiesel.org

are willing to take the risk.

The Citgo on Joyce Street in Arlington is the only area station selling biodiesel. Though the station is part of the commissary system, and its store and regular gas pumps are for use only by military members and their families, the biodiesel fuel is for sale to the general public.

The fuel at the Citgo is 20 percent biodiesel mixed with conventional diesel that can be used in any diesel engine. No area station, however, offers pure biodiesel.

"It's only a matter of time before the co-op gets it right, or the industry gets it right," Howland said.

On another front, co-op member Eric Youngdale is working to es-

tablish a second 275-gallon tank in Northern Virginia.

"The real problem is getting someone who has the space. Then there are permitting issues," he said. "You have to have someone in a single-family home with garage space, and then have certain hours people can show up."

Co-ops such as the DC Biodiesel Co-op have historically signified emerging trends in America, according to Art Jaeger, director of communications and marketing for the National Co-operative Business Association.

"It is totally appropriate to say that over the years, co-ops in many cases served as trendsetters," he said. "Co-ops have been the innovators."

For example, Jaeger said, food co-ops in the '60s and '70s were the first to publish nutritional information on food products, a practice that eventually became federal law. And student housing co-ops, he added, were fully integrated as far back as the '30s and '40s, when much of America was still segregated.

The process: From farm to fuel

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The process: From farm to fuel

BY DEE ANN DIVIS

Examiner Business Editor

The fuel bought by the DC Biodiesel Co-op is the final product of a process that starts with soybeans grown in Virginia and helps supply chicken farmers, soap companies and candy makers.

The soybeans are crushed and fed to chickens at Perdue Farms, said Doug Faulkner, managing member of the Virginia Biodiesel Refinery in West Point, Va. The

refinery buys the oil left over from the process and breaks it down into biodiesel and glycerin.

Glycerin, a sweet, thick liquid, is widely used in soaps, lotions, candy, medicine and products such as cellophane. The biodiesel is further refined and sold to wholesalers, the co-op and at stations owned by the refinery in Calao and Kilmarnock, Va.

Biodiesel is also sold for use in place of home heating oil, though when used for that purpose, it is usually blended with regular pe-

troleum-based fuel. Heating systems do not have to be altered to use biodiesel, said Faulkner.

Much of the biodiesel fuel available for vehicles is also sold in blended form, though Faulkner uses a pure version in the engine of his Ford F-250 pickup truck.

"It smells like a french fry running up and down the road. Dogs chase me all over the place," said Faulkner.

But how's the truck run?

"Fantastic," he said.

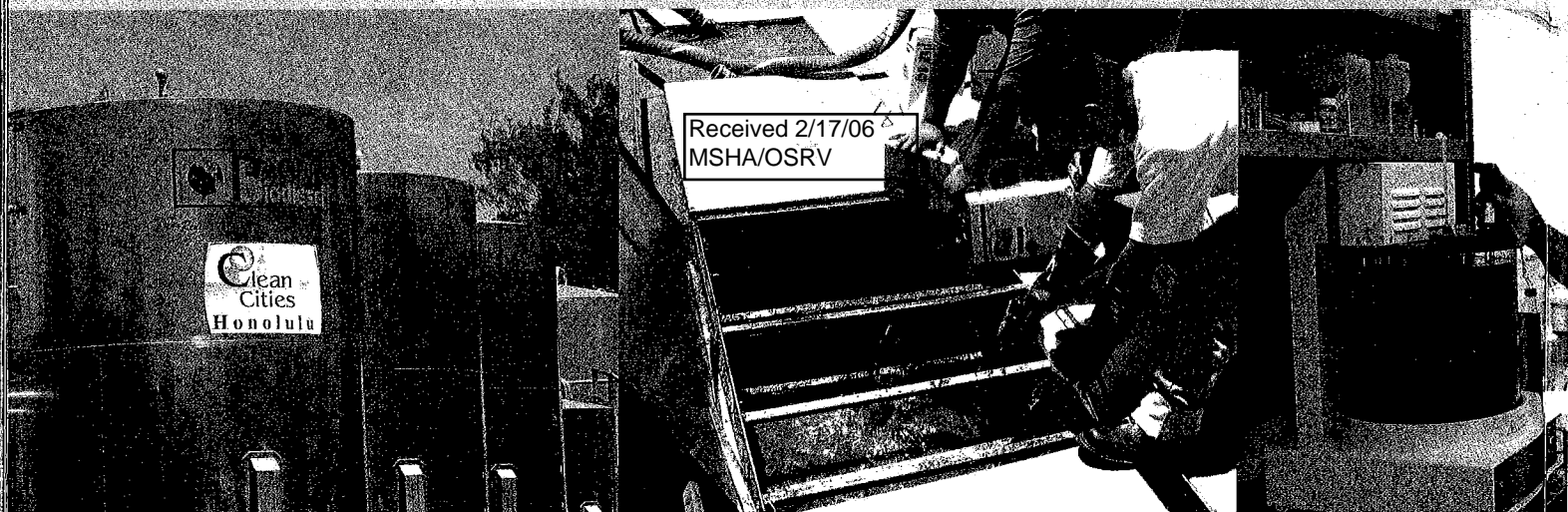
ddivis@dcexaminer.com



the pump, the quarter is 100%

BIODIESEL ON

PACIFIC BIODIESEL TURNS



BY RON COGAN

Sometimes we unearth opportunity in the most unusual ways. Take Robert King, owner of the Hawaiian diesel sales and service company King Diesel. While repairing diesel generators used at the Central Maui Landfill in the mid-1990s, he would hear about the occasional grease fires caused by cooking oil dumped at the landfill, and he knew about the potential health hazards of grease seeping into groundwater. Prompted to seek a solution, he found Daryl Reece at the University of Idaho using the then-new Internet, connecting with a man who had developed a process to convert used cooking oil into biodiesel. The two collaborated to build the Pacific Rim's first biodiesel production facility right on the landfill site, offering a new way to conveniently intercept discarded cooking oil on its way to the dump. Pacific Biodiesel was born.

A mutually-beneficial relationship quickly formed. Island restaurants could dispose of their used cooking oil in a responsible way with Pacific Biodiesel bringing it back into the community as clean-burning fuel. Plus, opening the plant coincided with new federal regulations banning the disposal of liquids at landfills, so this truly was an ideal solution for businesses with used cooking oil requiring disposal. Now, with an additional production facility on Oahu and a combined total production capacity of 1.2 million gallons of biodiesel per year, that relationship is expanding. Restaurants all over Maui and Oahu leave their used cooking oil in containers to be picked up weekly by contract haulers, who take the oil to one of Pacific Biodiesel's two facilities.

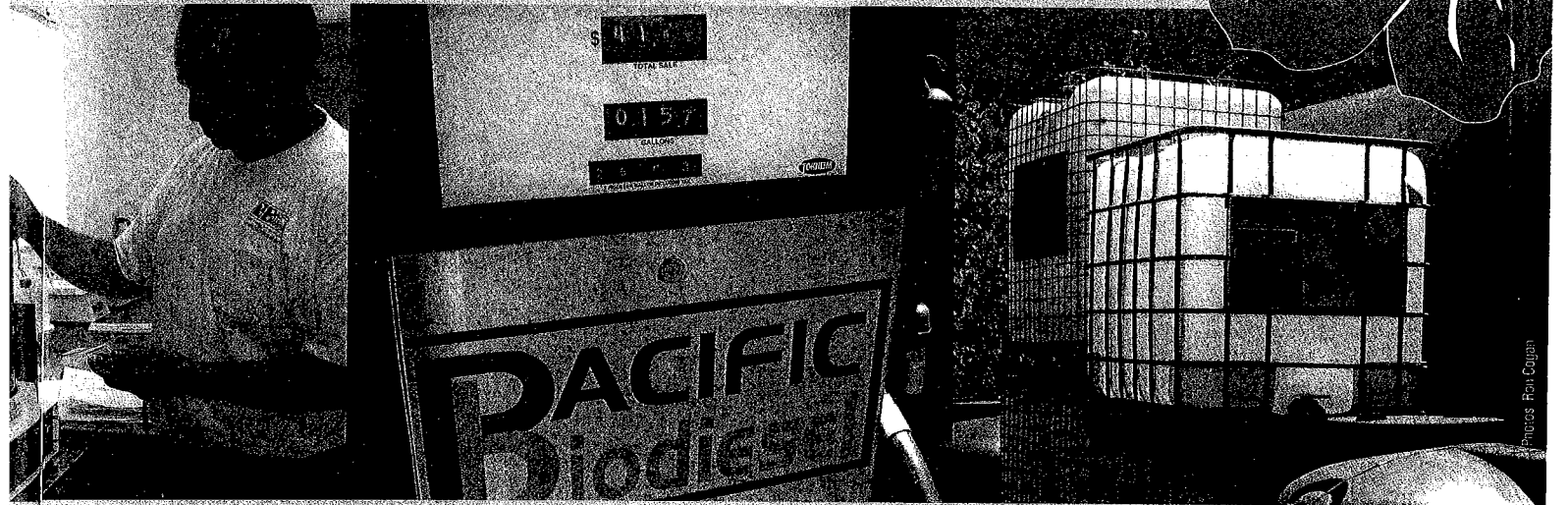
At the plant, biodiesel is made using a proprietary chemical catalyst process

that removes glycerol from the oil. Some of the glycerol byproduct is composted, and some is burned in boilers to power the production. Biodiesel is molecularly similar enough to petroleum diesel fuel to run in diesel engines with little or no modifications, but offers some important differences. Unlike conventional diesel, biodiesel is nontoxic and biodegradable, has better lubricity, and reduces emissions, smoke, and odor.

At the time of this writing, biodiesel was selling for \$2.59 on Maui and \$2.64 on Oahu, less than conventional diesel in both cases and cheaper than any fuel on the islands. According to Kelly King, Robert's wife and the company's marketing director, Pacific Biodiesel understands that price stability is important if the company is to demonstrate biodiesel as a practical, long-term alternative. Thus, the company sets prices by fac-

THE ISLANDS

FRYER OIL TO FUEL



Photos: Ron Cogan

toring the fixed costs of obtaining and producing their biodiesel, not by following petroleum price movements that can vary widely. At these prices, both fleets and individuals are buying.

Biodiesel production is only half the story. Pacific Biodiesel also builds turn-key biodiesel production facilities for customers around the world. In 1998, the company designed and built a biodiesel plant in Nagano City, Japan. Some of the biodiesel produced there fuels the first renewable fuel-powered restaurant, a local KFC. A new Pacific Biodiesel plant in Oregon recently became the first to produce biodiesel from fish oil, as well as soybean oil and cooking oil, with help from the Alaskan Energy Authority. A facility in Virginia was the venue for a recent high-profile presidential press conference, and a new plant in Nevada will be finished soon.

Looking to the future, Pacific Biodiesel is committed to the goal of replacing 20 percent of the nation's energy demands with renewable resources by 2020. With Hawaii alone using 200 million gallons of diesel each year, the company intends to expand its annual capacity to 60 million gallons of biodiesel in that timeframe. This means finding a new biodiesel source since cooking oil,

Biodiesel is selling for \$2.59 per gallon on Maui and \$2.64 on Oahu, less than conventional diesel and cheaper than any fuel on the islands.

while ideal, is a finite commodity. One potential option is a crop such as gorse, a species of dense shrub that populates Hawaii's agricultural lands, to the great annoyance of landowners. Like used cooking oil, providing a functional use for proliferating and otherwise-useless gorse would be a positive thing.

After many years of hard work and dedication, Pacific Biodiesel is riding a wave of success that mirrors the rise of biodiesel itself. The biodiesel operation on Hawaii is the perfect realization of the fuel's promise. Over 40 tons of used cooking oil are diverted from the landfill each month and instead converted into a fuel that's both less costly than its petroleum competitor, and better for the

environment. That's especially important for a place like Hawaii, where landfill space is scarce and clear skies draw tourists. But these benefits are universal. As the mainland catches up with the islands, increasing numbers of communities are saying "aloha" to renewable, clean-burning biodiesel.

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Planting the future of fuel?

Repps Hudson. Knight Ridder Tribune Business News. Washington: Nov 13, 2005. pg. 1

People: Mertz, Denny, Kleiboeker, John

Companies: MFA Oil Co, Mid-America Biofuels LLC

Author(s): Repps Hudson

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Abstract (Document Summary)

MFA is one of the farmer-owned cooperatives that have invested with Biofuels LLC, a farmer-investor group that is building a new biodiesel plant in Mexico, Mo. The facility will have the capacity to make 30 million gallons of biodiesel a year from soybean oil.

The plant will convert soybean oil, the byproduct of Archer Daniels Midland's adjacent bean-crushing operation, into biodiesel. The biodiesel will be blended with petroleum-based diesel and sold through service stations and to farmers and trucking companies, primarily in Missouri.

Warren Stemme, a St. Louis County farmer who's president of the Missouri Soybean Association and leader of the drive to build Missouri's first large biodiesel plant, said at this stage of the embryonic biodiesel industry, subsidies and government support are necessary.

Full Text (1229 words)

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Nov. 13--Denny Mertz has staked a lot on biofuels. To be exact, \$50,000.

Like many other Midwestern farmers, he sees investing in biofuels -- primarily biodiesel made from soybeans and ethanol from corn -- as a way to boost his income when grain prices are low.

And like other farmers, Mertz also sees the two grain-based fuels as a way to ease America's dependence on foreign oil.

With regular-grade gasoline at more than \$2 a gallon and diesel selling around \$3 a gallon, Mertz and other farmers believe they are on the right side of the market.

If fuel prices remain high, they say, government subsidies and consumption mandates will not always be necessary for biodiesel and ethanol to make it on their own in the marketplace.

"What you're seeing now is the birth of the biomass industry. The only thing that's working today is biofuels," said Jerry Taylor, president of MFA Oil Co. in Columbia, Mo.

In Illinois, biodiesel plants already can produce 11 million gallons a year; another 9 million gallons will be added by the end of 2006.

More important, Illinois produces more than a fourth of the nation's ethanol -- 900 million gallons this year, said Mark Lambert of the Illinois Corn Growers Association. That figure is expected to hit 1 billion gallons by the end of next year.

MFA is one of the farmer-owned cooperatives that have invested with Biofuels LLC, a farmer-investor group that is building a new

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biodiesel plant in Mexico, Mo. The facility will have the capacity to make 30 million gallons of biodiesel a year from soybean oil.

At a groundbreaking last month for the plant, the state's second and largest, Sen. Christopher "Kit" Bond, R-Mo.; Missouri Gov. Matt Blunt; Rep. Kenny Hulshof, R-Mo., and other politicians praised the promise of fuel made from soybean oil.

"This will provide farmers with the means to get value added to their crops," said Mertz, who was at the event. "If you sell your commodity, someone else will process it and get the value added."

More than 400 Missouri farmers have bought \$15,000 shares in the plant, which will operate as Mid-America Biofuels LLC. Mertz bought two shares. The plant, which is to begin operating late next year, is expected to cost about \$25 million.

The plant will convert soybean oil, the byproduct of Archer Daniels Midland's adjacent bean-crushing operation, into biodiesel. The biodiesel will be blended with petroleum-based diesel and sold through service stations and to farmers and trucking companies, primarily in Missouri.

Mertz, who lives in St. Louis County and farms 550 acres of soybeans and corn in Lincoln County, also invested \$20,000 in a proposed ethanol plant near Laddonia, Mo. That plant, with annual capacity of 45 million gallons, will be Missouri's fourth ethanol plant.

Farmer investors could benefit from the push into biofuels in two ways: through higher crop prices and through dividends paid from the cooperative production plants.

"One estimate is that for each 100 million gallons of biodiesel produced, bean prices will go up 10 cents a bushel," said John Kleiboeker, director of field services for the Missouri Soybean Association. With soybeans selling Friday for \$5.93 a bushel on the Chicago Board of Trade, even that increase in the daily market price would be welcome. Farmers say those relatively small increases will help them but would not greatly boost consumer prices for food and other products made from soybeans.

This year, the National Biodiesel Board, based in Jefferson City, estimates that processors will make 75 million gallons of biodiesel, a 300 percent increase over 2004. By the end of 2006, capacity will be 300 million gallons.

Kleiboeker said farmers who bought shares in the Mexico plant were told they could expect a 14 percent to 15 percent return on their investment over the next five years. Other estimates have ranged as high as 20 percent.

Nationwide, 45 plants operate now, according to the Biodiesel Board.

At this stage, publicity for biodiesel seems much different than for ethanol, which has been dogged by criticism of its high government subsidies that benefit large agribusinesses.

Singers Willie Nelson and Bonnie Raitt and actor Morgan Freeman have endorsed biodiesel. City buses around the country burn a biodiesel blend. Trucking company executives say they love it.

The Missouri Department of Transportation's diesel-powered fleet is 95 percent fueled by a 20 percent biodiesel blend, Kleiboeker said.

Yet this is a drop in the bucket. "It may never be 20, 30, 40 or 50 percent" of the U.S. diesel fuel supply, he said. "But then it may be."

The U.S. Energy Information Administration estimates that trucks, buses, farm and construction machinery, vehicles, homeowners and others will use 62.8 billion gallons of diesel and distillates this year. Estimated biodiesel production this year will be 0.12 percent of that.

Many farmers justify federal and state tax breaks and consumption requirements as one way to cut down on imports of petroleum products.

So far, though, the numbers are small. Ethanol, at 4 billion gallons this year, will equal about 2.8 percent of the national gasoline consumption of 139.5 billion gallons.

Federal tax incentives of about \$1 a gallon are intended to encourage conversion of more soybean oil, a byproduct of crushing soybeans that largely are used for livestock feed.

However, David Pimentel, a Cornell University professor who's written a controversial study on biofuels, argues that creating both biodiesel and ethanol consumes more energy than they produce -- and that energy comes directly and indirectly from petroleum, which biofuels are supposed to replace.

Pimentel also contends that neither farm-based fuel could exist without heavy federal and state subsidies and consumption requirements.

As for whether subsidies ever will end, Kleiboeker said, "Phased out? It's hard to tell. I'd like to think they would be. But we've long had tremendous subsidies for petroleum in this country."

Warren Stemme, a St. Louis County farmer who's president of the Missouri Soybean Association and leader of the drive to build Missouri's first large biodiesel plant, said at this stage of the embryonic biodiesel industry, subsidies and government support are necessary.

"Why not have the subsidy dollars stay here in Missouri?" said Stemme, who's also president of Mid-America Biofuels. "What's wrong with that?"

FARMERS HOLD BIGGEST STAKE IN BIODIESEL PLANT OWNERSHIP

The planned biodiesel plant in Mexico, Mo., expected to produce 30 million gallons a year, is a joint venture in which farmers hold a majority stake.

More than 400 farmers bought shares worth \$15,000 each, for a total of \$12 million, to form Biofuels LLC. Two farmer-owned cooperatives joined Biofuels to comprise the 51 percent ownership: MFA Oil Co., based in Columbia, invested \$1 million, and Ray-Carroll County Growers Inc., of Richmond, invested \$500,000. Both will distribute the blended fuel and take advantage of federal credits of about \$1 a gallon.

The rest of the plant belongs to Archer Daniels Midland, a food-processing corporation based in Decatur, Ill., with sales last year of \$36 billion, and Growmark Inc., a farmer-owned cooperative based in Bloomington, Ill., that had sales of \$2 billion in 2004. Neither disclosed how much it put into the plant, which is estimated to cost about \$25 million.

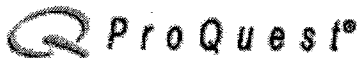
The facility will operate as Mid-America Biofuels LLC.

Credit: St. Louis Post-Dispatch

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[What's new](#)**MISSOURI BIODIESEL PLANT BREAKS GROUND****Rachel Gantz. Renewable Fuel News.** Houston: Oct 31, 2005. Vol. 17, Iss. 43; pg. 3, 1 pgs

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Missouri farmers were the first to make serious investments in the biodiesel industry, contributing their checkoff dollars to basic research in the fuel more than a decade ago," said Missouri Soybean Association executive director Dale Ludwig. "We've spent endless hours of time and effort building markets and interest in the fuel, because we envision biodiesel as being the most promising soy product to date.

Full Text (248 words)*Copyright Hart Energy Publishing, LP Oct 31, 2005*

Missouri's first biodiesel plant officially broke ground last week, keeping within its timeframe to be in operation by next fall.

Mid-America Biofuels, LLC (MAB) is building a 30 million gal/yr soybean-based plant in Mexico, Mo. (see RFN, 5/2/05, p2). MAB is a partnership between agri-giant Archer Daniels Midland (ADM), Missouri biodiesel company Biofuels LLC, Ray-Carroll County Grain Growers and MFA Oil Co. The three Missouri-based companies will hold a majority ownership (51%) in the plant, with ADM holding a 49% share, according to MAB Chairman Warren Stemme.

Several government officials turned up for the groundbreaking ceremony, including Missouri U.S. Sens. Kit Bond and Jim Talent, as well as Gov. Matt Blunt (R).

"Missouri farmers were the first to make serious investments in the biodiesel industry, contributing their checkoff dollars to basic research in the fuel more than a decade ago," said Missouri Soybean Association executive director Dale Ludwig. "We've spent endless hours of time and effort building markets and interest in the fuel, because we envision biodiesel as being the most promising soy product to date. Mid-America Biofuels' decision to build this plant will have a tremendous impact on the Missouri economy, and it shows we are extremely serious about our dedication to expanding the biodiesel industry."

The Missouri biodiesel plant is also another first-it's ADM's first foray into the U.S. biodiesel market. ADM owns several biodiesel facilities in Europe and had been looking at making its mark in the U.S. biodiesel market for some time. -Rachel Gantz

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AB29-COMM-111-Attachment-9

National Clean Diesel Campaign Fact Sheet

REDUCING emissions from diesel engines is one of the most important public health challenges facing the country. Even with more stringent heavy-duty highway and nonroad engine standards set to take effect over the next decade, millions of diesel engines already in use will continue to emit large amounts of nitrogen oxides (NOx) and particulate matter (PM)—both of which contribute to serious public health problems.

These emissions cause thousands of premature deaths, hundreds of thousands of asthma attacks, millions of lost work days, and numerous other health impacts every year. Thankfully, there are a variety of cost-effective technologies that can dramatically reduce diesel emissions and help our nation meet its clean air goals.

Our Goal

Building on the success of its regulatory and voluntary efforts to reduce emissions from diesel engines, the U.S. Environmental Protection Agency (EPA) created the **National Clean Diesel Campaign (NCDC)**. The Campaign is working to reduce the pollution emitted from diesel engines across the country through the implementation of varied control strategies and the sustained involvement of national, state, and local partners.

To fully address the challenges of reducing diesel emissions, EPA is utilizing a multi-pronged approach through the NCDC, including:

- Successfully implementing the 2007 Heavy-Duty Highway Engine Rule and the Clean Air Nonroad Diesel Rule.
- Developing new emission requirements for trains and marine diesels, including large commercial marine engines.
- Addressing engines already in use today by promoting a variety of cost-effective and innovative emission reduction strategies, including switching to cleaner fuels; retrofitting, repairing, repowering, and replacing equipment; and reducing idling.

Exposure to diesel exhaust can:

- Cause lung damage.
- Trigger respiratory problems.
- Exacerbate asthma and existing allergies.
- Be linked to premature mortality.

Long-term exposure is thought to increase the risk of lung cancer.

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Innovative
Strategies for
Cleaner Air



Regulations for New Diesel Engines

EPA is committed to successfully implementing stringent new standards for diesel fuel and new diesel engines. These standards are the critical foundation of the Agency's diesel emissions control program. Clean, ultra-low sulfur diesel fuel will be required for use in highway diesel engines starting in 2006. Lower sulfur diesel fuel for nonroad diesel machines will be required in 2007, followed by ultra-low sulfur fuel for these machines in 2010, and for locomotives and marine engines in 2012.

Besides reducing emissions from the existing diesel fleet, clean fuels will enable the use of advanced aftertreatment technologies on new engines. Technologies such as particulate traps, capable of emission reductions of 90 percent and more, will be required under new standards set to begin phasing into the highway sector in 2007, and into the nonroad sector in 2011.

Many areas of the country are designated as "nonattainment areas" and do not meet the National Ambient Air Quality Standards. Recently, EPA designated 474 counties as "out of compliance" with the eight-hour ozone standard and 208 counties as out of compliance with the PM2.5 standard.

As a result of these designations, almost 180 million people are living in counties that are out of compliance with the eight-hour NOx standards. Almost 90 million people now live in PM nonattainment areas.

The new standards will yield enormous long-term benefits for public health and the environment. By 2030, when the engine fleet has been fully turned over, PM will be reduced by 250,000 tons per year, and NOx will be reduced by 3.3 million tons per year. This will result in annual benefits of more than \$150 billion, at a cost of approximately \$7 billion. Similar stringent emissions standards for locomotives and marine diesels are now being developed. EPA is also working to reduce emissions from large commercial marine diesel vessels, such as cruise and container ships, through the use of cleaner fuels and engines.

Voluntary Programs for the Existing Diesel Engine Fleet

Over the last five years, EPA has launched a number of successful voluntary programs designed to reduce emissions from the diesel fleet. Each program provides technical and financial assistance to stakeholders interested in reducing their fleet's emissions effectively and efficiently. The signals are clear—stakeholders want these programs to grow. Much of this growth will come from focused partnerships and collaborative efforts at the state and local level, including regional collaborative initiatives.

In conjunction with state and local governments, public interest groups, and industry partners, EPA has established a goal of reducing emissions from the more than 11 million diesel engines in the existing fleet by 2014. Looking at these engines, EPA determined there were five sectors that provided the best opportunity to obtain significant reductions, as described on the following page.

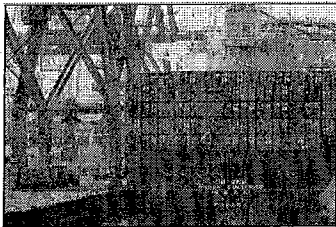
*NCDC participants are committed to **reducing diesel emissions and finding innovative ways** to protect human health and the environment.*

School Bus Sector



By 2010, **Clean School Bus USA** aims to retrofit or replace the 400,000 diesel school buses in the United States and promote idling reduction policies in 14,000 school districts. The program works with communities to reduce school bus idling, retrofit current school bus fleets with new technologies, introduce cleaner fuels, and replace the oldest buses with new vehicles that meet stringent pollution control standards. Through the program, EPA is partnering with educators, industry, transportation experts, public health officials, and other community leaders to develop environmentally clean school bus programs nationwide. As of 2004, more than 2 million children were riding to school on approximately 20,000 cleaner buses due to the Clean School Bus USA program.

Ports Sector



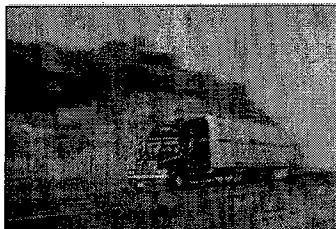
The goal of **Clean Ports USA** is to reduce diesel emissions at maritime ports. The NDC is partnering with the American Association of Port Authorities and numerous ports and their stakeholders to develop appropriate incentives and strategies to reduce emissions at U.S. ports. EPA is developing the program to help measure the emissions from port activity and identify cost-effective ways to improve the environmental performance of ports.

Construction Sector



The goal of **Clean Construction USA** is to reduce emissions from major construction projects in areas that do not meet national air quality standards. Through the program, EPA is partnering with the Associated General Contractors of America to develop incentives for private fleets to reduce pollution from their vehicles. Government and public interest groups are working together to develop guidance and equipment specifications for public projects and fleets.

Freight Sector



The **SmartWay Transport Partnership** is a collaborative voluntary program between EPA and the freight industry designed to increase energy efficiency and promote strategies to reduce air pollution associated with moving goods in the United States. SmartWay is partnering with trucking companies (such as FedEx and UPS) and major corporations that hire trucking services (such as Ikea and The Home Depot) to create a demand for cleaner, more efficient freight services. SmartWay is also working with states, non-governmental organizations, and the freight industry to eliminate unnecessary engine idling at truck stops, terminals, ports, and locomotive switchyards. The ultimate goal for this program is to transform the fleet into one of high fuel efficiency and low emissions.

Agriculture Sector



Clean Agriculture USA is partnering with the farming community, governmental organizations, and non-governmental organizations (NGOs) to promote clean diesel strategies, including biodiesel and renewable fuels, across the country.

Diesel Emission Reduction Technologies and Strategies

Retrofitting diesel engines is one of the most cost-effective ways to reduce diesel emissions. To help stakeholders identify viable technologies, EPA has developed a list of verified technologies that contains information on expected emission reduction benefits. This list provides information on numerous innovative emission control technologies that EPA has approved for use. Each EPA-verified technology has undergone extensive testing and analysis. EPA has also signed a Memorandum of Understanding with the California Air Resources Board (ARB) to recognize ARB's list of verified emission control options. In addition, EPA has established a comprehensive list of idle-control technologies.

Additionally, EPA has developed innovative guidance that air quality agencies can use to quantify emission reductions achieved by reducing vehicle and locomotive idling. EPA plans to release guidance for air quality agencies to quantify and use emission reductions from specific retrofit actions.

Effective Strategies

Strategies to reduce emissions from diesel engines include:

- *Switching to Cleaner Fuels — using advanced fuels, such as ultra-low sulfur diesel, biodiesel, liquid petroleum gas, and compressed natural gas.*
- *Retrofitting — installing emission-reduction technologies, such as particulate filters and oxidation catalysts.*
- *Repairing — repairing an engine to meet its original standards.*
- *Repowering — replacing an old engine with a newer, cleaner model.*
- *Replacing — replacing an old vehicle or equipment with a cleaner model.*
- *Reducing Idling — reducing a vehicle's idling time.*
- *Increasing Energy Efficiency — incorporating low-rolling resistance tires and advanced aerodynamics for tractors and trailers.*

*Innovative
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Cleaner Air*

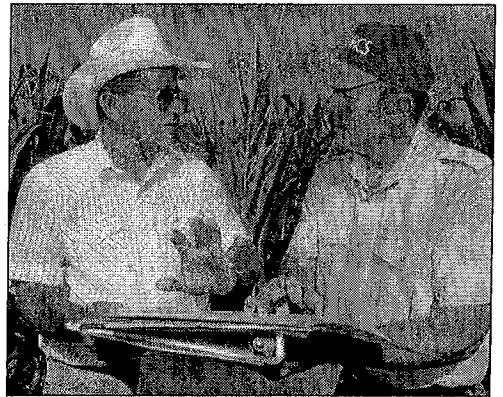
Verified Technologies

You can find more information on verified technologies at these Web sites:

EPA's Verified Technology List at:
www.epa.gov/otaq/retrofit/retroverifiedlist.htm

ARB's Verified Technology List at:
www.arb.ca.gov/diesel/verdev/verdev.htm

EPA's Idling Control Technology List at:
www.epa.gov/otaq/smartway/idlingtechnologies.htm



Dynamic Tools and Resources

Through the NCDC, EPA has developed a number of tools for stakeholder projects and partnerships, including:

- *Verifying technologies to ensure that the emission performance claimed by manufacturers is, in fact, achieved.*
- *Creating peer-reviewed emission models and State Implementation Plan (SIP) guidance.*
- *Sharing best practices and recognizing environmental leaders.*

Working Together for Cleaner Air

The NCDC will achieve immediate and significant environmental results by working collaboratively with businesses, government and community organizations, industry, and others. Regional initiatives provide an excellent example of how the NCDC will use a proactive, incentive-based approach to achieve environmental results. Members of these initiatives have agreed to collectively leverage additional funds and take a local approach to diesel mitigation.

Strong Stakeholder Support

- *EPA has engaged hundreds of stakeholders nationwide from the public and private sector.*
- *Grant solicitations are met by demand 10 times greater than available resources.*
- *Winning grant programs have leveraged an average of two to four times additional resources.*

Regional Collaboratives and Partnerships

Benefiting from economies of scale while protecting against competitive disadvantages, numerous regional initiatives provide an ideal structure for significant reductions across a large geographic area:

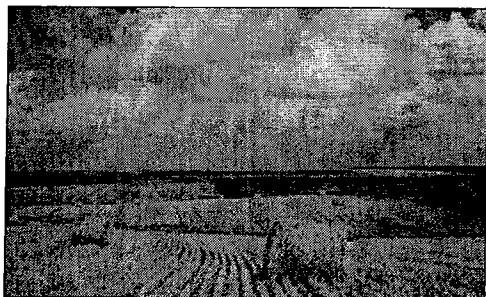
- **West Coast Diesel Emissions Reductions Collaborative.** One of the first of its kind, this joint effort includes EPA, U.S. Department of Agriculture Natural Resource Conservation Service, U.S. Department of Energy, U.S. Department of Transportation, Canada and Mexico, as well as state, local, non-profit, and private sector partners from California, Alaska, Washington, and Oregon to reduce air pollution emissions from diesel engines along the West Coast. The collaborative works across sector workgroups to identify, fund, and implement regional diesel emission reduction projects.
- **Midwest Diesel Initiative.** This new, cooperative, public-private effort is reducing diesel emissions along major transportation corridors and various sectors, including trucking, locomotive, construction, and ports, with an emphasis on urban areas.
- **Northeast Diesel Collaborative.** This program builds on a foundation of voluntary action and encourages participants to engage in projects that will reduce transportation-related air pollution to help address the high asthma rates in the Northeast.

Looking to the Future

Building on past successes, the NCDC has established several hundred projects that involve cleaner diesel, idle reduction, and other environmental control strategies across the country, achieving emission reductions now that will yield benefits for years to come. Each project serves as an innovative, cost-effective model for diesel emission reduction. In addition, many states are using ultra-low sulfur diesel fuel well ahead of EPA's requirements. In total, hundreds of partners nationwide are successfully implementing cleaner diesel projects, resulting in a foundation for the NCDC's efforts to reduce diesel pollution and protect human health and the environment.

How to Get Involved

For more detailed information and a list of contacts, please visit the National Clean Diesel Campaign Web site at www.epa.gov/cleandiesel.



National Clean Diesel Campaign



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For Immediate Release
Office of the Press Secretary
May 16, 2005

President Discusses Biodiesel and Alternative Fuel Sources

Virginia BioDiesel Refinery
West Point, Virginia

In Focus: Energy

11:25 A.M. EDT

THE PRESIDENT: Thank you all. (Applause.) Please be seated. Thanks for coming. Thanks for the warm welcome, and thank you for giving me a chance to get out of Washington. (Laughter.) I'm proud to be the first sitting President to visit this part of Virginia. (Applause.) They tell me George Washington came -- (laughter) -- before he was President. I thought it was time for another George W. to stop by. (Applause.)

I appreciate the folks here at Virginia BioDiesel for showing me around. You know, I love the innovative spirit of our entrepreneurs in this country. And the folks here have got incredible vision and they're willing to take risk to innovate. What I think is interesting is they have combined farming and modern science, and by doing so, you're using one of the world's oldest industries to power some of the world's newest technologies. After all, they're taking soybeans and converting it to fuel and putting it into brand-new Caterpillar engines. (Applause.)

Biodiesel is one of our nation's most promising alternative fuel sources. And by developing biodiesel, you're making this country less dependent on foreign sources of oil. (Applause.) As my friend, George Allen said, that's the reason I have come. I want to talk about the need for this country to have a comprehensive energy strategy. I appreciate George's leadership, and I appreciate his friendship. You've got a fine United States Senator in Senator George Allen. (Applause.)

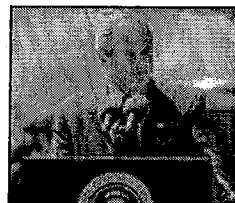
And today I took a helicopter down from the White House with our Secretary of Agriculture, Mike Johanns. Mike, thank you for coming. Mike is from the state of Nebraska. (Applause.) For those of you involved with agriculture, he knows something about it, you'll be happy to hear. He was raised on a dairy farm. He's a good man, and I really appreciate he and his lovely wife. He was the governor of Nebraska when I called him; he quit and he came to Washington. And I want to thank you for serving our country, Michael. Thank you very much. (Applause.)

I want to thank the members of the congressional delegation who have joined us -- Congressman Bobby Scott, Congresswoman Jo Ann Davis, Congressman Eric Cantor, Congressman Randy Forbes, Congresswoman Thelma Drake. She brought her husband, Ted, with her. Thank you all for serving. I enjoy working with you all. (Applause.)

I want to thank a member of the statehouse who is here, State Senator Walter Stosch is with us today -- Walter, thank you for coming. The Mayor is here from the city of West Point, Andy Conklin. I want to thank you, Mr. Mayor, for joining us. I like to tell mayors -- they never ask for my advice, I give it anyway when I see them -- and that is fill the potholes. (Laughter and applause.)

I want to thank the Administrator John Budesky for joining us. I want to thank all the state and local officials. I want to thank you all for coming, as well. It's such a beautiful day to be outside, isn't it?

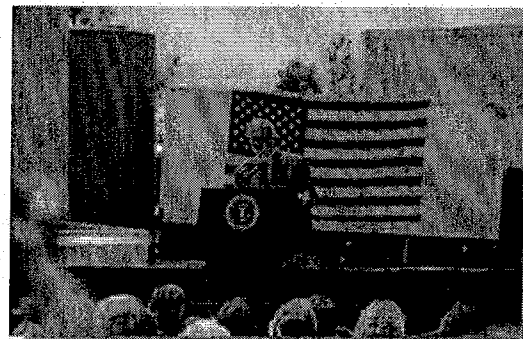
I want to thank Douglas Faulkner, who is the managing member of the Virginia BioDiesel Refinery. Thank you, Douglas, for -- there he is right there. (Applause.) Douglas has brought a lot of his family here. He brought his father Norman, and brother Norman -- the Norman boys. (Laughter.) Thank Allen Schaeffer, as well. And I want to thank the folks who lent the equipment for this event.



VIDEO Multimedia

President's Remarks

 view



One of the things that is really important for government is to make sure that the environment is such that the entrepreneurial spirit remains strong. Ever since I've been elected, I tell people that the role of government is not to try to create wealth, but an environment in which people are willing to take risks. That's the role of government. And across our nation, small businesses like Virginia BioDiesel are taking risks and are developing innovative products. As a matter of fact, small businesses create most of the new jobs in America. I don't know if you know that or not, but 70 percent of new jobs in this country are created by small businesses and entrepreneurs. And I'm pleased to report that the small business sector of America is strong today. As a matter of fact, over the last two years we have added 3.5 million new jobs. More Americans are working today than ever in our nation's history. (Applause.)

The national unemployment rate is down to 5.2 percent. That's below the average rate of the 1970s, 1980s and 1990s. And the unemployment rate in the great Commonwealth of Virginia is 3.3 percent. (Applause.) And over the next years, we've got to continue to build on this progress. To make sure our families are strong and businesses are strong, and our farmers can stay in business, we have got to keep taxes low – and we will. (Applause.) As a matter of fact, for the sake of our family farmers and for the sake of our entrepreneurs, we'll make sure the death tax stays on the path to extinction. (Applause.) We'll continue to cut needless regulations, and I'm going to continue to work with Congress to stop the spread of junk lawsuits. (Applause.)

We're going to be wise with your money. We've got a simple motto in my office, when it comes to spending your money. One, we understand it's your money, and not the government's money. And secondly, we're going to work to ensure that every taxpayer dollar is spent wisely, or not at all. (Applause.) We'll continue to open up foreign markets to America's crops and products, and ensure a level playing field for American farmers and producers and workers.

And to guarantee Americans have a secure and dignified retirement – if you're getting your check, you don't have anything to worry about on this issue. You need to worry about your children and your grandchildren when it comes to Social Security. To make sure we have a retirement system that works for a future generation of Americans, Congress must work with me to strengthen and save Social Security for a generation to come. (Applause.)

And to keep creating jobs and to keep this economy growing, it is important for our country to understand we need an affordable, reliable supply of energy. And that starts with pursuing policies to make prices reasonable at the pump. Today's gasoline prices and diesel prices are making it harder for our families to meet their budgets. These prices are making it more expensive for farmers to produce their crop, more difficult for businesses to create jobs.

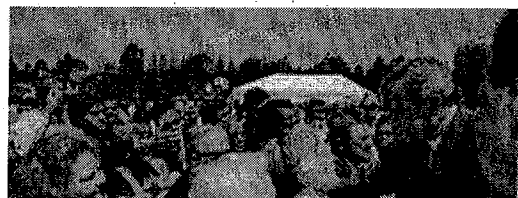


Americans are concerned about high prices at the pump, and they're really concerned as they start making their travel plans, and I understand that. I wish I could just wave a magic wand and lower the price at the pump; I'd do that. That's not how it works. You see, the high prices we face today have been decades in the making. Four years ago I laid out a comprehensive energy strategy to address our energy challenges. Yet Congress hasn't passed energy legislation. For the sake of the American consumers, it is time to confront our problems now, and not pass them on to future Congresses and future generations.

The increase in the price of crude oil is largely responsible for the higher gas prices and diesel prices that you're paying at the pump. For many years, most of the crude oil refined into gasoline in America came from home, came from domestic oil fields. In 1985, 75 percent of the crude oil used in U.S. refineries came from American sources; only about 25 percent came from abroad. Over the past few decades we've seen a dramatic change in our energy equation. American gasoline consumption has increased by about a third, while our crude production has dropped and oil imports have risen dramatically.

The result today – the result is that today only 35 percent – only 35 percent – of the crude oil used in U.S. refineries comes from here at home; 65 percent comes from foreign countries, like Saudi Arabia and Mexico and Canada and Venezuela. You see, we're growing more dependent on foreign oil. Because we haven't had an energy strategy, we're becoming more dependent on countries outside our borders to provide us with the energy needed to refine gasoline. To compound the problem, countries with rapidly growing economies, like India and China, are competing for more of the world oil supply. And that drives up the price of oil, and that makes prices at the pump even higher for American families and businesses and farmers.

Our dependence on foreign oil is like a foreign tax on the American Dream, and that tax is growing every year. My administration is doing all we can to help ease the problem in the short run. We're encouraging oil-producing countries to maximize their production so that more crude oil is on the market, which will help take the pressure off price. We'll make sure that consumers here at home are treated fairly, there's not going to be any price-gouging here in America. But to



solve the problem in the long run, we must address the root causes of high gasoline prices. We need to take four steps toward one vital goal, and that is to make America less dependent on foreign sources of oil. (Applause.)

We must be better conservers. We must produce and refine more crude oil here in America. We must help countries like India and China to reduce their demand for crude oil. And we've got to develop new fuels like biodiesel and ethanol as alternatives to diesel and gasoline. (Applause.)

Americans have been waiting long enough for a strategy. It is time to deliver an effective, common-sense energy strategy for the 21st century. And that's what I want to talk to you about today. The first step toward making America less dependent on foreign oil is to improve fuel conservation and efficiency. My administration is leading research into new technologies that reduce gas consumption while maintaining performance, such as lightweight auto parts and more efficient batteries.

We're raising fuel economy standards for sport utility vehicles and vans and pickup trucks, starting with model year 2005. When these reasonable increases in mileage standards take full effect, they will save American drivers about 340,000 barrels of gasoline a day. That's more gas than you consume every day in the entire state of Virginia.

To improve fuel efficiency, we're also taking advantage of more efficient engine technologies. Hybrid vehicles are powered by a combination of internal combustion engine and an electric motor. Hybrid cars and trucks can travel twice as far on a gallon of fuel as gasoline-only vehicles. And they produce lower emissions.

To help more consumers conserve gas and protect the environment, my budget next year proposes that every American who purchases a hybrid vehicle receive a tax credit of up to \$4,000. (Applause.)

Diesel engine technology has also progressed dramatically in the past few decades. Many Americans remember the diesel cars of the 1970s -- they made a lot of noise and they spewed a lot of black smoke. Advances in technology and new rules issued by my administration have allowed us to leave those days of diesel behind. Our clean diesel rules will reduce air pollution from diesel engines by about 90 percent, and reduce the sulfur content of diesel fuel by more than 95 percent.

Today I saw a diesel-powered truck that can get up to 30 percent better fuel economy than gasoline-powered vehicles, without the harmful emissions of past diesels. I mean, the fellow got in the truck and cranked it up, and another man got on the ladder, and he put the white handkerchief by the emissions port, and the white handkerchief remained white. In other words, technology is changing the world. Our engines are becoming cleaner.

Consumers around the world are taking advantage of clean diesel technology. About half of newly registered passenger cars in Western Europe are now equipped with diesel engines. Yet in America, fewer than 1 percent of the cars on the road use diesel. According to the Department of Energy, if diesel vehicles made up 20 percent of our fleet in 15 years, we would save 350,000 barrels of oil a day. That's about a quarter of what we import every day from Venezuela.

To help more Americans benefit from a new generation of diesel technology, I have proposed making owners of clean diesel vehicles eligible for the same tax credit as owners of hybrid vehicles. America leads the world in technology. We need to use that technology to lead the world in fuel efficiency. (Applause.)

The second step toward making America less dependent on foreign oil is to produce and refine more crude oil here at home, in environmentally sensitive ways. By far the most promising site for oil in America is the Arctic National Wildlife Refuge in Alaska. I want you all to hear the facts about what we're talking about. Technology now makes it possible to reach the oil reserves in ANWR by drilling on just 2,000 acres of the 19 million acres. Technology has advanced to the point where you can take a small portion -- 2,000 acres -- of this vast tract of land and explore for oil in an environmentally sensitive way.

As a matter of fact, developing this tiny area could yield up to about a million barrels of oil a day. And thanks to technology, we can reach that oil with almost no impact on land or wildlife. To make this country less dependent on foreign -- foreign oil, Congress needs to authorize pro-growth, pro-job, pro-environment exploration of ANWR. (Applause.)

As we produce more of our own oil, we need to improve our ability to refine it into gasoline. There has not been a single new refinery built in America since 1976. Here in Virginia, you have only one oil refinery, the Yorktown refinery. And that was built in the 1950s. To meet our growing demand for gasoline, America now imports more than a million barrels of fully refined gasoline every day. That means about one of every nine gallons of gas you get in your pump is refined in a foreign country. To help secure our gasoline supply and lower prices at the pump, we need to encourage existing refineries like Yorktown to expand their capacity. So the Environmental Protection Agency is simplifying rules and regulations for refinery expansion. And they will do so and maintain strict environmental safeguards at the same time.

We also need to build new refineries: So I've directed federal agencies to work with states to encourage the construction of new refineries on closed military facilities, and to simplify the permitting process for these new refineries. By promoting reasonable regulations, we can refine more gasoline for more American consumers. And that means we're less dependent on foreign sources of energy.

The third step toward making America less dependent on foreign oil is to ensure that other nations use technology to reduce their own demand for crude oil. It's in our interest -- it's in our economic interest and our national interest to help countries like India and China become more efficient users of oil, because that would help take the pressure off global oil supply, take the pressure off prices here at home. At the G8 meeting in July, I'm going to ask other world leaders to join America in helping developing countries find practical ways to use clean energy technology, to be more efficient about how they use energy. You see, when the global demand for oil is lower, Americans will be better off at the gas pump.

The final step toward making America less dependent on foreign oil is to develop new alternatives to gasoline and diesel. Here at Virginia BioDiesel, you are using Virginia soybean oil to produce a clean-burning fuel. Other biodiesel refiners are making fuel from waste products like recycled cooking grease. Biodiesel can be used in any vehicle that runs on regular diesel, and delivers critical environmental and economic benefits.

Biodiesel burns more completely and produces less air pollution than gasoline or regular diesel. Biodiesel also reduces engine wear, and produces almost no sulfur emissions, which makes it a good choice for cities and states working to meet strict air quality standards. And every time we use home-grown biodiesel, we support American farmers, not foreign oil producers. (Applause.)

More Americans are realizing the benefits of biodiesel every year. In 1999, biodiesel producers sold about 500,000 gallons of fuel for the year. Last year, biodiesel sales totaled 30 million gallons. That's a sixtyfold increase in five years. (Applause.) More than 500 operators of major vehicle fleets now use biodiesel, including the Department of Defense and the National Park Service and James Madison University. The County of Arlington, Virginia, has converted its fleet of school buses to biodiesel. And Harrisonburg is using biodiesel in its city transit buses.

In the past three years, more than 300 public fueling stations have started offering biodiesel. You're beginning to see a new industry evolve. (Applause.) And as more Americans choose biodiesel over petroleum fuel, they can be proud in knowing they're helping to make this country less dependent on foreign oil. (Applause.)

Another important alternative fuel is ethanol. Ethanol comes from corn, and it can be mixed with gasoline to produce a clean, efficient fuel. In low concentrations, ethanol can be used in any vehicle. And with minor modifications, vehicles can run on fuel blend that includes 85 percent ethanol and only 15 percent gasoline.

Like biodiesel, ethanol helps communities to meet clean air standards, farmers to find new markets for their products, and America to replace foreign crude oil with a renewable source grown right here in the nation's heartland. (Applause.) Together, ethanol and biodiesel present a tremendous opportunity to diversify our supply of fuel for cars and buses and trucks and heavy-duty vehicles.

A recent study by Oak Ridge National Laboratory projected that biofuels, such as ethanol and biodiesel, could provide about a fifth of America's transportation fuel within 25 years. And that would be good for our kids and our grandkids. (Applause.) So there are some things we can do to bring that prospect closer to reality. We have extended federal tax credits for ethanol through 2007, and last year I signed into law a 50-cent-per-gallon tax credit for producers of biodiesel. (Applause.)

There's ways government can help. Congress needs to get me a bill that continues to help diversify away from crude oil. (Applause.) My administration supports a flexible, cost-effective renewable fuel standard. Its proposal would require fuel producers to include a certain percentage of ethanol and biodiesel in their fuel. And to expand the potential of ethanol and biodiesel even more, I proposed \$84 million in my 2006 budget for ongoing research. (Applause.) I think it makes sense. I think it's a good use of taxpayers' money to continue to stay on the leading edge of change. And in this case, by staying on the leading edge of change, we become less dependent on foreign sources of oil. (Applause.)

My administration is also supporting another of America's most promising alternative fuels -- hydrogen. When hydrogen is used in a fuel cell, it can power a car that requires no gas and emit pure water instead of exhaust fumes. We've already dedicated \$1.2 billion to hydrogen fuel cell research. I've asked Congress for an additional \$500 million over five years to get hydrogen cars into the dealership lot. With a bold investment now, we can replace a hydrocarbon economy with a hydrogen economy, and make possible for today's children to take their driver's test in a completely pollution-free car. (Applause.)

As we make America less dependent on foreign oil, we're pursuing a comprehensive strategy to address other energy challenges facing our nation. Along with high gas prices, many families and small businesses are confronting rising electricity

bills. Summer air-conditioning costs are going to make it even more expensive for our homes and office buildings. To help consumers save on their power bills, we'll continue expanding efforts to conserve electricity. We're funding research into energy-efficient technologies for our homes, such as highly-efficient windows and appliances.

To ensure the electricity is delivered efficiently, Congress must make reliability standards for electric utilities mandatory, not optional. (Applause.) We've got modern interstate grids for our phone lines and highways. It is time to put practical law in place so we can have modern electricity grids, as well. (Applause.) All this modernization of our electricity grid is contained in the electricity title in the energy bill I submitted to the United States Congress.

To power our growing economy, we also need to generate more electricity. Electricity comes from three principal sources -- coal and natural gas and nuclear power. To ensure that electricity is affordable and reliable, America must improve our use of all three. Coal is our nation's most abundant energy resource, and it provides about half of your electricity here in Virginia. As a matter of fact, we got coal reserves that will last us for 250 more years. But coal presents an environmental challenge. We know that. So I've asked Congress to provide more than \$2 billion over 10 years for a coal research initiative, a program that will promote new technologies to remove virtually all pollutants from coal-fired power plants.

My Clear Skies Initiative will also result in tens of billions of dollars in clean coal investments by private companies. It will help communities across the state meet stricter air quality standards. To help Virginia clean your air and keep your coal, Congress needs to get the Clear Skills bill to my desk this year. (Applause.)

Improving our electricity supply also means making better use of natural gas. It's an important power source for our farmers and manufacturers and homeowners. We need to increase environmentally responsible production of natural gas from federal lands. To further increase our natural gas supply, Congress needs to make clear federal authority to choose sites for new receiving terminals for liquified natural gas. In other words, we're getting a lot of natural gas from overseas that gets liquified, and we got to be able to de-liquify it so we can get it into your homes. And we need more terminals, and Congress needs to give us the authority to site those terminals in order to get you more natural gas. (Applause.)

I don't know if you realize this, but here in Virginia, you get about a third of your electricity from nuclear energy. Yet America has not ordered a nuclear power plant since the 1970s. France, by contrast, has built 58 plants in the same period. And today, France gets more than 78 percent of its electricity from nuclear power. In order to make sure you get electricity at reasonable prices, and in order to make sure our air remains clean, it is time for us to start building some nuclear power plants in America. (Applause.)

Technology has made it so I can say to you I am confident we can build safe nuclear power plants for you. Last month I directed the Department of Energy to work with Congress to reduce uncertainty in the nuclear power plant licensing process. We're also working to provide other incentives to encourage new plant construction, such as federal insurance to protect the builders of the first four new plants against lawsuits and bureaucratic obstacles and other delays beyond their control. A secure energy future for this country must include safe and clean nuclear power.

Many of the initiatives I've discussed today -- and I recognize this is a comprehensive plan, but that's what we need in America; we need a comprehensive plan. And many of these initiatives are contained in the energy bill before the Congress. I want to thank the House for passing the energy bill last month. And now it's time for the United States Senate to act. (Applause.) You don't have to worry about George Allen. He'll take the lead. (Applause.)

For the past four years, Americans have seen the cost of delaying a national energy policy. You've seen firsthand what it means when the nation's capital gets locked down with too much politics and not enough action on behalf of the American people. You've seen it through rising power bills; you've seen it through blackouts and high prices at the pump. Four years of debate is enough. It is time for the House and the Senate to come together and to get a good energy bill to my desk by August, and I'll sign it into law. (Applause.)

I've set big goals for our nation's energy policy, and I am confident our nation can meet those goals. Americans have a long history of overcoming problems through determination and through technology. Not long ago the prospect of running a car on fuel made from soybean oil seemed pretty unlikely. I imagine 30 years ago a politician saying, vote for me and I'll see to it that your car can run on soybean oil, wouldn't get very far. (Laughter.) Here we are, standing in front of a refinery that makes it. (Applause.)

We've got a lot of innovators in America, just like the folks here at Virginia BioDiesel. No doubt in my mind the innovative spirit of this country is going to make certain that our children and grandchildren will grow up in a more secure America, an America less dependent on foreign sources of oil. And the first place to start is for the United States Congress to pass that bill, based upon a comprehensive strategy that's going to work on behalf of this country.

I want to thank you for giving me a chance to come and share my thoughts with you. God bless you all. (Applause.)

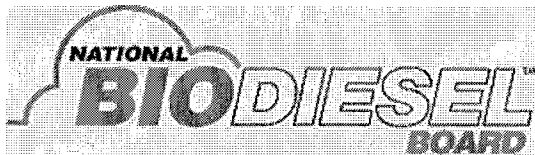
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NEWS

FOR IMMEDIATE RELEASE

Contact: Jenna Higgins/NBB
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Feb. 6, 2006

Author Launches Biodiesel Book at 2006 Biodiesel Conference & Expo

Biodiesel America illuminates biodiesel's role in alleviating energy woes

SAN DIEGO – Energy expert and author Josh Tickell shows how America can break dependence on Middle East oil in *Biodiesel America*, a new book launched today at the National Biodiesel Conference & Expo. Tickell shows how biodiesel, a non-polluting fuel made from vegetable oil, could bring over one million jobs back to rural America, invigorate our economy and create a stable domestic fuel supply, while leaving our lifestyle and food supply untouched.

Before September 11, 2001, few Americans had heard the term “energy security.” Now with soaring fuel prices, tension in the Middle East and natural disasters threatening U.S. petroleum production, the need for immediate action to lessening our oil dependence has become a national priority.

“*Biodiesel America* is an engaging look at an issue that is front and center in our country – energy supply,” said Joe Jobe, CEO of the National Biodiesel Board. “This is an extremely well-researched, thought provoking book that documents the past, present and future of the burgeoning biodiesel industry.”

In simple language, Tickell explains:

- Why America is more dependent on oil than any other nation
- Why Saudi Arabia's oil empire will soon crumble, sending energy prices skyrocketing
- Why everyday vehicles that get 80 miles per gallon are already sold in Europe, but not in the United States
- How Rudolf Diesel invented an engine to run on vegetable oil over 100 years ago
- Simple steps you can take to make money and decrease your dependence on oil

“I am thrilled to launch this book at the National Biodiesel Conference & Expo, where top industry leaders and biodiesel fans have gathered to learn the latest about the fuel,” Tickell said. “Writing this book was a personal experience for me. I am passionate about seeing the industry succeed. Our nation will be that much stronger as a result.”

“Energy independence is the only alternative,” said actor and biodiesel advocate Woody Harrelson. “Josh’s book is a giant leap in that direction.”

Tickell authored the book *From the Fryer to the Fuel Tank: The Complete Guide to Using Vegetable Oil as an Alternative Fuel*. He sold more than 50,000 copies. His tour around the country in the “Veggie Van” helped jumpstart biodiesel education in America in the early 90s.

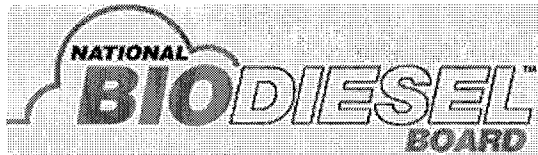
The 2006 National Biodiesel Conference & Expo, underway at the San Diego Convention Center, is the premier event in biodiesel education. Hosted by the National Biodiesel Board (NBB), a nonprofit trade association, this year’s conference is expected to draw a record crowd. This has been a landmark year for biodiesel, with 2005 production tripling to 75 million gallons.

Biodiesel has become America’s fastest growing alternative fuel according to the Department of Energy. Biodiesel and biodiesel blends reduce emissions while offering similar performance to petroleum diesel. Biodiesel has the highest energy balance of any liquid fuel. For every unit of energy used to make biodiesel, 3.2 units are gained. More than 600 filling stations make biodiesel available to the public, and 1,500 petroleum distributors carry it nationwide. More than 600 fleets use biodiesel, including government and military, commercial and school bus fleets.

Based in Jefferson City, Mo., NBB is a nonprofit trade association coordinating the industry and educating the public about biodiesel.

Readers can learn more about biodiesel by visiting www.biodiesel.org. To learn more about Biodiesel America, visit www.biodieselamerica.org.

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NEWS

FOR IMMEDIATE RELEASE

Contact: Jenna Higgins/NBB
800-841-5849

December 2, 2005

Hundreds of Individuals, Environmental & Health Groups Unite Around Biodiesel *Growing Membership in Biodiesel Alliance Shows Widespread Support for American-made Fuel*

JEFFERSON CITY, Mo. – The Oregon Environmental Council’s programs focus on protecting kids' health from toxic pollution, cleaning up Oregon's rivers, and protecting our climate by curbing vehicle pollution.

Their environmental mission is one of the major reasons why they joined the Biodiesel Alliance - a free, voluntary program facilitated by the National Biodiesel Board (NBB), with support from the United Soybean Board. The Alliance unites more than 1,300 organizations, companies and government agencies in their support of biodiesel. In addition, more than 4,100 people have joined the Biodiesel Backers program for individual supporters. Backers range from truck drivers to farmers to asthma sufferers.

The Alliance’s growing membership underscores the wide net of support for American-made biodiesel fuel. To date, 1,825 individuals or organizations indicated that environment and health benefits are a major reason they support biodiesel, thereby contributing to their joining the Biodiesel Alliance or Biodiesel Backer program.

“When it comes to our work promoting biodiesel, we need a national partner,” said Jeff Allen, Executive Director of the Oregon Environmental Council. “That’s why we joined the Biodiesel Alliance. It helps keep us informed about innovations and actions in other states and at the national level, which helps make us more effective advocates for clean, renewable fuels like biodiesel.”

Sean Jacobs, Project Coordinator of Clean Air Council, an environmental organization based in Pennsylvania and another Biodiesel Alliance member, added, “Increased development and consumption of biodiesel can play an important role in improving air quality across the country. As such, biodiesel offers a great way to protect public health, while also protecting agricultural jobs. Pennsylvania Governor Ed Rendell recently announced the opening of the east coast’s first state-of-the-art biofuels injection facility in Middletown, Pennsylvania. The Biodiesel Alliance will help communities reduce air pollution and create new jobs with its support of this growing field.”

The American Lung Association of the District of Columbia hosts a biodiesel education program. "Highly regarded research institutions, such as Lovelace Respiratory Research Institute and Southwest Research Institute, have contributed to the extensive knowledge-base on biodiesel's emissions," said ALADC Biodiesel Education Project Coordinator Ruth Rich. "The use of biodiesel, particularly B20 blend levels and higher, can help reduce particulate matter and other emissions that diminish America's air quality."

Other environmental and health organizations that are Alliance members include: Audubon International; Bluewater Network; Brattleboro Climate Protection; Choices for Health; Climate Solutions; CoPIRG - Colorado University Boulder chapter; Energy Recovery Group; Environmental Alliance for Senior Involvement; National Park Service; National Park Service Green Parks Program; Oxygen Collective; Picture Rocks National Lakeshore; legendary musician Willie Nelson and Willie Nelson's Biodiesel Company; and a number of Clean Cities Chapters. A complete list can be found at http://www.biodiesel.org/aboutnbb/alliance/alliance_members_healthenviro.shtm.

The Biodiesel Alliance and Backers members receive timely access to information about new biodiesel developments and opportunities such as: new pump openings; incentives for school systems and other uses; scientific findings about biodiesel's performance and environmental characteristics and the activities of biodiesel supporters. To join and/or view a list of current Alliance members, visit <http://www.biodiesel.org/aboutnbb/alliance>.

"We're encouraged by the strong support from environmental and health organizations that recognize the immediate role biodiesel can play in helping to reduce diesel emissions," said Joe Jobe, CEO of NBB. "We hope others will follow their lead and get behind biodiesel by joining the Alliance."

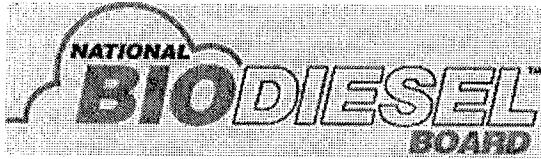
Biodiesel is a domestically produced fuel made from any fat or vegetable oil, like soybean oil. It can be used in any diesel engine with few or no modifications. Although biodiesel contains no petroleum, it can be blended with diesel at any level or used in its pure form.

Biodiesel reduces emissions and poses no threat to human health. It is nontoxic, biodegradable and essentially free of sulfur and aromatics, significantly reducing emissions of carbon monoxide, particulate matter, unburned hydrocarbons and sulfates. On a lifecycle basis, biodiesel reduces carbon dioxide by 78 percent compared to petroleum diesel, making it the most effective greenhouse gas mitigation technology currently available for heavy-duty vehicles and equipment. It has the highest energy balance of any transportation fuel and can be used in its pure form, or blended with petroleum diesel at any level. Biodiesel offers similar fuel economy, horsepower and torque to petroleum diesel while providing superior lubricity. For more information on biodiesel's environmental and health benefits go to http://biodiesel.grassroots.com/Environmental_1_Pager_UpdatedNov2005/.

Today, more than 600 major fleets use biodiesel commercially, and 600 retail filling stations make it available to the public.

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Readers can learn more about biodiesel at www.biodiesel.org.



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NEWS

FOR IMMEDIATE RELEASE

Contact: Jenna Higgins/NBB
1-800-841-5849

Nov. 8, 2005

Biodiesel Production Soars

2005 production expected to triple last year's figures

JEFFERSON CITY, Mo. – John Plaza can't seem to make biodiesel fast enough. The president and founder of Seattle Biodiesel says the plant is producing biodiesel at full capacity – and his customers snap it up as soon as it is made.

Located in downtown Seattle, Plaza's experience with his 5 million gallon per year plant illustrates the national picture. The National Biodiesel Board (NBB) anticipates 75 million gallons of biodiesel production in 2005. That's three times the 25 million gallons produced just one year earlier.

A federal tax incentive, state legislation and a diesel shortage all contribute to the rise in demand. But Plaza says he thinks Americans are finally waking up to alternative fuels.

"A lot of Americans like the patriotic aspect of biodiesel," he said. "The environmental benefits add value, but creating a stronger America through energy security is many people's true motivation – including my own."

Plaza left a career as a commercial airline pilot to pursue his interest in alternative energy.

"I was flying a 747 from Anchorage to Tokyo, and I started thinking about how much fuel that flight used," he said. "I figured out that in one 6 ½ hour flight, we used enough fuel to power my personal vehicle for 42 years. I had to make a change."

The biodiesel industry will meet growing demand with increased production. There are currently 45 active biodiesel plants. The average size is about 6.5 million gallons per year, but some larger plants in the 30 million gallon range have also opened. In all, 45 plants produce biodiesel, with another 54 planned.

"The recent energy crunch causes us to think about energy in a way that we haven't in decades," said Joe Jobe, CEO of NBB. "Americans are recognizing that conservation and alternative energy are a big part of the answer to our energy questions. Many alternative energy sources are theoretical. But with biodiesel, we can supplement our energy supply immediately."

Biodiesel works in any diesel engine with few or no modifications. It offers similar horsepower and torque compared to petroleum diesel. It has enhanced lubricity and cetane.

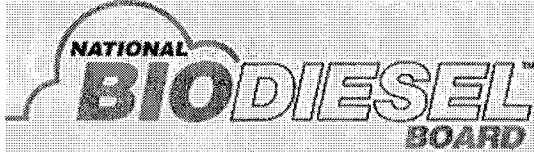
Although made from any fat or vegetable oil, soybean oil is the most common source of biodiesel in the U.S. Seattle Biodiesel uses soy, but is looking at the viability of canola oil, too.

“We made a small batch of biodiesel from canola oil, making us the first to turn a Washington-grown crop into biodiesel for the marketplace,” Plaza said. “We’re quite enamored with driving around on it.”

More than 600 major fleets use biodiesel nationwide. Those include the National Park Service, state departments of transportation and the military. Nationally, more than 600 retail filling stations make biodiesel blends available to the public. The use of biodiesel yields significant environmental benefits, such as reducing emissions. Biodiesel has the highest energy balance of any transportation fuel.

Readers can learn more about biodiesel and the NBB by visiting www.biodiesel.org. Visit www.biodiesel.org/buyingbiodiesel/producers_marketers/ProducersMap-existingandpotential.pdf for a map of current and proposed biodiesel plants. This material sponsored by the USDA Biodiesel Education Program.

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NEWS

FOR IMMEDIATE RELEASE

Contact: Jenna Higgins/NBB
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October 24, 2005

Missouri's First Large Scale Biodiesel Plant Breaks Ground

Mid-America Biofuels to Begin Production in 2006

MEXICO, Mo. – The National Biodiesel Board (NBB) congratulated Mid-America Biofuels, LLC, today on breaking ground on the largest soy biodiesel plant in Missouri. The Mexico, Mo. plant, a partnership of Biofuels, LLC; Archer Daniels Midland (ADM); Ray-Carroll County Grain Growers, Inc.; MFA Oil Co.; and GROWMARK, Inc., will have an annual production capacity of 30 million gallons.

Soy biodiesel, an alternative to traditional petroleum-based diesel fuel, is made from soybean oil. It burns cleaner than traditional diesel, can be used in any diesel engine with few or no engine modifications and is a renewable source of fuel.

“Biodiesel demand is growing fast, and we believe Missouri is the right place to produce biodiesel and fill that demand,” said Warren Stemme, a Missouri farmer in St. Charles County and president of Mid-America Biofuels, LLC. “Additionally, we have an unbeatable team in place with each member providing resources and experience which is sure to make Mid-America Biofuels a huge success.” Stemme is also in the Missouri Soybean Association, as well as a director of NBB.

The central Missouri majority farmer-owned plant includes nearly 400 farmers.

“Biodiesel is an American soybean farmer success story, and the national effort started right here with Missouri soybean farmers, and has now emanated throughout the country,” said Joe Jobe, chief executive officer of NBB. “One of the first public fuel pumps in the nation to offer B20 was at a Conoco station in Jefferson City, and now there are more than 600 nationwide, and more than 500 fleets using the cleaner fuel including the U.S. Department of Defense and NASA. It is rewarding to see the effort come full circle with a major farmer-owned biodiesel production facility in Missouri that will benefit Missouri agriculture and Missouri jobs.”

Governor Matt Blunt, Senator Kit Bond (R-MO) and Representative Kenny Hulshof (R-MO) were on hand at the announcement. Senators Bond and Jim Talent (R-MO) and Rep. Hulshof were instrumental earlier in the year with Energy and Transportation bills’ passage, which both contained key biodiesel provisions. The number one priority of the biodiesel industry - extension

of the federal tax incentive – was passed in the Energy Bill with an extension through 2008, along with a Renewable Fuels Standard of 7.5 billion gallons by 2012 and a small producer incentive that will help the plant take root.

Biodiesel reduces emissions and poses no threat to human health. It is nontoxic, biodegradable and essentially free of sulfur and aromatics, significantly reducing emissions of carbon monoxide, particulate matter, unburned hydrocarbons and sulfates. On a lifecycle basis, biodiesel reduces carbon dioxide by 78 percent compared to petroleum diesel, making it the most effective greenhouse gas mitigation technology currently available for heavy-duty vehicles and equipment. It has the highest energy balance of any fuel and can be used in its pure form, or blended with petroleum diesel at any level. Biodiesel offers similar fuel economy, horsepower and torque to petroleum diesel while providing superior lubricity.

Mid-America Biofuels plans to begin operating at full capacity within a year. There are currently 45 plants operating nationwide.

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To learn more about biodiesel, visit www.biodiesel.org.

NEWS

FOR IMMEDIATE RELEASE

Contact: Jenna Higgins/NBB
800-841-5849

August 25, 2005

More Truckers Hit the Road with American-Made Biodiesel *New Biodiesel Web Site Designed Specifically for Truckers Unveiled*

JEFFERSON CITY, Mo. – Coast to coast, biodiesel's momentum within the trucking industry is increasing as a growing number of truckers fill their rigs with the renewable fuel and more truck stops begin selling biodiesel blends. With support from legendary musician and biodiesel advocate Willie Nelson, the trucking industry is turning to biodiesel as an American-made supplement to regular diesel fuel. Biodiesel has the added benefits of helping to reduce U.S. dependence on foreign oil; supporting American farmers and protecting the environment.

Biodiesel is a cleaner burning fuel that can be made from any fat or vegetable oil, such as soybean oil, and works in any diesel engine. Biodiesel can be blended with petroleum diesel at any level or used in its pure form.

Willie Nelson Biodiesel, the singer's newly formed company, has opened several pumps at truck stops nationwide. The pumps carry B20, a mixture of 20 percent biodiesel and 80 percent diesel. Nelson premiered the business at Carl's Corner, located off Highway 35 south of Dallas, in October 2004. In June 2005, Nelson was on hand at a Spinx Co. filling station in Greer, South Carolina to announce the first truck stop on the Eastern Seaboard to offer biodiesel to truck drivers and other motorists. Company representatives say future plans include other truck stops carrying B20 along the east coast from Miami to Rochester. In addition, biodiesel is available to truckers at other fueling sites throughout the country (visit www.biotrucker.com/sites for a list of locations by state).

“Concerns about our growing dependence on Middle Eastern oil and Willie Nelson’s advocacy of biodiesel have helped propel awareness about biodiesel in the trucking industry,” said Joe Jobe, chief executive officer of the National Biodiesel Board (NBB). “National energy initiatives are helping to make biodiesel more cost competitive, and each day we hear about new truckers who are interested in biodiesel’s benefits. We always knew biodiesel would appeal to truckers, but in such a cost sensitive market we have been a little surprised by the recent outpouring of support, even when blends cost more.”

In response to the tremendous interest in biodiesel from the trucking industry, NBB has created a new Web site as a resource specifically for truckers (www.biotrucker.com). Biotrucker.com includes the latest information about biodiesel availability, trucker testimonials, technical information, discussion boards and other current news from the biodiesel industry. Truckers are encouraged to show their support for biodiesel by becoming a “BioTrucker” to receive the latest biodiesel-related news and information (visit www.biotrucker.com/signup to sign up).

(more)

The following are just a few examples of truckers that are singing the praises of biodiesel:

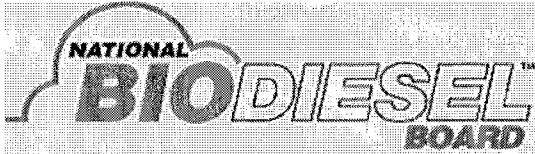
- **Mike DeSimone, owner of Cross Creek Trucking in Central Point, Oregon** began using B20 in 100 refrigerated Peterbilt 379 and Kenworth T-2000 trucks earlier this month. He said he thinks it's important for his company to support American agriculture, especially since it's a large part of his customer base. "We're taking a stand to show farmers we will use their crops in hopes that they will continue producing," DeSimone said. The United Soybean Board and state soybean board checkoff programs funded much of the development of the biodiesel industry in the U.S.
- **Charles "Shorty" Whittington, President of Grammer, Indiana-based Grammer Industries**, a common-carrier trucking company specializing in the transportation of fertilizer materials, sees a bright future for biodiesel in the trucking industry. Whittington, who has worked closely with trucking associations to improve transportation in America, uses B5 in one of his company Peterbilt 379 trucks and also fills his diesel Jeep Liberty with the fuel. "Strict quality standards, the need to decrease dependence on foreign oil and the rising cost of diesel fuel are all factors that are helping to strengthen momentum for biodiesel in the trucking industry," he said.
- **Gary Kilgo, owner of K&K Trucking in Okolona, Mississippi** uses biodiesel in all twelve of his freight trucks. K&K's experience with biodiesel has been extremely positive. Not only is biodiesel less expensive for them than regular diesel fuel, but Kilgo is happy to be supporting a homegrown product and helping to reduce air pollution. "I believe we should do anything we can to help our country. People should get behind domestically produced products if they work – and biodiesel works," Kilgo said
- **Greg Greving of Chapman, NE is the owner of G&G Farms and operates a trucking business**, which delivers construction and other oversized and heavy equipment to farms and equipment dealers. He uses B2 in his two Peterbilt 379 extended hood trucks (Caterpillar engines). "I believe that one of the most important benefits of biodiesel is its increased lubricity," Greving said. Increased lubricity can extend engine life through the prevention of premature engine wear and tear. He added that he has had no problems with biodiesel, even in cold Nebraska winters where the temperature has fallen as low as 20 degrees below zero.

Biodiesel is available at more than 450 retail pumps and by more than 1,400 petroleum distributors in the U.S. More than 500 government and commercial fleets, like NASA, the U.S. Military and L.L.Bean, use biodiesel. Many state soybean boards are working closely with state trucking associations and trucking companies to increase awareness about biodiesel.

Biodiesel offers environmental and engine benefits. It significantly cuts most regulated emissions. Biodiesel blends perform just like diesel in horsepower, haulage and torque, and has higher average cetane than most regular diesel. With biodiesel's high flash point and non-toxicity, it is extremely safe to use and handle. It also has the highest energy balance of any fuel according to a Department of Energy/Department of Agriculture Life Cycle analysis; for every unit of fossil energy put into producing biodiesel, 3.2 units are gained.

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Truckers can learn more about biodiesel by visiting www.biotrucker.com, a new website sponsored by the U.S. Department of Agriculture Biodiesel Education Program.



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NEWS

FOR IMMEDIATE RELEASE

Contact: Jenna Higgins/NBB
800-841-5849

August 9, 2005

IRS Clears Up Gray Areas of Biodiesel Tax Incentive

Industry upbeat about implications of new IRS guidance

JEFFERSON CITY, Mo. – In a move that is expected to increase biodiesel sales, the Internal Revenue Service (IRS) has issued a modified guidance document for the biodiesel federal excise tax credit. Biodiesel industry experts say it clarifies several unanswered questions that will allow the incentive to be used to the fullest extent possible, a positive step forward in its implementation.

The excise tax credit amounts to a penny per percentage point of biodiesel blended with petroleum diesel for “agri-biodiesel,” such as that made from soybean oil, and a half-penny per percentage for biodiesel made from recycled cooking oil. It is taken at the blender lever with the intended effect of lowering the cost of biodiesel to consumers in taxable and tax exempt markets.

Although this document is not the final rulemaking, it amends the initial guidance document (IRS Notice 2005-4) published in December 2004, by clarifying several specific issues. Those include, among other things:

- Clarification of what constitutes a “Biodiesel Mixture” (one gallon of diesel fuel blended into 999 gallons of biodiesel, or “B99.9”).
- Clarification that a biodiesel mixture includes both dyed and un-dyed fuel. This means the incentive will apply in the heating oil market as well as the off-road market.
- Clarification of the biodiesel certification process for sales of biodiesel through a reseller. This creates a mechanism so that the tax incentive claimant may obtain the required biodiesel certificate directly from the biodiesel producer or indirectly from a biodiesel reseller.
- Provisions for commingling of biodiesel and agri-biodiesel.
- Clarification on eligible feedstocks for agri-biodiesel (palm and fish oil will qualify for agri-biodiesel incentive).
- Clarifications on applicable forms to claim credit and credit calculation.

The petroleum industry has reacted favorably to the new guidance. “We appreciate IRS responding to our concerns,” said Holly Tuminello, Petroleum Marketers Association of American vice president. “These changes will make the entire program flow smoothly and create an incentive for more companies to consider handling biodiesel.”

The tax incentive, established originally as part of the American JOBS Creation Act of 2004, would have expired in 2006. It will now be extended through 2008 as a result of the Energy Bill's passage July 29. The President signed the bill into law on Aug. 8.

"The IRS guidance document comes on the heels of some other remarkable successes for the biodiesel industry," said Joe Jobe, CEO of the National Biodiesel Board (NBB). "Just days ago Congress passed the Energy Bill and the Transportation Bill on the same day, both of which included favorable provisions for biodiesel. The culmination of these successes portends a very bright future for biodiesel."

Biodiesel can be used in any diesel engine in pure form, or blended with petroleum diesel. It significantly reduces most regulated emissions and is nontoxic and biodegradable. Biodiesel has the highest energy balance of any transportation fuel. The U.S. Department of Energy (DOE) and the U.S. Department of Agriculture (USDA) in 1998 performed the prevailing life cycle study of the energy balance of biodiesel. It found that for every one unit of fossil energy used in the entire biodiesel production cycle, 3.2 units of energy are gained when the fuel is burned, or a positive energy balance of 320 percent.

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To view the IRS guidance, visit <http://nbb.org/news/taxincentive/Biodiesel%20Notice%202005-62.pdf>. Readers can learn more about biodiesel by visiting www.biodiesel.org.

Diesel Emissions Reduction Act of 2005

Importance of Clean Diesel Retrofit Legislation



The Diesel Emissions Reduction Act (DERA) was approved by Congress as part of the Energy Policy Act of 2005 and signed into law by President Bush on August 8, 2005. DERA will provide \$1 billion in funding for states and organizations to implement clean diesel retrofit (upgrading) programs for existing diesel fleets. In doing so, this landmark legislation will result in cost-effective emissions reductions solutions and public health benefits nationwide.

The legislation was announced in June 2005 by a bipartisan group of U.S. Senators that included Sens. George Voinovich (R-OH) and Hillary Clinton (D-NY), and received support from a unique coalition of industry and environmental groups.

Clean Diesel, Clean Air

By building on proven state and local programs that have used new clean diesel technology to retrofit and replace older engines, DERA will help pave the way for cleaner air -- particularly in states that do not currently meet federal ozone and particulate standards mandated by EPA. New clean technologies such as particulate filters, catalytic converters, and ultra-low sulfur fuels can provide tremendous air quality solutions for in-use vehicles and equipment.

The diesel industry has also aggressively set out to meet the new EPA standards for on-highway and off-road diesels. Beginning in 2007, new clean diesel systems that combine cleaner fuels, cleaner engines and retrofit devices will result in near-zero emissions for the next generation of diesel cars, buses, trucks, and non-road equipment.

Taking Action

The renowned durability of the diesel engines that power school buses, trucks, railroads, and emergency response vehicles means that older vehicles can last for hundreds of thousands of miles over a lifetime of up to 30 years. The Diesel Emissions Reduction Act of 2005 establishes voluntary national and state-level grant and loan programs to promote the reduction of diesel emissions from older diesel fleets. This legislation:

- Authorizes \$1 billion over 5 years (\$200 million annually).
- Provides that 70 percent of the funds are distributed by EPA.
- Allocates 20 percent of funds to states to develop retrofit programs with an additional 10 percent available as an incentive for state's to match the federal dollars being provided.
- Establishes priority areas for projects (such as those that are more cost-effective and affect the most amount of people) and focuses the federal program on public fleets.
- Includes provisions to help develop new technologies, encourage more action through non-financial incentives, and require EPA to outreach to stakeholders and report on the success of the program.

Read a **section by section summary** of the DERA legislation

Read more about the **bi-partisan announcement of DERA** in June 2005

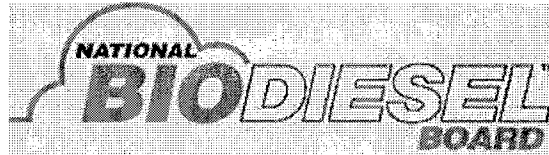
EPA estimates that this billion dollar program would leverage an additional \$500 million leading to a net benefit of almost \$20 billion with a reduction of about 70,000 tons of particulate matter. This is a 13 to 1 benefit-cost ratio.

Additional Information:

[Learn more about this legislation.](#)

RESOURCES	TECHNOLOGY SPOTLIGHT	RETROFIT TOOLKIT	DIESEL BLOG	MY DIESEL	ABOUT THE FORUM
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NEWS

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July 29, 2005

Biodiesel Tax Incentive Extended to 2008

Passage of Energy Bill Will Lead to Greater Use of Cleaner Burning, Domestic Fuel

JEFFERSON CITY, Mo. – The National Biodiesel Board (NBB) and American Soybean Association (ASA) hailed Congress's passage of the Energy Bill as a crucial step forward in establishing biodiesel as a long-term component of the nation's energy supply. The bill passed with several provisions to promote biodiesel's growth, including the extension of a federal excise tax credit, the industry's number one priority.

"The U.S. has not had a comprehensive energy strategy in decades and this bill finally changes that," said longtime biodiesel champion Senator Chuck Grassley (R-IA), who serves as Senate Finance Committee Chairman and was a member of the Energy Bill Conference Committee. "Its passage will help ensure the continued expansion of biodiesel and other renewable fuels that help strengthen national security by reducing our dependence on the Middle East for oil and expand markets for agricultural products."

The tax incentive, established originally as part of the American JOBS Creation Act of 2004, would have expired in 2006. It will now be extended through 2008. Senators Blanche Lincoln (D-AR) and Jim Talent (R-MO) were the chief sponsors of the extension.

"This bill brings us one step closer to a national energy policy that encourages the production and use of cleaner, renewable energy like biodiesel," Lincoln said. "Farmers in Arkansas and other rural states have already begun to turn to biodiesel, and I'm proud to have helped this promising biofuel gain a place at the table so it can be more cost-competitive with petroleum diesel. As I've said all along, in order to create favorable market conditions for biodiesel, we must have adequate support and tax incentives to foster these conditions. This bill is a tremendous step forward for biodiesel because it helps us in our goal towards energy independence."

"Passage of the Energy Bill is a real victory for renewable fuels and for family farmers throughout the Midwest and the United States," said Senator Jim Talent, who also helped negotiate the 7.5 billion gallon Renewable Fuels Standard, and created the small producer tax credit for biodiesel, both of which were included in the Energy Bill. "Renewable Fuels are at the heart of economic growth and jobs for the future; at the heart of energy independence from foreign energy producers; at the heart of environmental quality; and at the heart of value-added agriculture for our family farmers and producers. I congratulate the National Biodiesel Board, producer groups and everyone who worked so hard for this day."

(more)

The excise tax credit amounts to a penny per percentage point of biodiesel blended with petroleum diesel for "agri-biodiesel," such as that made from soybean oil, and a half-penny per percentage for biodiesel made from other sources. It is taken at the blender lever with the intended effect of lowering the cost of biodiesel to consumers in taxable and tax exempt markets.

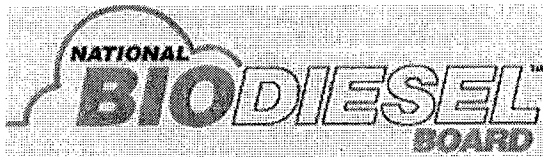
Rep. Kenny Hulshof (R-MO) led the charge for the extension on the House side. "We need to focus on domestic, renewable sources of energy to supply our increasing demand and this bill goes a long way in accomplishing that goal," Hulshof said. "This agreement signals the culmination of months of tireless negotiations, but the final product is a good one for farmers, consumers and the environment. This truly is a monumental step for renewable fuels."

"We have actively sought an Energy Bill for more than four years, and its passage represents a huge victory for soybean farmers," said ASA President Bob Metz from his farm in South Dakota. "The extension of the biodiesel tax incentive and other provisions position the biodiesel industry for explosive growth, and our growers stand ready to supply the soybean oil necessary to ensure it does! We sincerely appreciate the efforts of our congressional champions and ASA members who deserve all the credit for making this happen."

Darryl Brinkmann, chairman of NBB and a soybean producer from Carlyle, Ill., echoed that more biodiesel usage is good for America. "The biodiesel industry has already begun to see the results of the tax incentive stimulating demand, but without the passage of this extension, people would have been reluctant to invest in biodiesel as part of a long-term solution to our energy security," Brinkmann said. "We are thankful to Senator Grassley and all our champions in the Senate and House who recognized how important it is to America to encourage use of renewable fuels. This is a good day for biodiesel."

Biodiesel can be used in any diesel engine in pure form, or blended with petroleum diesel. It significantly reduces most regulated emissions and is nontoxic and biodegradable. Biodiesel has the highest energy balance of any transportation fuel. The U.S. Department of Energy (DOE) and the U.S. Department of Agriculture (USDA) in 1998 performed the prevailing life cycle study of the energy balance of biodiesel. It found that for every one unit of fossil energy used in the entire biodiesel production cycle, 3.2 unit of energy are gained when the fuel is burned, or a positive energy balance of 320 percent.

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NEWS

FOR IMMEDIATE RELEASE

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May 16, 2005

President Bush Makes Historic Visit to Biodiesel Plant

President calls for greater biodiesel use, comprehensive energy plan

WEST POINT, Va. – Visiting a biodiesel plant near Richmond, Virginia, President Bush today called biodiesel “one of our nation’s most promising alternative fuel sources” and discussed the importance of a comprehensive energy plan to wean the United States from foreign petroleum.

“Biodiesel is one of our nation’s most promising alternative fuel sources, and by developing biodiesel you’re making this country less dependent on foreign oil,” Bush said, while speaking to a crowd gathered at Virginia Biodiesel Refinery, LLC, a biodiesel plant that began operating in March of 2004.

The President said high petroleum prices highlight how consumers and lawmakers need to look towards domestic energy sources, and he pressed Congress to pass a comprehensive Energy Bill.

“The high prices we pay today have been decades in the making,” he said. “For the sake of the American consumers it is time to confront our problems now and not pass them on to future congresses and future generations.”

The occasion marked a historic moment in the biodiesel industry. This is the first time any president has visited a biodiesel plant. Representatives of the National Biodiesel Board (NBB), American Soybean Association (ASA) and United Soybean Board attended, along with hundreds of other industry leaders, Virginia farmers, government representatives and others.

“President Bush has shown that he believes in biodiesel, and that he wants it to succeed,” said Darryl Brinkmann, Chairman of NBB and a soybean producer from Carlyle, Ill. “We look to him now to do everything he can to encourage the extension of the federal biodiesel tax incentive and passage of the renewable fuels standard. That policy is needed to help this industry grow and put a significant dent in our imported barrels of petroleum.”

The President’s plant visit comes as U.S. oil consumption and imports continue to rise. According to the Energy Information Administration (EIA), the United States spends almost \$200,000 a minute on foreign oil. The U.S. uses approximately 20 million barrels of oil a day, more than half of which is imported. By 2025, demand is expected to rise to 27.9 million barrels a day – about 68 percent of which will be imported.

(more)

Annual biodiesel production has increased from 500,000 gallons in 1999 to 30 million gallons in 2004, making it the fastest growing alternative fuel in America. Approximately 500 major fleets use the fuel nationwide. The biodiesel tax incentive that went into effect January 1, 2005 is helping biodiesel demand to climb even more.

“The biodiesel incentive has been hugely successful in creating demand during the last few months,” said Brinkmann. “Extending that incentive beyond its two year period is the top priority of the biodiesel industry. We also look to Congress to pass legislation that will create a renewable fuels standard of eight billion gallons a year.”

The United States House of Representatives has passed an Energy Bill that establishes an RFS that would grow to five billion gallons by 2012. The U.S. Senate is expected to act soon and pass an Energy Bill with an eight billion gallon RFS. The biodiesel and soybean industries are hopeful that the Senate bill will include an extension of the biodiesel tax incentive. Senators Chuck Grassley (R-IA) and Blanche Lincoln (D-AR), and Reps. Kenny Hulshof (R-MO) and Earl Pomeroy (D-ND) championed the passage of the tax incentive and are expected to lead the charge on the extension. A recent survey shows 74 percent of registered voters support a renewable fuels standard, and 79 percent favor extending the biodiesel tax incentive.

Virginia Biodiesel Manager Ken Hawthorne, Jr. said “The tax incentive has moved the market. It tells us that you will have a market and you will be competitive. It’s up to us to compete and to provide a quality product.” The plant has one million gallons of capacity, with plans to triple in size underway. Douglas Faulkner, one of the plant’s founders, added that the extension of the biodiesel tax incentive is critical. “New plants won’t develop without the tax credit being assured for a longer term, like ten years,” he said.

Virginia Biodiesel Refinery, a member of NBB, is a family owned business and a biodiesel success story.

“I appreciate the folks here at Virginia Biodiesel for showing me around,” Bush said. “I love the innovative spirit of our entrepreneurs in this country. And the folks here have got incredible vision, and they’re willing to take risks to innovate. What I think is interesting is that they have combined farming and modern science, and by doing so you’re using one of the world’s oldest industries to power some of the world’s newest technology.”

Faulkner first heard about biodiesel in 1999 when a Virginia soybean farmer, Bill Taliaferro of Montague Farms, requested that Faulkner’s employer, George Noblett Oil Company, offer the product. Virginia Soybean Association and Virginia Soybean Board farmer members had invested in biodiesel for nearly a decade, and they wanted to see the industry emerge. Noblett agreed to sell biodiesel that farmers wanted for use in their diesel equipment. That initial offering of about 3000 gallons of biodiesel led Faulkner as well as his father, Norman L., and brother, Norman F., to launch Virginia Biodiesel Refinery, LLC. in March 2004.

Biodiesel is a cleaner burning fuel made from renewable resources such as soybean oil. Biodiesel works in any diesel engine with few or no modifications. It has the highest energy balance of any fuel and can be used in its pure form (B100), or blended with petroleum diesel at any level. Nationwide, more than 500 major fleets now use biodiesel commercially, and more than 400 retail filling stations also make it available to the public.

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Readers can learn more about biodiesel by visiting www.biodiesel.org.



President Bush Calls for Biodiesel in Energy Plan

Extension of tax incentive, passage of RFS remain industry's top priorities

Press Release from National Biodiesel Board

May 10, 2005

JEFFERSON CITY, Mo. President Bush is calling for greater use of renewable fuels like biodiesel and ethanol as he addresses energy concerns before the nation. During last night's primetime news conference, President Bush touted biodiesel as an option to help reduce dependence on foreign oil, saying "...we must develop promising new sources of energy, such as hydrogen, ethanol or biodiesel." This show of support comes as the National Biodiesel Board (NBB), the American Soybean Association and others call for passage of a Renewable Fuels Standard (RFS) and an extension of the biodiesel tax incentive.

"Our farmers can help us become less dependent on foreign oil," the president said this week at the Small Business Administration Conference and Expo in Washington D.C. "We can produce another renewable fuel -- biodiesel -- from leftover fats and vegetable

"...we must develop promising new sources of energy, such as hydrogen, ethanol or biodiesel" said President Bush.

oils....Ethanol and biodiesel have got great potential. And that's why I've supported a flexible, cost-effective, renewable fuel standard as part of the energy bill. This proposal would require fuel producers to include a certain percentage of ethanol and biodiesel in their fuel, and would increase the amount of these renewables in our nation's fuel supply."

The United States House of Representatives has passed an Energy Bill that establishes an RFS that would grow to five billion gallons by 2012. Soon the U.S. Senate will consider its own version of the Energy Bill, in which the industry hopes to see a more robust RFS and the extension of the biodiesel tax credit. A recent survey shows 74 percent of registered voters support a renewable fuels standard, and 79 percent favor extending the biodiesel tax incentive.

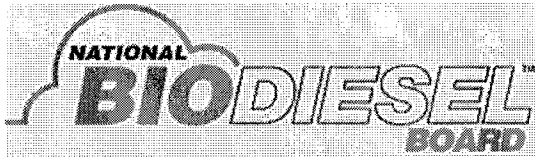
"The biodiesel incentive has been wildly successful in spurring demand during the last few months," said Darryl Brinkmann, Chairman of NBB and a soybean producer from Carlyle, Ill. "Extending that incentive beyond its two year period is the top priority of the biodiesel industry. We also look to the Senate to present legislation that will increase the RFS to 8 billion gallons, and having the President's support is critical to making both of those things a reality."

Biodiesel is a cleaner burning fuel made from renewable resources such as soybean oil. Biodiesel works in any diesel engine with few or no modifications. It has the highest energy balance of any fuel and can be used in its pure form (B100), or blended with petroleum diesel at any level. Nationwide, more than 500 major fleets now use biodiesel commercially, and more than 400 retail filling stations also make it available to the public.

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Readers can learn more about biodiesel by visiting www.biodiesel.org.

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NEWS

FOR IMMEDIATE RELEASE

March 11, 2005

Contact: Jenna Higgins/NBB
1-800-841-5849

U.S. Navy Calls for Broad Use of Biodiesel at Navy and Marine Facilities

New B20 Policy Will Lead to Greater Use of Domestically Produced Alternative Fuel

JEFFERSON CITY, Mo. – Demonstrating federal leadership in the use of biodiesel, the U.S. Department of the Navy recently announced a new policy that will lead to greater use of the domestically produced fuel and increase U.S. energy security by reducing dependence on foreign sources of oil. Principal Deputy Assistant Secretary (Installations and Environment) Wayne Arny has issued a memorandum that establishes a policy that all U.S. Navy and Marine non-tactical diesel vehicles shall operate on a blend of 20% biodiesel fuel (B20) no later than June 1, 2005.

A cleaner-burning alternative to petroleum-based diesel, biodiesel is made from renewable resources like soybeans and other natural fats and oils, grown in the United States. It can be used in its pure form (B100) or can be blended at any level with petroleum diesel. It can be used in diesel engines with few or no modifications. The U.S. Navy, Army, Air Force and Marines all use B20, a mixture of 20 percent biodiesel and 80 percent diesel, at different bases and stations throughout the country.

“We commend the Navy for its leadership role in advancing the use of biodiesel and other alternative fuels,” said Joe Jobe, NBB executive director. “With the U.S. importing more than half of all oil consumed, turning to domestic energy sources like biodiesel is critical. The Navy is setting a positive example for the rest of the nation with this new policy.”

Jobe added that the Navy is the largest user of diesel fuel in the world, and is charged with protecting shipping routes to import petroleum to the United States. “Naval leaders clearly recognize the responsibility the Navy has to reduce its own use of petroleum, and we commend them for that.”

The January 18, 2005 Navy memo provided guidance for biodiesel use including that it can be supplied by the Defense Energy Support Center (DESC) and used where adequate fuel tanks are available. The policy does not apply to tactical military equipment or deployable commercial equipment intended to support contingency operations.

In 2003, Naval Base Ventura County (NBVC) in Port Hueneme, Calif. began a unique pilot program making biodiesel from its own biodiesel processing unit. Eventually, the Navy could send portable biodiesel processing units overseas to produce its own fuel while on missions abroad. This could give the U.S. military a tactical advantage should fuel supplies be compromised.

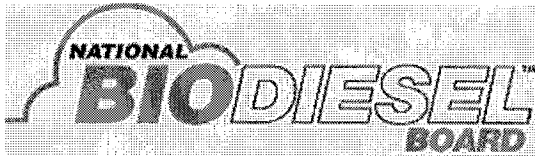
Other Naval facilities that use biodiesel include: Navy Public Works Center San Diego, CA; Navy Public Works Center Washington, DC; Navy Public Works Center Pearl Harbor, HI; Naval Air Station JRB Willow Grove, PA; Commander of Navy Region Northwest, Everett, WA; Fleet and Industrial Supply Center Puget Sound, Bremerton, WA.

Biodiesel is the only alternative fuel to have fully completed the rigorous Health Effects testing required by the Clean Air Act. Results show biodiesel poses significantly less of a risk to human health than petroleum diesel. The Environmental Protection Agency's (EPA) comprehensive technical report of biodiesel emissions data shows the exhaust emissions of particulate matter from pure biodiesel are about 47 percent lower than overall particulate matter emissions from diesel. Breathing particulate has been shown to be a human health hazard. Biodiesel emissions also reduce by 80 to 90 percent potential cancer causing compounds called Polycyclic Aromatic Hydrocarbons (PAH) and nitrated PAH. Biodiesel also reduces emissions of total unburned hydrocarbons, a contributing factor to smog and ozone, by about 68 percent. Carbon monoxide is reduced by about 48 percent.

The United Soybean Board and state soybean board checkoff programs funded much of the development of the biodiesel industry in the United States. Soybean farmers have invested millions of dollars in bringing biodiesel into commercial success. Today, it is the fastest growing alternative fuel in America, and about 500 major fleets use biodiesel nationwide. Biodiesel has similar horsepower, torque and BTU content compared to petroleum diesel. It offers excellent lubricity and higher cetane than diesel fuel. Biodiesel is registered with the EPA as a fuel and fuel additive.

Readers can learn more about biodiesel by visiting <http://www.biodiesel.org>.

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December 22, 2004

Kansas Salt Mine Becomes First to Use B100 Biodiesel

National Biodiesel Board Applauds Efforts to Improve Workers' Air Inside Mine

HUTCHINSON, Kan. – Air quality is a critical issue for workers who use diesel engines in confined spaces, and using biodiesel fuel in mining equipment is one way to help protect their health. Today, the Kansas Soybean Commission (KSC), Hutchinson Salt Company and National Biodiesel Board (NBB) hosted a tour of the salt company's mine in Hutchinson, Kan. The Hutchinson Salt Co. is the first mine of any kind to use B100 (100 percent biodiesel).

Biodiesel is a renewable, alternative fuel to petroleum diesel, and is made from soybeans grown in the United States as well as other fats and vegetable oils. It burns cleaner, reduces emissions like particulate matter by 47 percent and cuts carcinogens 80-90 percent. Biodiesel is sulfur-free, non-flammable and biodegrades faster than sugar.

"We use B100 biodiesel in everything underground that runs on diesel," said Max Liby, VP of Manufacturing for the mine. "The main benefit is we've cleaned up soot in the air and have cut particulates. Workers, particularly the operator of the loaders, like the soy biodiesel much better because they say particulates do not get in their nostrils and the air is noticeably cleaner. Also, lubricity is much greater than if we used regular diesel fuel, so the injector pumps and injectors work more efficiently. The soy biodiesel actually cleans the injectors," he said.

Hutchinson Salt Co. began using biodiesel in June 2003, and used 31,229 gallons of B100 in the first year.

"Biodiesel is a great fuel for use inside mines," said Harold Kraus, soybean farmer and NBB Director. "It is made from a natural product, so the air mine workers breathe from B100 is also natural. Besides cutting emissions, biodiesel also has a pleasant odor when it burns," he said.

"Soybeans are important to Kansas not only for the vegetable oil biodiesel comes from, but also
(more)

for the animal industry, as Kansas is the largest producer of packed beef in the United States,” Kraus said. “The animal industry is the largest user of soybean meal, for its feed, plus the waste fat from animals can be made into biodiesel,” he said.

Biodiesel is the first and only alternative fuel to have fully completed the Heath Effects testing requirements of the Clean Air Act. Dr. Bailus Walker, MPH, past president of the American Lung Association of Washington, D.C., said, “There is a recognition that petroleum-based products, with their toxins, are affecting the health of the people. There’s no question about it; the epidemiological data is there, and it is solid. We need to explore in a more aggressive way alternative fuels. I would strongly recommend, as a health professional, we take a hard look at what is being accomplished with biodiesel.”


The salt mine is one of more than 500 fleets using biodiesel. That number is expected to continue to rise, in part due to a biodiesel tax incentive bill that will take effect as law on January 1. The tax incentive should make biodiesel more accessible to the general public as it will significantly narrow the cost gap between biodiesel and regular diesel fuel, which will in turn fuel demand and supply.

Other biodiesel users include the Missouri Department of Transportation, all four branches of the military, NASA, Harvard University, the National Park Service, U.S. Postal Service, L.L. Bean and others. About 300 retail filling stations make various biodiesel blends available to the public, and more than 1,000 petroleum distributors carry it nationwide. Biodiesel offers similar fuel economy, horsepower and torque to petroleum diesel while providing superior lubricity.

The Hutchinson Salt Company’s main product is highway salt for inclement weather. Clients include the states of Missouri, Kansas, Oklahoma, Iowa and Illinois, and the city of Chicago.

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More information on the Kansas Soybean Commission is found at www.kansassoybeans.org. Readers can learn more about biodiesel by visiting www.biodiesel.org.



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(as of February 17, 2006)

As you will note by our disclaimer, we list these sites for informational and illustration purposes only. We only know about these locations if retailers report them to us. The retailers must fill out a form, which notifies them that they should insure that their product conforms to ASTM and NCWM guidelines. However, we do not have any assurances that the retailers are complying, nor do we have the resources to police it.

Biodiesel Distributors		RETURN TO MAP	
Business Name/Location	Contact	Phone	Blend
A. L. Johnson Distributor, LLC 913 West Cedar Street Franklin, KY 42135	Frank Johnson	270-586-4462	All
ABC Oil and Gas Company 252 S. Hanselman Street Bad Axe, MI 48413	Steven Wolschlagler		B2-B100
Ace Sales Geneva, IA 50633			
Ackerman Oil Co, Inc 2060 S Lube Way Jasper, IN 47546	Mike Ackerman	812-482-6666	B1-B100
Acorn Petroleum 529 S Sahwatch Colorado Springs, CO 80903	JR	719-634-8874	B20
Acorn Petroleum, Inc 529 South Sahwatch Colorado Springs, CO 80903	Jeff Miller	719-634-8874	All
Acorn Petroleum, Inc 400 South Santa Fe Ave Pueblo, CO 81003	Richard Strah	719-542-5479	All
Ada Beltrami Coop Assn. 202 West Main Ada, MN 56510	Gary Webb	218-784-2481	
Ada Resources, Inc. 6603 Kirbyville Houston, TX 77033	Lee Beauchamp	713-640-0124	all
Adrian Coop Oil 221 N Maine Ave. Adrian, MN 56110	Kevin Lonneman	507-483-2734	
Aero Energy 230 Lincoln Highway East New Oxford, PA 17350	Thompson Washburn	717-624-4311	B5
Ag First cooperative 115 East Highway 14 Volga, SD 57071	Terry Nelson		B2
Ag Iowa Coop Arlington, IA 50606	Gary Butikofer	800-632-5963	B2
Ag Iowa Coop Lamont, IA 50650	Gary Butikofer	800-632-5963	B2
Ag Iowa Coop Volga, IA 52077	Gary Butikofer	800-632-5963	B2
Ag Iowa Coop Winthrop, IA 50682	Gary Butikofer	800-632-5963	B2
Ag Land Coop Gaylord, MN 55334	Jeff Polivka	507-237-2281	

Ag One Co-Op, Inc 141 W 500 N Anderson, IN 46011	Ron O'Brien	765-643-6639	
Ag Partners Sioux Rapids, IA 50585	Bill Lyster	800-242-5022	B2
Ag Partners Varina, IA 50593	Bill Lyster	800-242-5022	B2
Ag Partners Albert City, IA 50510	Bill Lyster	800-242-5022	B2
Ag Partners Coop 1st and Broadway Goodhue, MN 55027	Jim	651-928-4496	
Ag Partners Coop 708 S. 10th Hiawatha, KS 66434	Tony Tanking	785-742-2196	All
Ag Plus, Inc 440 Mourey St New Haven, IN 46774	Neil Wolfgang	800-448-3965	
Ag View FS, Inc 22069 US Highway 34 Princeton, IL 61356	Dave Miller	815-875-2800	Various
Ag View FS, Inc. 205 N. Jefferson St. Amboy, IL 61310-0138	Randy North	(815) 857-3533	
AgBest Co-op 2101 N Granville Ave Muncie, IN 47302	<u>Gary Barrett</u>	765-288-5001	B2-B20
AGE Refining 7811 S. Presa San Antonio, TX 78223	<u>Wayne Drymala</u>	210-223-6515	B20
Agland Coop Highway 281 Armour, SD 57313	Joel Biggee		B2
Agland Coop Highway 42 Ethan, SD 57334	Barry Wagner		B2
Agland Coop Main Street Delmont, SD 57330	Kevin Hattan		B2
Agland Coop 115 South First Parkston, SD 57366	Dave Boehmer		B2
Ag-land Coop Winslow, NE 68031			
Ag-land Coop Fremont, NE 68025			
Ag-land Coop Oakdale, NE 68761			
Ag-land Coop Snyder, NE 68644			
Ag-land Coop Hooper, NE 68031			
Ag-land Coop Bancroft, NE 68004			
Ag-Land FL-Fuel 24 7814 N Kickapoo-Edwards Rd Kickapoo, IL 61528	Brad Juergens	309-346-4145	B2
Agland FS 267 E Main St Green Valley, IL 61534	Larry Oertle, Wylie Criell	309-352-2700	B2 & up
Agland FS	Dan Matzke	309-565-4315	B2 & up

1213 Glasford Rd
Hanna City, IL 61536

Ag-Land FS Princeville
19716 N. Elliott Road
Princeville, IL 61559

Dan Matzke 309-385-4328

Agland FS, Inc
1129 Keokuk St
Lincoln, IL 62565

Doug Hobbs, Skip Baker 217-732-3113 B2 & up

Agland FS, Inc
14104 Bear Rd
Tremont, IL 61568

John Papenhouse 309-925-2741 B2 & up

Ag-Land FS, Inc.
1505 Valle Vista Blvd.
Pekin, IL 61554

Eric Lockhart 309-346-4145

Agri Coop

Oxford, NE 68967

Agri Coop

Holdrege, NE 68949

Agri Coop

Elm Creek, NE 68836

Agri Coop

Bertrand, NE 68927

Agri Coop

Pleasanton, NE 68866

Agri Coop

Alma, NE 68920

Agri-Gro Farm Center
100 Agrigro Drive
Hartford, KY 42347

Scott Beddow 270-298-3296 B2 & up

Agriland FS

Darren Becker 712-755-5141 B2 & up

Harlan, IA 51537

Agriland FS, Inc

B2

Logan, IA 51546

Agriland FS, Inc

B2

Malvern, IA 51551

Agriland FS, Inc

B5

Audubon, IA 50025

Agriland FS, Inc

Darren Becker 712-363-6386 B5-20

Avoca, IA 51521

Agriland FS, Inc

B5

Griswold, IA 51535

Agriland FS, Inc

B5 -20

Underwood, IA 51576

AgriPride FS, Inc.
1351 W. St. Louis Street
Nashville, IL 62263

Rick Reidelberger 618-327-8816 All

AgriPride FS, Inc.
5815 E. IL Rt. 15
Woodlawn, IL 62898

Doug Fox 618-735-2010 All

AgriPride FS, Inc.
50 Mine Street
Breese, IL 62230

Tim Richter 618-526-4539 All

AgriPride FS, Inc.
246 West St. Louis (Main Office)
Nashville, IL 62263

Rod Brockmann / Mktg. Mgr. 618-327-3046 All

AgVantage FS, Inc

Tom Michel 641-394-3031 B2 & up

Allison, IA 50602 AgVantage FS, Inc	Scott Waskow	319-636-2071	B2
Hazelton, IA 50641 AgVantage FS, Inc	Tom Michel	641-394-3031	B2 & up
Aplington, IA 50604 AgVantage FS, Inc	Tom Michel	641-394-3031	B2 & up
Charles City, IA 50616 AgVantage FS, Inc	Tom Michel	641-394-3031	B2 & up
Colwell, IA 50620 AgVantage FS, Inc	Shane Sibley	563-568-3483	B2
Waukon, IA 52172 AgVantage FS, Inc	Lonny Johanson	563-422-6023	B2
West Union, IA 52175 Ahlers	John Stoll		B2
Hospers, IA 51238 Al Parsch Oil & Propane Co. 5923 W. Imlay City Road Imlay City, MI 48444	Al Parsch	(810) 724-6425	B2-B100
Al Warren Oil Company, Inc. 7625 W. 59th St. Summit, IL 60501	<u>Thomas Warren</u>	773-735-6900	All
Al Warren Oil Company, Inc. 23150 E. Eames (Rt 6) Channahon, IL, IL 60410	<u>Thomas Warren</u>	800-327-8903	ALL
ALABAMA BIODIESEL CORPORATION 12982 CRACKER ROAD MOUNDVILLE, AL 35474	<u>RICHARD CAMPO</u>	205-371-8740	all
Albina Fuel 1112 West 7th Vancouver, WA 98666	<u>Steve Corah</u>	360-693-4731	B20 & B1
Albina Fuel Co. 3246 NE Broadway Portland, OR 97232	<u>Steve Corah</u>	888-225-8237	All
All Points Coop Sumner, NE 68878			
All Points Coop Eddyville, NE 68834			
All Points Coop Loomis, NE 68958			
All Points Coop Lexington, NE 68850			
Allegheny Bio-Solutions, LP 320 Fort Duquesne Blvd, Ste 6a Pittsburg, PA 15222	Gust G. Sarris		All
Alliance Energy Services, Inc 555 South Canal Street Holyoke, MA 01040	<u>Stephan Chase</u>	413-538-8000	All
Almyra Farmers 200 N. Maple Almyra, AR 72003	<u>John Ross Wood</u>	870-992-3593	All
Aloha Petroleum LTD 1132 Bishop St. Honolulu, HI 96813	<u>Russel C. Whang</u>	808-522-9700	B20
Alpena Coop Service Main Street Alpena, SD 57312	Bob Peterson		B2
Alt Oil Co. 1374 W. Randall Street	Ed Alt	(616) 837-6633	B2-B100

Coopersville, MI 49404			
Alternative Fuel Distribution Co. LLC	<u>Allen Paris</u>	580-920-2751	B20
3004 University Suite 102 Durant, OK 74701			
AMALGAMATED, INC.	<u>Gary Pipenger</u>	260-489-2549	B100
6211 Discount Drive Fort Wayne, IN 46818			
American Alternative Energy, LLC	<u>Stephen E. Catir</u>	207-775-3555	B5,20
1 Wallace Avenue South Portland, ME 04106			
American Resources			
Lincoln, NE 68502			
Amkota Co-Op	Mark Steichne		B2
Highway 34 Wessington Springs, SD 57382			
AMPI Ag Service	Gary Koll	320-864-5561	
Glencoe, MN 55336			
Ampride	Bill Pape		B2
Highway 44 Chancellor, SD 57015			
Andrew County Oil Co	<u>Kenny, Tamy</u>	816-324-5654	B2-B100
10449 St., Rt. T Savannah, MO 64485			
Andrews Oil Company	Rick Andrews	(618) 263-3896	
530 Oak Street Mt. Carmel, IL 62863			
ApolloPower	Dave Lommen	831-421-0234	B100
Santa Cruz, CA 95063			
Applebee Oil & Propane	Shane Applebee	(989) 834-2828	B2-B100
108 Mill Street Ovid, MI 48866			
Archer Supply			
Archer, IA 68816			
Arizona Petroleum Products	<u>Rick Hittle</u>	520-623-4721	B20/B100
1015 South Cherry Tucson, AZ 85719			
Arlington Farmers Elevator Com	Jack Nelson		B2
106 North Main Arlington, SD 57212			
Armco Energy Services LLC	<u>Royse Myers</u>	262-639-3139	B100
4011 Hounds Trail Racine, WI 53402			
Ascheman Oil	Ron Ascheman	320-567-2338	
895 Hwy 12 SW Danvers, MN 56231			
Associated Petroleum Products	<u>Luke Xitco</u>	253-627-6179	All
2320 Milwaukee Way Tacoma, WA 98421			
Assumption Cooperative Grain Company	Tom Bressner, Larry Warnick	800-252-6542	
US Rt. 51 South Assumption, IL 62510			
Assumption Cooperative Grain Company		800-252-6542	
US Rt. 51 North Moweaqua, IL 62550			
Athol Coop	Max	785 695-2209	All
205 Railway Athol, KS 66932			
Audrain Oil Company		563-682-9779	
1247 Highway 15 Thompson, MO 65285			
Aurora Coop			
Superior, NE 68979			

Aurora Coop Clay Center, NE 68933			
Aurora Coop Grand Island, NE 68801			
Aurora Coop Aurora, NE 68818			
Aurora Coop Ong, NE 68452			
Aurora Co-Op Oil Company Highway 281 South Stickney, SD 57375	Ron Gerlach		B2
Austin Biofuels LLC 10012 Old Lockhart Road Austin, TX 78747	<u>Jeff Plowman</u>	512-220-1443	B100
Austin Biofuels, LLC 10012 Old Lockhart Rd #6 Austin, TX 78747	<u>Jeff Plowman</u>	512-825-1211	All
Automated Fuel Systems 7210 Beechmont Cincinnati, OH 45230	<u>Ron Hilton</u>	513-233-2989	All
Avalon Petroleum Company 7601 West 191st St. Tinley Park, IL 60477	<u>William Katzenberger</u>	708-720-3060	ALL
Avery Oil & Propane 402 N. Street Mason, MI 48854	Dan Webster	(517) 676-9611	B2-B100
Avery Oil & Propane 3700 Rives Eaton Rd. Rives Junction, MI 49277	Randy Avery	(517) 569-3366	B2-B100
Ayers Oil Company 4th and Grant Streets Canton, MO 63435		573-288-4464	
B & J Oil Trunk Hwy 59 Worthington, MN 56187	Bill Collin	507-376-6375	
Bagwell Oil Onancock, VA 23417			
Bainter Oil Service, Inc. 929 Main St Hoxie, KS 67740	Dale Bainter	785-675-3903	B2
Balaton Fuel Services 221 Lake Ave. S Balaton, MN 56115	Chad or Rick Karbo	507-734-4351	
Barnes Fuel Oil 281 South State St. Sutherlin, OR 97479	<u>Don Ralls</u>	541-459-2255	b20
Barnesville Farmers Coop Barnesville, MN 56514	Tammy Haden	218-493-4606	
Bartholomew Oil Company 7601 State Route A Drexel, MO 64742	Marilyn	816-657-2072	B2
Bartkus Oil Company 3501 Pearl Pearl St. Boulder, CO 80301	Joe	303-442-6000	
Bartlett Coop Assn. 408 Main, P.O. Box 4675 Bartlett, KS 67332	Gary Hucke	620-226-3322	All
Bartlett Coop Assn. 7th & Oak, P.O. Box 165 Mound Valley, KS 67354	Gary Hucke	620-328-2121	All
Bartlett Coop Assn. 22505 W. 4th, P.O Box 309 Oswego, KS 67356	Gary Hucke	620-795-2113	All
Battle Creek Coop			

Battle Creek, NE 68715			
Baudoin Oil Co. 209 2nd St SE, PO Box 36 Grand Meadow, MN 55936	Dave Baudoin	507-754-5272	
Bauman Oil Company 1503 Commercial Boulevard Herculaneum, MO 63048		636-937-3412	
Beaudry Oil Company 630 Proctor Ave. Elk River, MN 55330	<u>Rick Stearns</u>	763-441-2383	all
Bell Fuels 4116 W. Peterson Avenue Chicago, IL 60646	Bob Nowak	(773) 286-0200	
Belle Plaine Coop 820 E Main St Belle Plaine, MN 56011	<u>Paul LeTendre</u>	952-873-4244	
Bend Oil Company 913 NE 1st St. Bend, OR 97701	<u>Robb Nordby</u>	541-382-4751	B99
Bennett County Coop Assn Highway 18 & 73 Martin, SD 57551	Lowell Peterson		B2
Benton Oil Service, Inc 4831 Bonny Oaks Dr Chattanooga, TN 37416	<u>Ross Benton</u>	423-892-5211	ALL
Benton Oil Service, Inc. 4831 Bonny Oaks Drive Chattanooga, TN 37416	<u>Ross Benton</u>	423-892-5211	All
benton oil service, inc. 4831 bonny oaks drive cgattanooga, TN 37416	<u>ross benton</u>	423-892-5211	all
Bern Oil Company, Inc Bern, KS 66408	Jay Baumgartner	785-336-3518	B2
Berne Coop 328 monona ave Ute , IA 51060	<u>Gary Goslar</u>	712-885-2249	B2
Berners Service Randolph, NE 68771			
Berntson Oil Lexington, NE 68850			
Bernville Quality Fuels, Inc. 330 Blair Ave. Reading, PA 19601	<u>Kenneth Schlegel</u>	610-372-2709	B5
Berrien Co. Farm Bureau Oil Company M140 & M62 Eau Claire, MI 49111	Walter Frank	(2699) 461-4222	B2
Berwick Oil 121 S Washington Sabetha, KS 66534	Jim	785-284-2227	B2
Big Flag Farm Supply 300 S. Main Amherst, NE 68812		308-826-3285	All
Big Flag Farm Supply 7280 Gibbon Rd Gibbon, NE 68840		308-468-5756	All
Big Flag Farm Supply 6540 E. 39th St Kearney, NE 68847		308-234-9572	All
Biodiesel Blue Distribution LLC N3701 Elk Creek Rd Pepin, WI 54759	<u>Kai Curry</u>	715-254-9142	B100
BioEnergy Supply, Inc 432 North LaGrange Rd. Frankfort, IL 60423	<u>William G. Burnette</u>	815 693-3739	All
BioEnergy Supply, LLC	<u>William G. Burnette</u>	815-693-3739	All

342 North LaGrange Road Frankfort, IL 60423			
Bio-Friendly Fuel Partners	<u>Eric Johnson</u>	925-272-0390	B20, B100
Danville, CA 94526			
BioFuel Oasis	<u>Gretchen Zimmerman</u>	510-665-5509	B99
2465 - 4th St. Berkeley, CA 94710			
BioFuels America, Inc.	<u>Jim Robertson</u>	954-630-2812	All
120 E. Oakland Park Blvd., Ste. 105 Fort Lauderdale, FL 33334			
Bird Oil Company, Inc.	Dwayne Bird	620-793-5932	All
Railroad Avenue at McKinley Great Bend, KS 67530			
Blake Oil Company	<u>John Blake</u>	877 522-3521	B2 and up
401 West Main Kirkland, IL 60146			
Blanchardville Coop Oil Assn.	<u>Bob Goehring</u>	608-523-4293	all
401 S. Main St. Blanchardville, WI 53516			
Blarney Castle Oil Co.	Paul Edbrooke	(800) 442-0333	B2-B100
2685 Holton Road North Muskegon, MI 49445			
Blick & Blick Oil, Inc	<u>Steve Blick</u>	309-582-2012	All
203 S E 5th Ave Aledo, IL 61231			
Blick and Blick Oil	Steve Blick	800-582-2012 or 800-535-9468	
203 S. East 5th Avenue Aledo, IL 61231			
Blight Oil & Propane Inc	<u>Matt Blight</u>	989-634-9156	All
4786 Lansing Rd Bancroft, MI 48414			
Blue Line Oil	Dale Ellsworth	641-394-4293	B2
New Hampton, IA 50659			
Blue Ridge Biofuels	<u>Any</u>	828-253-1034	B99
109 Roberts Street Asheville, NC 28801			
Blue Sun Biodiesel	<u>Sean Lafferty</u>	303-865-7700	all
1400 W. 122nd Avenue Westminster, CO 80234			
Bluffton Oil		218-385-2595	
101 Prospect St Bluffton, MN 56518			
Bob's Farm Center	Bob Lutes	641-366-2720	B2 & up
Conrad, IA 50621			
Boley Fuels	Jim Lawson	(517) 423-6602	B2-B100
100 E. Russell Road Tecumseh, MI 49286			
Boncosky Oil Company	<u>Mike Havenga</u>	800-997-3835	All
739 N. State Street Elgin, IL 60123			
Bondurant Cooperative	Jeff Nelson	565-967-4207	B2
Bondurant, IA 50035			
Bonfield Brothers Oil Co.	Dennis Bonfield	800-928-1993	B2 & up
216 Midland Trail Mt. Sterling, KY 40353			
Bootheel Petroleum		573-624-4160	
623 St. Highway 25 Dexter, MO 63841			
Boroughs Oil Co	H.R. Boroughs	620-257-2091	B2
1118 W Main Lyons, KS 67554			
Bosselman, Inc			
Wood River, NE 68883			
Bosselman, Inc			

Grand Island, NE 68801 Bosselman, Inc			
Holdrege, NE 68883 Bosselman, Inc			
Holdrege, NE 68883 Bosselman, Inc			
Hastings, NE 68901 Bosselman, Inc			
Kearney, NE 68845 Bosselman, Inc			
Central City, NE 68826 Boswell Oil Company 150 Floyd Drive Athens, GA 30607	<u>Jim Kennedy</u>	706-546-8863	All
Branch Co. Farm Bureau Oil 302 W. Chicago Rd. Coldwater, MI 49036	Mark Rosenau	(517) 278-2323	B2-B100
Braun Oil 20 E. Lincoln Springfield, MN 56087	Sylvia	507-794-7550	
Bridgman Oil 109 Clay Hutchinson, KS 67501	Brad Thompson	620-665-6811	B2
Briner Oil Company 325 Beck Street Jonesville, MI 49250	Jerry Briner	(800) 451-4191	B2-B100
Britsch Inc. 449 N. Brunell St. Wauseon, OH 43567	<u>Delbert Britsch</u>	800-466-1628	All
Brown Evans Distributing Co. 306 S. Country Club Drive Mesa, AZ 85210	<u>George carter</u>	480-962-6111	All
Brownfield Oil Company 1415 Riley Industrial Drive Moberly, MO 65270		800-373-1645	
Brownfield Oil Company 110 N. Linn Street Bevier, MO 63532		800-373-1645	
Brownfield Oil Company 1816 E. Liberty Street Macon, MO 65265		660-263-7711	
Brownfield Oil Company 103 W. Maple Shelbina, MO 63468		800-373-1645	
Bruceton Petroleum Rt. 7 West Kingswood, WV 26537	Mike Hollins	304 329-4547	All
Brule County Cooperative Assn Main Street Pukwana, SD 57370	Frank Sharpning		B2
Buck Oil Company 291 S. Washington Manito, IL 61546	Ed Buck or Dennis Hayden	309-968-6854	
Buckley Energy Group PO Box 1141 Bridgeport, CT 06601	<u>Dean Petow</u>	800-739-1852	All
Buffalo Farm Supply 80 West Main Buffalo, ND 58011		701-633-5111	
Burke Petroleum, Inc. 315 West First Street Minster, OH 45865	<u>Mark Burke</u>	800-776-3097	
Burns Oil Route 4, Box 175A Fredonia, KS 66736	Ron Burns	620-378-3226	B2

Burwell Implement Burwell, IA 68823			
Butler & Curtis Oil Mason City, IA 50401	Mike Butler	641-423-4510	B2
Butterfield Oil 135 S 4th St. Butterfield, MN 56120	Glen Adrian	507-956-3000	
C & M Supply, Inc. Ruskin, NE 68974			
C&N Bio Fuels 3627 Lakeview Trail Eagan, MN 55122	<u>Andy Swanson</u>	507-236-4628	All
C. Barron & Sons 3251 Lewis Avenue Ida, MI 48140	Dan Secord	(734) 241-8633	B2-B100
C. Barron & Sons 87 Jerome St. Monroe, MI 48161	<u>Dan Secord</u>	734-241-8633	B2-B100
C.A. Murphy Oil Co. 1100 N. Clay Street Sturgis, MI 49091	Kelly Murphy	(269) 651-3744	B2-B100
Calloway Oil 2128 E. Broadway Maryville, TN 37804	<u>Tommy Hunt</u>	865-982-3266	All
Calrson's N. Side Slayton, MN 56172	Vern Carlson		
Campbell Oil & Gas Company 1106 W. Broad Street Elizabethtown, NC 28337	<u>Tamara Wyatt</u>	910-862-4107	All
Campbell Oil & Gas Company 1476 S. JK Powell Blvd. Whiteville, NC 28472	<u>Keith Thompson</u>	910-642-7106	All
Campbell Petroleum 1451 E BUCKEYE STREET North Vernon, IN 47265	<u>Soup Campbell</u>	800-346-9410	B2-B5
Cannon Valley Coop 1500 Highway 3 South Northfield, MN 55057	<u>Ron Jessen</u>	507-645-9556	B2-B85
Canova Coop Main Street Canova, SD 57321			B2
Capitol City Oil, Inc 911 SE Adams St Topeka, KS 66607	Marvin	785-233-8008	All
Cardwell Distributing 8137 South State Street Salt Lake City, UT 84047	<u>Frank Anderson</u>	801-352-4985	B-100
Cardwell Distributing 1050 West Forest Street Brigham City, UT 84302	<u>Frank Anderson</u>	801-352-4985	
Cardwell Distriuting, Inc. 8137 South State Street Midvale, UT 84047	<u>Barry Goff</u>	801-561-4251	ALL
Carolina Biodiesel 607 Ellis Rd., Bldg. 53A1 Durham, NC 27703	<u>Marc Dreyfors</u>	919-957-1505	B100
Carpenter Oil 1000 Keller Dr Heath, OH 43056	John Rogers	740-522-3136	B2-B100
Carson Oil Company 3125 NW 35th Avenue Portland, OR 97296	<u>Jeff Rouse</u>	503-224-8500	ALL
Carter Petroleum Products, Inc 600 Metcalf Ave, Ste 200 Overland Park, KS 66202	Lori June, Tim Prawitz	913-643-2300	All
Cass City Oil & Gas company	<u>Bill Chippi</u>	989-872-2065	all

6407 Main Street Cass City, MI 48726			
Cass County Service Company 20735 Hwy 125 West Virginia, IL 62691	Bob Walker	217-452-7751	B2
Cattoor Oil Co. 815 W. Main St. Marshall, MN 56258		507-532-4474	
Cenex 151 9th Avenue NW Valley City, ND 58072		701-845-0812	B2 & up
Cenex 601 3rd Avenue Litchville, ND 58461		701-762-4251	B2 & up
Cenex 715 Main Street Lisbon, ND 58054		701-683-4183	B2 & up
Cenex 510 Highway 18 Arthur, ND 58006		701-967-8586	B2 & up
Cenex 3315 N Oak Trafficway Kansas City, MO 64116	Rocke Weaver	816-459-4782	
Cenex 1710 Humiston Ave. Worthington, MN 56187	<u>Bernie Ahlberg</u>	507-376-4480	B2-B5
Cenex 4570 N Reserve Missoula, MT 59808	<u>Kyle Stensrud</u>	800 773-9000	All
Cenex Chandler Coop Hwy 30 West Slayton, MN 56172	<u>unknown</u>	507-836-6185	B2
Cenex Convenience Store 911 Hwy. 34 E Detroit Lakes, MN 56501	<u>Kevin McDonald</u>	218-847-3890	B2
Cenex Convenience Store 129 and Highway 46 Beresford, SD 57004	Steve Johansen		B2
Cenex Convenience Store Broadway Centerville, SD 57014	Steve Johansen		B2
Cenex Cpi 050 101 West Main Tea, SD 57064			B2
Cenex General Store 619 Front Street Barnesville, MN 56514	<u>Rod Martinson</u>	218-354-2139	B2-B5
Cenex Harvest States 301 South St. Tracy, MN 56175		507-629-3780	
Cenex of Alberta 208 Main St Alberta, MN 56207		320-324-2501	
Cenex Petro Serve 102 South Langer Ave. Casselton, ND 58012	Ben Parkhouse	701-347-4416	B2 & up
Cenex Petro Serve 1321 Center Ave. Moorhead, MN 56560	Norm Eidenschink	218-233-2497	B2 & up
Cenex Service Center 417 E 4th Ave Lennox, SD 57039	<u>Chuck Springman</u>	605-647-5053	B2
Cenex Station 300 Lake Ave South Balaton, MN 56115		507-734-3331	
Cenex Supply & Marketing Inc. Main Street Corsica, SD 57301	Art Derickson		B2
Cenex Town & Country Oil 1320 West Havens Street	Dale Wilson		B2

Mitchell, SD 57301			
Cenex Townmart Hwy 75 and 23 Pipestone, MN 56164	Terry Swenson	507-825-4256	
Centra Sota Cooperative Buffalo, MN 55313	Jeff Johnson	763-682-1464	
Central Coop Blooming Prairie, MN 55313	Steve Johnson	507-451-1230	
Central Coop Ellendale, MN 56026	Steve Johnson	507-451-1230	
Central Coop 712 N. Cedar Owatonna, MN 55060	Steve Johnson	507-451-1230	
Central Famrers Coop Norfolk, NE 68701			
Central Famrers Coop O'Neill, NE 68763			
Central Famrers Coop Elgin, NE 68636			
Central Lakes Coop 721 Litchfield Ave. SW Willmar, MN 56201	Dennis Just	320-235-2552	
Central States Petroleum Council Bluffs, IA 51503	Jennifer Harms-Likes	712-366-1770	B2
Chadler Oil LLC 720 N Santa Fe Chanute, KS 66720	Chuck Chandler	800-274-4720	All
Chadwick Oil & Ag Services 64 S. Main Chadwick, IL 61014		(815) 684-5800	
Chamberlain Oil Co, Inc. Benson, MN 56215	John Chamberlain	800-922-8815, 320-843-3434	
Chamberlain Oil Co., Inc. 1180 29th Ave NE Sauk Rapids, MN 56379	John Chamberlain	800-666-8815	
Chandler Coop 151 5th st Chandler, MN 56122	<u>Kevin Devereaux</u>	507-677-2207	B2-B5
Chandler Oil LLC 930 Railroad Independence, KS 67301	Carl Brittan	800-274-4720	All
Chandler Oil LLC 601 N 4th St Fredonia, KS 66736	Gerald Rollings	620-378-2412	All
Christian County FS 1210 N. Cheney Taylorville, IL 62568	<u>Tim Sutton</u>	217-824-2205	All
City Service Valcon 1830 3rd Avenue East #202 KalisPELL, MT 59901	<u>Peter Saunders</u>	406-755-4321	All
Clarence Cooperative Co Clarence, IA 52216	Scott Triggs	563-452-3535	B2
Clark Community Oil Co 100 North Cloud Street Clark, SD 57225	Dan Nelson		B2
Clark Oil Company Bellhaven, NC 27810	Doug Clark	252-943-2257	
Clarkton Bulk Plant Bus Hwy 25 N Clarkton, MO 63837	Charles Bailey	573-448-3770	B2-B20

Clever Bulk Plant 402 State Hwy P Clever, MO 65631	Kenny Little	414-743-2123	B2-B20
Clinton Bulk & Propane Plant 200 NW 160 Clinton, MO 64735	Cindy Meads	660-885-3001	B2-B20
CMF Development,LLC 31 Little Kate Road Conway, NH 03818	<u>Al Landano</u>	603-447-3646	B100
Co-Ag 116 Misner Avenue Colby, KS 67701	Gary Runnalls	785-462-2063	All
Co-Ag Highway 40 Grinnell, KS 67738	Rick Tholen	785-824-3359	All
Co-Ag RR 2, Box 71A Hoxie, KS 67740	Gary Newman	785-675-3516	All
Co-Ag 100 N. 5th Menlo, KS 67753	Randy Albers	785-855-2256	All
Co-Ag 1195 Albert Street Oakley, KS 67748	Richard Joyce	785-672-4371	All
Co-Ag 3179 US Hwy. 83 Rexford, KS 67753	Aaron Neumann	785-462-8642	All
Co-Ag 1860 US Hwy. 40 Winona, KS 67764	Ty Herbert	785-846-7471	All
Coffield Oil Company 707 N. Saginaw Street Durand, MI 48429	Laurie & Rob Corwin and Doug Springs	(989) 288-6756	B2-B100
Cole Distributing, Inc. 6312 State Route 598 Shelby, OH 44875	Rodney Cole	800-537-9447	B5 & up
Colorado Petroleum 4080 Globeville Rd. Denver, CO 80216	John Marvel	303-294-0302	All
Community Coop of Lake Park 14583 US hwy 10 Lake Park, MN 56554	<u>Lyndon Johnson</u>	218-238-5911	B2-B10
Community Coop Oil 24791 West Essig St Essig, MN 56030	<u>Doug Lund</u>	507-794-6655	all
Community Coop Oil Assn 9 Central Ave Faribault, MN 55021	Anna Bluhm/Dan Balstad	507-334-8642	
Community Oil Company Carroll, IA 51401	Pat Beck	712-792-2722	B2
Conrad and Bischoff Inc. 1175 West Hwy 22 Jackson , WY 83002	<u>Kevin Lee</u>	307-733-3402	all
Consemius Oil CO. 106 Galchutt Ave Galbhaut, ND 58075	<u>MITCH CONZEMIUS</u>	701-553-8801	ALL
Conserv FS 1925 S. Meridian Road Rockford, IL 61102	Chuck Anderson	(847) 815-5669	
Conserv FS 14937 Route 76 Calendonia, IL 61011	Chuck Anderson	(847) 815-5669	
Conserv FS 7851 W. 183rd Tinley Park, IL 60477	Chuck Anderson	(708) 532-4723	
Conserv FS 4304 S Beaumont Ave Kansasville, WI 53139	Curt Vacek	262-878-2048	
Conserv FS	Mark Musial, Chuck Anderson	800-924-9942	B5-B100

27310 West Case Wauconda, IL 60084			
Consolidated Energy Co	Andy Crump	319-240-3237	B2
Hudson, IA 50643			
Consolidated Energy Co	Jeff Jensen, Dan Toale	563-920-0589, 563-920-3548	B2
Independence, IA 50644			
Consolidated Energy Co	Dennis Donlea	319-827-1211	B2
Jesup, IA 50648			
Consolidated Energy Co	Doug Ollendieck	319-342-2005	B2
La Porte City, IA 50651			
Consolidated Energy Co	Lauren Scott	319-240-1637	B2
Manchester, IA 52057			
Consolidated Energy Co	Jason Donlea	563-920-4387	B2
Winthrop, IA 50682			
Construct Oil. Co Inc. 53B Harrington Ave. Warwick, RI 02888	<u>John Cusack</u>	908-884-3813	All
Consumer Coop Society 3500 2nd Street Iowa City, IA 52240	<u>Gary Wrede</u>	319-545-2012	All
Consumer Oil Co., Inc. 1014 Gasoline Alley Atchison, KS 66002	Bob Biester	913-367-1528	All
Consumer Oil Company, Inc 209 Commercial Bendena, KS 66008	Mike	785-988-4459	All
Consumers Coop 1218 10th Ave Clarkfield, MN 56223	<u>Jim Smally</u>	320-669-4426	B2
Consumers Cooperative Oil Co Main Street Rosholt, SD 57260	Lynn Poisturus		B2
Consumers Oil Company 1st & Depot Street Maryville, MO 64468	<u>Harold Spire</u>	660-582-2106	B2
Conzemius Oil Co. 513 S 5th St. Breckenridge, MN 56520	<u>Mitch Conzemius</u>	800-437-3397	ALL
Cool Fuel, Inc. 7201 Rosecrans Avenue Paramount, CA 90723	Christina Hicks	562-259-0100	B20 & up
Coop Ag Center Hwy 86 Lakefield, MN 56150	<u>Todd Place</u>	507-662-5286	
Co-Op Gas & Oil 324 E. Exchange Street Geneseo, IL 61254	Steve Shannon	(309) 944-4616	
Co-Op Inc 109 N Race Tyndall, SD 57066	Bill Blair		B2
Coop Oil Sidney, IA 51652	Vince Kolbeck		B2
Co-Op Oil Company 1829 Wente Rd New Vienna, IA 52065	Marty Krapfl, Don Krapfl	563-921-2525	Any Blend
Co-op Service Center Advance, MO 63730		573-722-3522	
Co-op Service Center 506 East Washington Street Jackson, MO 63755		573-243-3563	
Coop Services Inc	Ken Peltier	218-385-2060	

New York Mills, MN 56567			
Cooperative Elevator Co. 7211 E. Michigan Ave. Pigeon, MI 48755	<u>Tim Sielaff</u>	989-550-0212	B2-B100
Cooperative Elevator Co., Ruth 4644 Ruth Rd. Ruth, MI 48470	Tim Sielaff	(989) 864-3391 Ext. 2301	B2-B100
Cooperative Farmers Assn 413 Railway Scotland, SD 57059	Joe Varilek		B2
Cooperative Oil Co 1011 Railway Street Centerville, SD 57014	Gary Christenson		B2
Cooperative Supply Leigh, NE 68643			
Corn Belt FS Macon 800 Woodcock Road Macon , IL 62544	Dana Hite	(217) 877-4301	
Corn Belt FS Maroa 389 E. School Road Maroa, IL 61756		(217) 877-4301	
Corn Belt FS Wapella 301 N. Chestnut Wapella, IL 61777	Dana Hite	(217) 935-9533	
Corn Belt FS, Inc 1150 W. Pershing Rd. Suite C Decatur, IL 62526	<u>Dana Hite</u>	217-877-4301	All
Corrigan Oil 775 North Second Street Brighton, MI 48116	Dwayne Janke	(810) 229-9822	B2-B100
Cottonwood Coop Oil Company Wood Lake, MN 56297	Murl Fischer	507-423-6282	
Cottonwood Coop Oil Company 147 Barstad Road Hanley Falls, MN 56245	Brad Rosa	507-423-6282	B2
Country Pride Coop Highway 46 Menno, SD 57045	Bill Pape		B2
Country Pride Cooperative 648 West Second Street Winner, SD 57580	Ritch Havranek		B2
Country Pride Cooperative 803 N. US Highway 81 Freeman, SD 57029	Bill Pape	605-925-4254	B2
Country Pride Cooperatives Highway 83 White River, SD 57579	Bill Mann		B2
Country Pride Cooperatives Highway 18 Mission, SD 57555	Ritch Havranek		B2
Country Star Coop 1505 N Sandusky Ave Bucyrus, OH 44820	Chris Detterman	419-562-5556, 888-356-5556	B2 & up
Cox Oil Co. 555 E. 8th St. Greeley, CO 80631	<u>JOE SWANL</u>	800-660-2604	B20
Coyne Oil Corporation 914 West Pickard Street Mt. Pleasant, MI 48858	Dave Coyne	(800) 999-2270	B2-B100
Crestwood Oil Inc. 1641 Sleezer Home Drive Freeport, IL 61032	Ed Campbell	(815) 235-8020	
Cropper Oil and Gas 10535 Ocean Gateway Berlin, MD 21811	<u>James Warren</u>	410-641-2251	All
Cross Petroleum 1012 North Mt. Shasta Mt. Shasta, CA 96067	<u>Jimm Cross</u>	530-221-2588	B-100

Crossroads Fuel Service Inc 395 Ocean Highway N Hertford, NC 27944	Billy Lewis	252-426-5216	
Crossroads Fuel Service Inc Kellogg Fork Road Sunbury, NC 27979	Jimmy Byrum	252-465-8930	
Crystal Coop Hwy 111 Nicollet, MN 56074	Eric Hopp	507-232-3741	B2-B20
Crystal Coop 721 W. Humphrey St. Lake Crystal, MN 56055	<u>Glen Thompson</u>	507-726-6459	all
Crystal Coop Vernon Center, MN 56090	Glen Thompson	507-726-6459	
Crystal Flash 5221 Ivy Tech Dr Indianapolis, IN 46268	Jerry Ban	317-879-2849	
Crystal Flash Energy 1754 Alpine NW Grand Rapids, MI 49504	<u>Jeremy Whiddon</u>	616-365-0570	B2, 5, 20, 100
Crystal Valley Coop North Riverfront Dr. Mankato, MN 56001	<u>Larry Kuster</u>	507-387-3146	all
Culpeper Petroleum Cooperative 15297 Brandy Road Culpeper, VA 22701	<u>Kevin W. Corbin</u>	540-825-9651	all
Custers Last Stop Ansley, NE 68814			
CW Farmers Coop 402 Hwy 75 Wolverton, MN 56594	Roger Christiansen	218-995-2565	
CytoCulture Internationa, Inc. 249 Tewksbury Avenue Pt. Richmond, CA 94801	Jill Heshmati	510-233-6660	B100
D & L Fuels, Inc. 1035 Lansing Rd. Charlotte, MI 48813-8402	Brice Hasselback	(517) 543-2710	B2-B100
D&G Oil 108 West 2nd Minneapolis, KS 67467	Wayne Reed	785-392-3031	B2
D&S Oil & Propane Ewing, NE 68735			
Damar Farmers Elevator Main Street Langford, SD 57454			B2
Danco Prairie FS Cooperative 5371 Farmco Dr Madison, WI 53704	Bob Williams, Steve Loschen	608-241-4181	B20
Dark Oil South Hwy 281 Medicine Lodge, KS 67104	Clay Dark	620-886-3766	B2
Dark Oil 333 S. Main Attica, KS 67009	Eric Dark	620-254-7266	B2
Darrell's Hoff Oil 2982 W. Beecher St. Adrian, MI 49221	Darrell Hoff	(517) 265-4007	B5-B100
Daryl's Service Rushmore, MN 56168	Daryl Harberts	507-478-4114	
Dassel Cooperative Dairy Assn. 403 Simmon Ave. Dassel, MN 55325		320-275-2257	
Dave's Oil Service 708 Main Atwood, KS 67730	Dave	785-626-3728	B2
Davies Oil Company	Gary Davies	785-742-2081	All

12trh & Oregon Hiawatha, KS 66434			
Davies Oil Company Hwy. 36 Business Loop Troy, KS 66087	Gary Davies	785-985-3553	All
Davis Oil Co. Inc. 904 Jernigan Street Perry, GA 31069	<u>Dennis Burnett</u>	478-987-2443	all
Dawson Enterprises 215 E Lincoln St Marion, IN 46952	<u>A J Fry</u>	765-664-4078	all
Dawson Oil Co 2282 W St Rd 44 Rushville, IN 46173	<u>Paul Sutton</u>	765-932-2613	ALL
Dean's Bulk Service, Inc. 19217 Hwy 34 East Barnesville, MN 56514	Dean and Ryan Tonsfieldt	218-354-2378	
Deaven Fuel Oil Co. 1016 West Chocolate Ave. Hershey, PA 17033	<u>Bill & Sharon Bikle</u>	717-566-9363	B3
Delco Oil 174 S. Highway 17 East Palatka, FL 32131	<u>Steve Markus</u>	800-330-3520	All
Delta Fuel Company, Inc 3395 Hwy 15 Winnsboro, LA 71295	<u>Jamie Jones</u>	318-435-9167	All
Delta Fuel Company, Inc 8134 Hwy 84 W Ferriday, LA 71334	<u>Johnna Gandy</u>	318-757-3975	All
Delta Fuel Company, Inc. 8134 Hwy 84 W Ferriday, LA 71334	<u>Johnna Gandy</u>	318-757-3975	All
Delta Fuel Company, Inc. 1233 Plank Rd. St. Joesph, LA 71366	<u>Kieth Smith</u>	318-766-3981	All
Delta Fuel Company, Inc. 33 Crothers Tallulah, LA 71282	<u>Gregg Clements</u>	318-574-2251	All
Delta Growers Association Highway 105 East Prairie, MO 63845		573-649-3036	
Dennis K Burke Inc 284 Eastern Avenue Chelsea, MA 02150	<u>Ed Burke</u>	617-884-7800	All
Deuel County Farmers Union Oil Highway 28 Toronto, SD 57268	Harry Mewherter		B2
DFW Biodiesel, Inc. 2561 E. Long Avenue Fort Worth, TX 76137	<u>Bobby Camp or Alice Derbyshire</u>	817-875-5147	All
Diamond Oil Company Des Moines, IA 50316		515-244-4271	B2
Diamond Oil Company Perry, IA 50220	Ron Mitch	515-465-3013	B2
Dickerson Petroleum, Inc. 36 Veterans Memorial Drive Kosciusko, MS 39090	<u>Kirk Dickerson</u>	662-289-4103	All
Dickey Oil Corporation Packwood, IA 52580	Dave Dickey	319-695-3601	B2
Dieker Oil Co Cottonwood Falls, KS 66845	Jim	620-273-6325	B2
Dierks Oil Slayton, MN 56172	Jim Dierks	507-836-6693	
Dinklage Oil Inc	Leo Dinklage	712-624-8656	B2

Malvern, IA 51551			
Dobrauc Oil Co. Inc. 101 North Street Frontenac, KS 66763	Bill Dobrauc	620 231-9270	B2
Dodge City Coop 124 South Main Cimarron, KS 67835	Traci Woods	620-855-3421	All
Dodge City Coop 710 West Trail Dodge City, KS 67801	Terry Cramer	620-225-4193	All
Dodge City Coop 1220 South Main Jetmore, KS 67854	Vaughn Harms	620-357-6414	All
Dodge City Coop 103 Texaco Montezuma, KS 67867	Merle Koehn	620-846-2231	All
Don Heil Oil Company 21851 Highway 32 Ste. Genevieve, MO 63670		573-883-7160	
Donnelly Coop Assn. 412 Atl Ave. Donnelly, MN 56235		320-246-3555	
Dooley Oil Litchfield, MN 55355	Randy Dooley	320-875-2641	
Dooley Oil Willmar, MN 56201	Randy Dooley	320-875-2641	
Dooley Oil 304 Main Ave. Murdock, MN 56271	Randy Dooley	320-875-2641	
Doolittle Oil Company Webster City, IA 50595	Chip Doolittle	800-247-1039	B2
Doolittle Oil Company Fort Dodge, IA 50501	Chip Doolittle	800-952-1118	B2
Dorchester Coop Milford, NE 68405			
Dorchester Coop Raymond, NE 68428			
Dorchester Coop Seward, NE 68434			
Dorchester Coop Dorchester, NE 68343			
Dorchester Coop Milligan, NE 68406			
Dorchester Coop Cordova, NE 68330			
Dorchester Coop Exeter, NE 68351			
Doue Oil Arma, KS 66712	Roger Doue	620-347-8508	B2
Downeast Biodiesel Co-op Blue Hill, ME 04614	<u>Andrea Defrancesco</u>	207-469-6234	B100
Dr. Dan's Alternative Fuelwerks 912 NW 50th Street Seattle, WA 98107	<u>Dan Freeman</u>	206-783-5728	B100
Drakes Fuel Service, Inc. 225 Elm Street Schoolcraft, MI 49087	Jim Drake	(800) 377-5063	B2-B100

Dubois County FBCA 901 N Main St Huntingburg, IN 47542	Carol Vogler	812-683-2809	
DuBois Oil Co. 9742 Dresden Rd. Langdon, ND 58249	<u>Jay DuBois</u>	701-256-5957	All
Dury Oil Company 313 N. Prospect Street Sturgis, MI 49091	Kendra King	(269) 651-3948	B2-B100
Dwight Fuel Service 802 W Main Dwight, KS 66849	Randy	785-482-3389	B2
Eagle Oil Company 3464 Matthew Street Jackson, MO 63755		800-248-5163	
East Coast Petroleum 493 Willow Street Waterbury, CT 06720	<u>Laurie Orsatti</u>	203 574-4740	All
Eastern Farmer's Coop 401 South Railroad Ave Jasper, MN 56144	Jim Morken	507-348-3911	
Eastern Iowa Petro Clinton, IA 52732	Brent Feeser	563-242-2921	B2
Eaton Farm Bureau Coop. 2166 East Clinton Trail Charlotte, MI 49729	Dan Miller	(517) 543-1160	B5
Edward H. Wolf & Sons 414 Kettle Moraine Drive South Slinger, WI 53086	<u>Tim Glynn, Bill Schmidt</u>	800-236-9653	All
Eel River Fuels, Inc 3371 North State Street Ukiah, CA 95482	<u>Ken H. Foster / Al Banta</u>	707-462-5554	All
Effingham Equity State Route 37 N. Farina, IL 62838	Ann Jansen	(618) 245-6571	
Effingham Equity 16990 N. Second Street Marshall, IL 62441	George Dallmier	217-826-6331	
Effingham Equity RR 2, Box 77 Lovington, IL 61937		217-543-3467	
Effingham Equity 488 Roadway Effingham, IL 62401	Ann Jansen or Roger Berg	(217) 342-3123	
Effingham-Clay Service Co. 410 S. Willow Street Effingham, IL 62401	Don Herring	(217) 342-9231	
EFFINGHAM-CLAY SERVICE CO. 901 S. BROADWAY SALEM, IL 62881	<u>TIM FULTON</u>	618-548-1832	b11
Effingham-Clay Service Company W. South 5th Street Shelbyville, IL 62565	Dean Blievernicht	(217) 774-3901	
E-K Petroleum 211 N. Market Sullivan, IL 61951	Roger Bragg	(217) 728-7195	
E-K Petroleum 211 N. Market Sullivan, IL 61951	<u>Roger Bragg</u>	217-728-7195	All
Elkton Fars Un Coop Oil/Contra 100 Elk Street Elkton, SD 57026	Ivan Vomacka		B2
Ellsworth Farmers Exchange 6927 Center Street Ellsworth, MI 49729	Tom Vanstedum	(231) 588-2300	B2
Energy Petroleum & Marketing 2130 Kielen Avenue St. Louis, Mo 63121	Al Horiszeny	314-383-0893	
Energy Plus 24 - Excel Co-op	<u>Greg Stockment</u>	219-984-5353	B2

210 West Harrison Monticello, IN 47960			
Energy Plus 24 - Midland Impact Co-op 1 Lincoln St. Danville, IN 46122	<u>Todd Masten</u>	317-718-1851	
Enterprise Oil Company 205 East 1st Ave Rome, GA 30161	<u>David Shiflett</u>	706-295-2285	All
Environmental Alternatives 1225 39th Street Brooklyn, NY 11218	<u>Bob Lindenbaum</u>	718-972-2156	B100
Envirosol Biodiesel 1200 N. Commerce St. Fort Worth, TX 76106	<u>Joe McHaney</u>	817-624-1988	All
Erling's Oil 411 5th Ave. N Langdon, ND 58249	Leonard Heck	701-256-2276	All
Erwin's Towing and Recovery 505 East 3rd St Hills, MN 56138	Erwin De Boer	507-962-3256	
Estelline Community Oil Co North Street Estelline, SD 57234	Paul Setnes		B2
Evans Exit 16 Truckstop 9 Eastman Hill Rd. Enfield, NH 03749	<u>Dan Evans</u>	603-448-2675	All
Evergreen FS 402 N. Hershey Road Bloomington, IL 61702	Russ Higgins, Kevin Lockart	877-963-2392 or 877-963-2392	B2 & up
Evergreen FS Route 24 East Eureka, IL 61530	Russ Higgins, Kevin Lockart	877-963-2392	B2 & up
Evergreen FS 27497 E 700 North Forrest, IL 61741	Russ Higgins, Kevin Lockart	877-963-2392	B2 & up
Evergreen FS 1515 North Aurora St Pontiac, IL 61764	Russ Higgins, Kevin Lockart	877-963-2392	B2 & up
Evergreen FS Hwy 116 East Roanoke, IL 61561	Russ Higgins, Kevin Lockart	877-963-2392	B2 & up
Ever-Ready Oil Company 1200 1st Street Albuquerque, NM 87102	Linda Randolph	505-842-6120	All
Export Fuel Company, Inc Route 66 North Export, PA 15632	Richard Morchesky	724-468-4185	B100
Fairgrove Oil Company 1788 South Main Fairgrove, MI 48733	Tom or Jeff Gehrls	(800) 537-0215	B2-B100
Famers Coop Elevator Co. 302 West 1st Halstead, KS 67056	Rod Smith	316-835-2261	All
Farm Country Coop 417 N Main Pine Island, MN 55963	Brian Johnson	507-824-2252	
Farm Service Coop Corning, IA 50841	Larry Maeder	641-333-2595	B2
Farm Service Coop Macedonia, IA 51549			B2
Farmers & Merchants Coop Oil 45316 SD Hwy 34 Madison, SD 57042	<u>Paul Schultz</u>	605-256-4516	B2
Farmers Commission Company 125 Bales Rd. Kenton, OH 43326	<u>Kathy Hord</u>	419 675-0564	B2
Farmers Coop	David Cornelius	800-861-3207	B2

1 South Nickerson St.
Nickerson, KS 67561

Farmers Coop

Red Cloud, NE 68970

Farmers Coop
404 Railroad Ave.
Prinsburg, MN 56281

Roger 320-978-8040

Farmers Coop
105 Jackson St.
Jackson, MN 56143

Denny Bratrud 507-847-4160 B2-B10

Farmers Co-Op
512 E Walnut
Columbus, KS 66725

Brian Clugston 620-429-1294 All

Farmers Co-Op Assn of Mitchell
Main Street
Alexandria, SD 57311

Dale Wilson B2

Farmers Coop Assn.
3384 Excel Road
Manhattan, KS 66502

Jeff Rosell 785-776-9467 All

Farmers Coop Association
Taunton, MN 56291

Peter Schmitz 507-223-7241

Farmers Coop Association
Ghent, MN 56239

Peter Schmitz 507-223-7241

Farmers Coop Association
1204 St. Olaf Avenue N
Canby, MN 56220

Peter Schmitz 507-223-7241 B2-B5

Farmers Coop Elev. Co.

Plymouth, NE 68424

Farmers Coop Elev. Co.

De Witt, NE 68341

Farmers Coop Elev. Co.

Wilber, NE 68465

Farmers Coop Elev. Co.

Daykin, NE 68338

Farmers Coop Elev. Co.

Swanton, NE 68445

Farmers Coop Elev. Co.

Jansen, NE 68377

Farmers Coop Elevator Co.
3300 Prospect
Hudsonville, MI 49426

Dave DeVries (616) 669-9596 B2-B100

Farmer's Coop Grain Co.
338 Main Street
Kinde, MI 48445

Jeff Kreh/Dan Gottschalk (989) 874-4200 B2-B100

Farmers Coop Of Hanska

Hanska, MN 56041

Farmers Coop Oil
461 2nd Ave W
Echo, MN 56237

David Forkrud 507-925-4114 B2

Farmers Coop Oil Assn.
89 S Central
Elbow Lake, MN 56531

Galen Teichert 218-685-4491 B2-B4

Farmers Coop Oil Co.

Clara City, MN 56222

Farmers Coop Oil Co.

Danube, MN 56284

Jim Miller 320-329-8351

Farmers Coop Oil Co.
118 DuPont Ave. NE

Jim Miller 320-329-8351

Redwood Falls, MN 56284				
Farmers Coop Oil Co. 118 DuPont Avenue NE Renville, MN 56284	Jim Miller	320-329-8351	B2	
Farmers Coop Oil Co. Newman Grove, IA 68758				
Farmers Coop Supply Pilger, NE 68758				
Farmers Coop Supply 570 Commerce St West Salem, WI 54669	<u>Pat Doyle</u>	608-786-1100	B5	
Farmers Cooperative Fort Atkinson, IA 52144	Dave Hemesath	563-534-7216	B2	
Farmers Cooperative New Hampton, IA 50659	Les Hobirt	641-394-3753	B2	
Farmers Cooperative Ruthven, IA 51358	Kevin Hartkemeyer	712-837-5231	B2	
Farmers Cooperative Terril, IA 51364	Bob Peck	712-853-6131	B2	
Farmers Cooperative Company 304 E. Ellsworth, PO Box 410 Dows, IA 50071	Lary Weidmann, Mike Wikson	800-723-7349	B2	
Farmers Cooperative Company Lidderdale, IA 51452	Ervin Aden	712-822-5211	B2	
Farmers Cooperative Company Marble Rock, IA 50653	Mike Kelsey	641-315-2515	B2	
Farmers Cooperative Company Rockford, IA 50468	Mike Kelsey	641-756-3611	B2	
Farmers Cooperative Elevator Company Kingsley, IA 51028	Robert Shatava	712-378-2888	B2	
Farmers Elevator & Exchange Wapello, IA 52653	Mike Karagin	319-523-5351	B2	
Farmers Elevator Company Inwood, IA 51240	Lori Farstead	800-757-3163	B2	
Farmers Elevator Company Collins, IA 50055	Jeff Nelson	515-967-4207	B2	
Farmers Elevator Company Pleasant Hill, IA 50327	Jeff Nelson	515-967-4207	B2	
Farmers Elevator Company Maxwell, IA 50161	Jeff Nelson	515-967-4207	B2	
Farmers Elevator Company Altoona, IA 50009	Jeff Nelson	515-967-4207	B2	
Farmers Elevator Company Bondurant, IA 50035	Jeff Nelson	515-967-4207	B2	
Farmers Exchange Coop Lake Park, IA 51347	Denny Hout	712-832-3621	Additives	
Farmers Oil Company Main Street Orient, SD 57467	Don Clement		B2	
Farmers oil corp. 101 third street	<u>jim hardin</u>	870-523-6511	all	

Newport, AR 72112			
Farmers Union Coop 425 Clinton South St. Paul, MN 55075	Barry or Kevin	651-451-1151	
Farmers Union Coop & Supply			
Burchard, NE 68323			
Farmers Union Coop & Supply			
Beatrice, NE 68310			
Farmers Union Coop & Supply			
Elmwood, NE 68349			
Farmers Union Coop & Supply			
Auburn, NE 68305			
Farmers Union Coop & Supply			
Swanton, NE 68445			
Farmers Union Coop & Supply			
Syracuse, NE 68446			
Farmers Union Co-Op Assn 210 East 1st Alcester, SD 57001	Steve Johansen		B2
Farmers Union Coop Bus. Assn	<u>Bill Morford</u>	785-437-2985	
St. Mary's, KS 66536			
Farmers Union Coop Oil 412 A. Kniss Luverne, MN 56156	<u>Leroy Lindblom</u>	507-283-9571	B2
Farmers Union Coop Oil Assn.	Jack Rother	651-437-3053	
Hampton, MN 55031			
Farmers Union Co-Op Oil Co Main Street Bryant, SD 57221			B2
Farmers Union Cooperative Assn Highway 81 Salem, SD 57058	Dean Koch		B2
Farmers Union Cooperative Oil Highway 34 Flandreau, SD 57028	Bob Holmoe		B2
Farmers Union Gas & Oil			
Juniata, NE 68955			
Farmers Union Gas & Oil			
Roseland, NE 68973			
Farmers Union Gas & Oil			
Minden, NE 68959			
Farmers Union Mercantile & Shipping Assoc. 323 S. Ceder Stockton, KS 67669	Dennis Bedore	785-425-6511	B2
Farmers Union Oil 1705 Broadway Street Alexandria, MN 56308	Lane Kalina	320-763-6557	
Farmers Union Oil Co Main Street Reliance, SD 57569	Wayne Lundquist		B2
Farmers Union Oil Co 25 East 6th Avenue Redfield, SD 57469	Leroy Abbas		B2
Farmers Union Oil Co 2311 5th Avenue Belle Fourche, SD 57717	Kent Prosser		B2
Farmers Union Oil Co Main Street	Steve Cameron		B2

Pierpont, SD 57468			
Farmers Union Oil Co of Doland	Leroy Abbas		B2
Doland, SD 57436			
Farmers Union Oil Co. Hwy 32 South Twin Valley, MN 56584		218-584-5171	
Farmers Union Oil Co. 124 W. Nichols Ave. Montevideo, MN 56265	Mike Mace	320-269-8861	B2
Farmers Union Oil Co. Hwy 59 and 200 Mahnomen, MN 56557	Mike Scholar	218-935-2281	
FARMERS UNION OIL CO. 600 HWY 2 WEST DEVILS LAKE, ND 58301	<u>EMIL GREGORY</u>	701-662-4014	ALL
Farmers Union Oil Company 105 Merrill Avenue Roscoe, SD 57471			B2
Farmers Union Oil Company	Brent Andersen		B2
Highmore, SD 57345			
Farmers Union Oil Company Main Street Dante, SD 57329	Steve Krcil		B2
Farmers Union Oil Company 817 Main Faulkton, SD 57438	David Driscoll		B2
Farmers Union Oil Company 490 Cook Street West Wessington, SD 57381	Daryl Feilmeier		B2
Farmers Union Oil Company Highway 20 Chelsea, SD 57465	David Ortmeier		B2
Farmers Union Oil Company/Cenex Highway 2 West Devils Lake, ND 58301	Emil Gregory	701-474-5440	B2 & up
Farmland Coop 617 Main Ave Oakes, ND 58474	<u>Steve</u>	701-742-2667	all
Farms Incorporated 559 North Raceway Greenville, MS 38704	Cliff Trammell	662-332-7264	All
Farmway Coop 1200 189 Rd Bellville, KS 66935	Shannon White	785-527-5417	All
Farmway Co-op 315 W. Broadway Concordia, KS 66901	Ron/Shannon	785-243-3394	All
Farstad Oil 1220 Main Avenue Fargo, ND 58103		701-280-1200	B2 & up
Fauser Oil Lincoln, NE 68502			
Fauser Oil Co., Inc Elgin, IA 52141	Paul Fauser	800-328-7371	B2
Fauskee Oil Company 701 E. Highway 55 Brooten, MN 56316	<u>Gary or Randy</u>	320-346-2424	B2-B5
Federated Coop 502 2nd St. S Prinsburg, MN 55371		763-689-1751	
Feece Oil Company 1700 Hubbard Drive Batavia, IL 60510	<u>Mike Feece</u>	630-879-1911	All
Feece Oil Company 517 Twin Rail Drive Minooka, IL 60447	Troy Feece	(815) 521-0191	

Feece Oil Company 1700 Hubbard Drive Batavia, IL 60510	Mike Feece	(630) 879-1911	
Feils Oil Co. Inc. 56 3rd St. SW Plainview, MN 55964	Bernie Feils	800-836-5752	
Fields Petroleum 1104 South 7th Hickman, KY 42050	Dennis Hulin	800-824-8909	B2 & up
First Cooperative Association Marathon, IA 50565		712-289-2191	B2
Firth Coop Co Firth, IA 68358			
Firth Coop Co Sterling, IA 68324			
Fisher Fuel and Hardware Fisher, MN 56723	Andrea	218-891-2345	
Flom Ulen Coop Flom, MN 56541		218-567-8538	
Flom Ulen Coop 205 1st St. SW Ulen, MN 56585		218-596-8828	
Flood Oil CO. Inc. 105 East Main Eden, WI 53019	<u>Bob Flood</u>	920-477-2403	all
Foote Service Inc. Geneva, NE 68361			
Foster Blue Water Oil Co., L.L.C. 69120 Foster Road Richmond, MI 48062	<u>Tom McCartney</u>	586-727-3315	All
Foster/Blue Water Oil, LLC 448 County Center Lapeer, MI 48446	Todd Liechty	810-664-1475	B2-B100
Foster/Blue Water Oil, LLC 1602 E. Grove Street Midland, MI 48640	Mark Krawczak	989-835-7749	B2 - B100
Foster/Blue Water Oil, LLC 1985 West Pawas Road W. Branch, MI 48661	Jim Morris	989-345-3672	B2-B100
Four Seasons Cooperative 604 Vander Horck Britton, SD 57430	David Andersen	605-448-2231	B2
Frazier Oil and LP Gas Company Gower, MO 64454		816-424-6632	
Frederick Nothrup, Inc Warsaw, VA 22572	Stan Terhune	800-701-1033	
Fredericksburg Coop Fredericksburg, IA 50630	Steve Neuendorf	563-237-5324	B2
Fredericksburg Coop Frederika, IA 50631	Steve Neuendorf	563-237-5324	B2
Fredericksburg Coop Sumner, IA 50674	Steve Neuendorf	563-237-5324	B2
Fredericksburg Coop Bremer, IA 50677	Steve Neuendorf	563-237-5324	B2
Freeborn County Coop Freeborn, MN 56032	Gary Newman	507-377-0304	
Freeborn County Coop	Gary Newman	507-377-0304	B2

New Richland, MN 56072				
Freeborn County Coop	Gary Newman	507-377-0304		
Hayward, MN 56043				
Freeborn County Coop	Gary Newman	507-377-0304	B2	
Albert Lea, MN 56007				
Freeborn County Coop	Gary Newman	507-377-0304		
Austin, MN 55912				
Freeborn County Coop	Gary Newman	507-377-0304	B2	
Alden, MN 56009				
Freeborn County Coop	<u>Kevin Kiser</u>	800-658-2502	All	
1840 Margaretha Ave Alberta Lea, MN 56007				
Freeborn County Coop	<u>Gary Newman</u>	800-658-2502	All	
North Star Rd Alden, MN 56009				
Freedom Fuels, Inc	<u>Mark Robinson</u>	352-215-7265	all	
1168 SW 25 Place Gainesville, FL 32601				
Freeman Oil Co.				
Bloomington, NE 68929				
Fremont/Hart Co-op	Tom Lohr	(231) 873-2158	B2-B100	
3 East Main Hart, MI 49420				
Frenchman Valley Coop				
Imperial, NE 69033				
Frette Energy Co. Inc.	<u>Steve Frette</u>	812-254-3671	all	
504 W. Walnut Washington, IN 47501				
Frontier Coop				
Mead, NE 68041				
Frontier Coop				
Dwight, NE 68635				
Frontier Coop				
David City, NE 68632				
Frontier Coop				
Bellwood, NE 68624				
Frontier Coop				
Garrison, NE 68632				
Frontier Coop				
Ceresco, NE 68017				
Frontier Coop				
Brainard, NE 68624				
Frontier Coop				
Weston, NE 68070				
Frontier Energy	<u>Joel Glatz</u>	207-445-5274	All	
1160 Rt 3 South China, ME 04358				
Frontier Equity Exchange	Rex Jamison	785-694-2281	All	
Kansas & Railroad Avenue Brewster, KS 67732				
Frontier Equity Exchange	Dennis Taylor	785-694-3681	All	
West Highway 24, Box 998 Goodland, KS 67735				
Frontier, LLC	<u>Dan Piper</u>	800-752-0603		
815 W Pearl St				

Lebanon, IN 46052			
Fuel & More	Glen Muehlehausen	800-541-1226	B2
Le Mars, IA 51031			
Fuel Marketing Corporation #1 Coastal Drive Willow Springs, MO 65793	<u>David or Erik Montgomery</u>	417-469-2777	B100
Fuel Marketing Corporation Willow Springs, MO 65793		417-469-4499	
Fuel Unlimited 1315 Beverly Drive Salina, KS 67401	Bonnie Tillman, Troy Ditto	785-823-2331	B2
Fulton FS 13075 N. US 24 Lewistown , IL 61542	Mark Metz	(309) 547-2896	
Fulton-Marshall FBCA 510 W Adams St Plymouth, IN 46563	Jim Potthoff	574-936-3107	
Future Fuels, Inc 5347 75th Ct SW Olympia, WA 98512	<u>Peter Diaz</u>	360 480-6452	All
G & L Service Verndale, MN 56481		218-445-5188	
Galgoci Oil Company 3892 North Mission Road Rosebush, MI 48878		(989) 433-2271	B2-B100
Galyen Oil Atkinson, NE 68713			
Gary Oil Co. Inc. 5130 North U.S. 23 Oscoda, MI 48750	Daniel Gary	(989) 739-9231	B2-B100
Gateway Coop 200 SW 4th Ave Galva, IL 61434	Larry Halsall, Jim Hegge	309-932-2081	B1 & up
Gateway FS, Inc 221 East Pine Red Bud, IL 62278	Dan Rieckenberg		B2 & up
Geddes Farmers Co-Op Main Street Geddes, SD 57342	Mike Krietlow		B2
Gene Meyer Oil Co Inc Davenport, IA 52802	Gene Meyer	563-232-0478	B2
General Petroleum 3815 Vineyard Avenue Oxnard, CA 93030	Hope Bowles	805-229-1219	B20, B100
General Petroleum 19501 South Santa Fe Avenue Rancho Dominguez, CA 90221	George Hopwood	310-356-2626	B20, B100
Genesee Fuel & Heating Co. 3616 So. Genesee St. Seattle, WA 98118	<u>Steve Clark</u>	206-722-1545	B20
Gerstner Oil 3004 E SD Hwy 50 Yanktons, SD 57078	<u>Rudy Gerstner</u>	605-665-5568	B2
Gesell Oil, Inc 1441 N. 1625 East Rd. Taylorville, IL 62568	<u>Don Barlow</u>	217-824-2112	All
Gibson County Farmers, LLC Hwy 64 East Princeton, IN 47670	<u>Jim Elliott</u>	812-385-4867	
Gibson Oil PO Box 1412 Saginaw, MI 48605	Jim Gibson	989-865-9718	B2-B100
Gibson Oil Co 540 W Commercial St Lyndon, IL 61261	Kent Gibson	815-778-3338	B2 & up

Giles Farmers Co-op 2070 Elkton Pike Pulaski, TN 38478	<u>Jerry Ogg</u>	931-363-2563	All
Gillespie Oil Company 706 West Sandusky Ave Bellafontaine, OH 43311	<u>Bill Jenkins</u>	937-599-2085	B2
Gillett Farm Supply 3585 Hwy 165 N. Gillett, AR 72055	<u>Paul Canamore</u>	870-548-2294	All
Glazier Plain Coop Appleton, MN 56208	Joel James	320-842-5311	
Glazier Plain Coop 1020 Atlantic Ave. Benson, MN 56215	<u>Joel James</u>	320-842-5311	
Gold Star FS, Inc. 101 N. East Street Cambridge, IL 61238	Dave VanDeVelde	(309) 937-3369	
Golden Gate Biodiesel 8285 Brentwood Boulevard Brentwood, CA 94513	Pat O'Keefe	800-244-4516	B2 & up
Golden Gate Biodiesel 3575 Pacheco Blvd Martinez, CA 94553	Pat O'Keefe	800-244-4516	B2 and up
Golden Gate Biodiesel 820 26th Street Paso Robles, CA 93446	Pat O'Keefe	800-244-4516	B2 & up
Golden Gate Biodiesel 1300 Canal Boulevard Richmond, CA 94806	Pat O'Keefe	800-244-4516	B2 & up
Golden Gate Biodiesel 1020 Terven Avenue Salinas, CA 93905	Pat O'Keefe	800-244-4516	B2 & up
Golden Gate Biodiesel 950 Stockton Avenue San Jose, CA 95110	Pat O'Keefe	800-244-4516	B2 & up
Gothenburg Pit Stop Gothenburg, NE 68138			
Gracey Oil Broken Bow, NE 68822			
Grainco FS, Inc. 4000 N. Division St. Morris, IL 60450	Curt Overcash	(815) 942-3210	
Gray Oil 804 Denver Avenue Fort Lupton, CO 80621	<u>Tom Gray or Dale Rains</u>	800-464-4729	B20
Great Bend Coop 323 South Hwy 281 Great Bend, KS 67530	Larry Moeder	620-793-5031	B2
Great Lakes Cooperative Greenville, IA 51343	Maurice Thilges	800-568-2238	B2
Great Lakes Cooperative Hartley, IA 51346	Maurice Thilges	800-568-2238	B2
Great Lakes Cooperative Gruver, IA 51344	Maurice Thilges	800-568-2238	B2
Great Lakes Cooperative Greenville, IA 51343	Maurice Thilges	800-568-2238	B2
Great Lakes Cooperative Everly, IA 51338	Maurice Thilges	800-568-2238	B2
Green Fuels, Inc 410 21st Street South Texas City, TX 77590	Pete Dunn	409-948-1704	B2 & up
Green Oxy Diesel	<u>Jim Miller</u>	619-445-1287	B100

215 Arden Dr. #30 Belgrade, MT 59714			
Greenleaf Biofuels 87 Whitfield Street Guilford, CT 06437	<u>Gus Kellogg</u>	866-669-5677	B100
Greenway Coop Highway 14 Bus. Rte. Dodge Center, MN 55927	Gary Remele		
Gresham Petroleum Co. 415 Pershing Ave. Indianola, MS 38751	<u>WALTON GRESHAM</u>	800-748-8934	ALL
Greve Petroleum Atlantic, IA 50022	Jerry Greve	712-764-5752	B2
Griffin Oil & Propane 1224 Holland Rd Suffolk, VA 23434	Chris Pond	757-539-4761	
Grootveld Oil Company Pella, IA 50219	Glenn Van Roekel	641-628-2893	B2
Growers, LLC Terre Haute, IN 47802	Joe Milner	812-235-8123	
Growmark Inc 15844 Oak Shade Lane Findlay, OH 45840	Andy Schneider	800-550-4820 #6316	B2-B100
Growmark Inc. 2374 Klender Road Bentley, MI 48613	Andy Schneider	800-550-4820, Ext. 6316	B100
GSC City Ltd 100 West Oalkey Lowell, IN 46356	Brad Johnson	800-340-9531	All
Gulf Coast Fuels LLC 2103 W Herman Ave Pensacola, FL 32505	<u>Robbie Clopton</u>	850-438-3835	ALL
GULF COAST FUELS,LLC 2103 WEST HERMAN STREET PENSACOLA, FL 32503	<u>ROBBY CLOPTON</u>	850-438-3835	ALL
Gunther Oil 503 W. Bellvue Scott City, KS 67874	Karen/Bryan Gunter	620-342-2835	All
Gypsum Oil Co 6856 Kipp Rd Gypsum, KS 67448	Gary Martin	785-822-4424	B2
Haag/Decker Oil, LLC 326 SE 15th Topeka, KS 66607	Ernie	785-357-0270	B2
Hale Petroleum 430 E Oak Columbus, KS 66725	Robert White	800-794-1710	B2
Halls Oil Wilcox, NE 68982			
Halls Oil Co. 2489 HWY 4 Campbell, NE 68932	<u>Doug Hall</u>	402-756-8691	B2
Hamilton County FBCA 16222 Allisonville Rd Noblesville, IN 46060	Nancy Teeters	317-773-0870	
Hamlin County Coop Oil Co Red Bird Avenue Hayti, SD 57241	Neil Opdahl		B2
Hampel Oil 2121 West Mary Garden City, KS 67846	Fred Gundlack	620-275-7777; 877-430-4774	B2
Hampel Oil 659 East 4th Avenue St John, KS 67576	Sam Hayden	620-549-3324	B2
Hampel Oil 2920 Fairfax Trafficway	Mike Long	913-321-0139	B2

Kansas City, KS 66115			
Hampel Oil 921 N. Main Pratt, KS 67124	Richard Risley	620-672-3743, 877-479-3343	B2
Hampel Oil 3727 S West St Wichita, KS 67217	Ken Hampel, Ed Hampel, John McQuery	316-529-1162, 316-530-5848	All
Hampel Oil Garden Plains, KS 67050	Dan Quaney	316-648-7241	B2
Hampel Oil 503 West St Iola, KS 66749	<u>Jay Weseloh</u>	620-365-3621	B2
Hampel Oil 2920 Fairfax Trafficway Kansas City, MO 66115		913-432-9595	
Hancock Coop Inc. 560 6th St. Hancock, MN 56244	Mark Hollerman	320-392-5238	
Hansen-Heartland Coop Halsey, NE 69142			
Harmenting Oil Co. 1400 S Valley New Ulm, MN 56073		800-654-6414	
Harmon Oil 6696 Beech Street North Branch, MI 48461	Tom Harmon	810-688-3575	B2-B100
Hartland Tire Wadena, MN 56482	Dawn	218-631-2710	
Hartley Oil Company 907 Columbus Ave Washington Court House, OH 43160	Steve Simpton, Dave Barton	800-638-7588	B2-B100
Harvest Land Co-Op 1435 NW 5th St Richmond, IN 47374	Richard Giffen	765-962-1527	
Harvestland Coop Highway 67 West Morgan, MN 56266	Pat Macht	507-249-3196	
Haskins Conoco & Oil Co. 701 Market Street Osage City, KS 66523	Dave Haskins	785-528-3732	All
Hassman Oil 521 N 81 Bypass McPherson, KS 67460	Sheri	620-241-3237	All
Hawkins Farmers Co-op 240 Burem Pike Rogersville, TN 37857	<u>Tom Henard</u>	423-272-2611	B5
Haycock Petroleum Las Vegas, NV 89015	Gary Weinberg	702-382-1620	B20, B100
Hayes Oil Arthur, IA 51431	Robert Hayes	712-365-4860	B2
Hayes Oil Battle Creek, IA 51006	Robert Hayes	712-365-4860	B2
Hayes Oil Charter Oak, IA 51439	Robert Hayes	712-365-4860	B2
Hayes Oil Cushing, IA 51018	Robert Hayes	712-365-4860	B2
Hays Oil Co. 1890 S. Pacific Hwy Medford, OR 97501	<u>Steve Hays</u>	541-772-2321	ALL
Haywood Farmers Co-Op Main Store 1295 Boyd Avenue	<u>T. Kelley</u>	731-772-9432	

Brownsville, TN 38012			
Heart of Iowa Coop	Dan Larson		B2
Slater, IA 50244			
Heartland			
Hayland, NE 68955			
Heartland Coop	<u>Clair Rew</u>	515-2258-1334	B2
2829 Westown Parkway - Suite 350 West Des Moines, IA 50266			
Heartland Coop			
Kenesaw, NE 68956			
Heartland Coop			
Wood River, NE 68883			
Heartland Coop			
Giltner, NE 68841			
Heartland Coop			
Minden, NE 68959			
Heartland Coop			
Inland, NE 68954			
Heartland Coop			
Juniata, NE 68955			
Heartland Coop			
Trumbull, NE 68980			
Heartland Coop			
Hildreth, NE 68947			
Heartland Coop			
Holstein, NE 68950			
Heritage FS	Orlin Riegel	815-740-2840	All
100 Manhattan Joliet, IL 60433			
Heritage FS	Jim Huston	815-476-2434	All
18251 W. Commercial Wilmington, IL 60481			
Heritage FS	Dennis Koehn	708-258-3311	All
30230 S. Route 50 Peotone, IL 60468			
Heritage FS	Brad or Joe	630-904-1055	All
11127 S. Heggs Road Plainfield, IL 60544			
Heritage FS	Rich Thompson	815-937-3161	All
5833 E. 5000 N. Rd. Bourbonnais, IL 60914			
Heritage FS	Bill Kerrins	815-686-2420	All
2479 N. 1700 E. Rd Piper City, IL 60959			
Heritage FS	Jason Main	217-784-4259	All
301 S. West St Gibson City, IL 60936			
Heritage FS Beaverville	Gary Duby	(815) 435-2046	
Beaverville, IL 60912			
Heritage FS Watseka	Bill Tucker	(815) 432-3290	
2481 E. 1400 N. Rd. Watseska, IL 60970			
Heritage FS, Inc	Gary Duby	815-435-2046	B2 & up
Route 45 South Gilman, IL 60938			
Heritage FS, Inc.	Tom Gross	(815) 265-4751	
1381 S. Crescent Gilman, IL 60938			

Heritage Petroleum Evansville, IN 62242	<u>Ken Willard</u>	812-422-3251	B20
Herreid Equity Exchange Herreid, SD 57632	Kieth Haney		B2
HH White Oil Company 630 Park Avenue Poplar Bluff, MO 63901		573-785-3219	
High Plains Coop Plainview, MN 55964		507-534-3111	
Highway Ag Services Le Center, MN 56052	Louie Gillman	507-357-2245	
Hildreth Oil Co 407 Raven St Bowling Green, KY 42101	Mark Hildreth, Greg Cook	270-842-0361	B2 & up
Hill Petroleum 6301 West 58th Avenue Arvada, CO 80002	Troy Hill	303-424-6262	B20, B100
Hines Oil Company, Inc 2303 Logan St. Murphysboro, IL 62966	<u>PAUL HINES JR</u>	618-684-6571	ALL
Hirschman Oil Supply 9773 Saginaw Street Reese, MI 48757	Mark Hirschman	800-251-5440	B2-B100
Hogan Oil Dundee, MN 56131	Gary Hogan	800-620-6176	
Hogue & Greeno Oil Co. Inc 308 N. Van Buren Weiner, AR 72479	<u>Lewis Hogue</u>	870-684-2227	All
Hokah Coop Oil Assn. 113 Main St. Hokah, MN 55941	Dave Feuhelm	507-894-4480	
Hollingsworth Oil Company Inc 1503 Memorial Blvd Springfield, TN 37172	Ronnie Hollingsworth	615 384-5852	
Holt Gas Sidney, IA 51652	Jerry Holt	712-374-2632	B2
Holtzman Corp 5534 Main St Mt Jackson, VA 22842	<u>Darren Swartz</u>	540-477-3131	All
Home Oil & Gas Company, Inc. 300 Atkinson Street Henderson, KY 42420	<u>Robert G. Crafton</u>	270-826-3925	All
Home Oil Co., Inc 104 E Broad St Raymond, IL 62560	<u>Jerry Wagahoff</u>	217-229-3213	all
Home Oil Services, Inc 501 Main Blue Rapids, KS 66411	Rob	800-794-0945	B2
Home Service Oil 624 Ashcroft Road Poplar Bluff, MO 63901		573-686-1171	
Home Service Oil Sikeston, MO 63801			
Honzay's/Farmers Coop Oil Co. 1208 W. Lincoln Ave Olivia, MN 56277	Mike Bruns	320-523-1241	
Hougs Service 221 Railroad Ave. S Jasper, MN 56128	Dennis Houg	507-348-7492	
Houston Oil Company 435 N. Market Paxton, IL 60957	Dale or Tom Houston	(217) 379-2231	
Hovden Oil	Terry Hovden	563-737-2710	B2

Ridgeway, IA 52165			
Hoven Co-Op Service Co 325 Main Street Hoven, SD 57450	Francis Karst		B2
Howard Farmers Cooperative Assn Highway 34 Howard, SD 57349	Jim Mutziger		B2
Hunold Oil Donnellson, IA 52625	Mitch Hunold		B2
Hurt Oil Ansley, NE 68814			
Hurt Oil Sargent, NE 68874			
Hurt Oil Mason City, NE 68855			
Husker Coop Osceola, NE 68651			
Husker Coop Silver Creek, NE 68663			
Husker Coop Columbus, NE 68601			
i.i. Fuels Huntington Beach, CA 92648	<u>Ericka Zenz</u>	714-552-3154	All
Illini FS Danville Route 150 Danville, IL 61832	Bill Wason	(217) 442-4741	
Illini FS Hoopeston 718 W. Main Hoopeston, IL 60942	Bill Wason	(217) 497-5005	
Illini FS Paris 500 W. Jasper Paris, IL 61944	Chris Duzan	(217) 822-9664	
Illini FS Rantoul 205 W. Champaign Avenue Rantoul, IL 61866	Mitch Suits	(217) 202-9995	
Illini FS Tolono Route 45 Tolono, IL 61880	L.R. Franks	(217) 377-1454	
Illini FS Tuscola 107 Wilson Tuscola, IL	Pat Titus	(217) 260-4737	
Illini FS, Inc 1509 E University Ave Urbana, IL 61801	Bill Wason	217-260-4737	B2 & up
Independence BioFuel 361 Cedar Pond Road Durham, ME 04222	<u>Garry Glatz</u>	207-353-5344	All
Independence fuel 7 Ocean Park Rd. Saco, ME 04072	<u>Garry Glatz</u>	800-228-1883	
Independent Oil Co. 106 1st Street East Canby, MN 56220	Dave Hentges	507-223-5942	
Iowa Double Circle Coop Libertyville, IA 52567	Shawna Sieren	319-461-7725	B2
Iowa Double Circle Coop Stockport, IA 52651	Shawna Sieren	319-461-7725	B2
IPS 315 Carter Ave.	<u>Charlie Meyer</u>	360 378-4430	B100

Friday Harbor, WA 98250			
ITL, Inc. 8330 Atlantic Avenue Cudahy, CA 90201	<u>Mike Rohrer</u>	323-562-3230	B2 - B100
J & H Oil Company 1619 Chicago Drive Wyoming, MI 49509	<u>Rebecca Barabas</u>	616-534-2181	ALL
J. J. Oil Colby, KS 67701	Patrick	785-425-7152	B2
J.C. Oil 1601 Christy Drive Jefferson City, MO 65101	Tom Kolb, J. T. Schokker	573-634-2025	
Jacks Oil Distributing, Inc 420 Logeais Street Eden Valley, MN 55329	<u>John Derichs</u>	320-453-6560	all
Jackson Farmers Inc. 507 Howard Effingham, KS 66023	Don Hinz	913-833-2070	All
Jackson Jennings Coop 801 W 2nd st Seymour, IN 47274	Tom Flora	812-522-4911	B5-B20
James Oil Company Carlisle, IA 50047		515-989-3314	B2
JB's Food Mart 102 8th Ave SE Pipestone, MN 56164	Joe Schelhaas	507-825-5747	
Jerry's Service Hartington, NE 68739			
Jerry's U-Save 211 S Hwy 9 Morris, MN 56267		320-289-4333	
Jersey County Grain Co. South County Road Hardin, IL 62047	Melba Tepen	(618) 576-2519	
Jersey County Grain Co. 426 E. Exchange St. Jerseyville, IL 62052	Phil Thorton	(618) 498-2183	
Jesse E. Lyman, Inc. 48 Kearsarge Street North Conway, NH 03860	<u>Peter Donohoe</u>	603-356-2411	All
Jet Gas Company Houghton, IA 52631	Larry	319-372-1962	B2
Jet Gas Company Fort Madison, IA 52627	Larry	319-372-1962	B2
Jet Oil 1144 Hill Ave Grafton, ND 58237	Brad Buriemek	701-352-2384	All
Johnson Oil Co. 109 3rd St. SW Roseau, MN 56751	<u>Brian Johnson</u>	218-463-1058	All
Johnson Oil Co. Karlstad, MN 56732	<u>Brian Johnson</u>	800-642-0244	All
Johnson Oil Co. 1215 S. Atlantic Ave. Hallock, MN 56728	<u>Brian Johnson</u>	218-843-2681	All
K & H Coop Oil Company Wesley, IA 50483		515-679-4212	Additives
Kalona Oil Kalona, IA 52247	Fred Yoder	319-656-2271	B2
Kanza Cooperative Assoc Summer & Main Luka, KS 67066	Jeff Bolen	620-546-2231	B2

Karbowski Oil 1694 Marquette Bay City, MI 48707	Jeff Karbowski	989-686-2111	B2-B100
Keck Oil Inc. Des Moines, IA 50320	Dave Holmes	515-244-5631	B2 and up
Keisel Oil Co. 4801 Fyler Ave. St. Louis, MO 63116		314 351-5500	
Kelly Heating & Oil Co., Inc 130 2nd Avenue South Clinton, IA 52732	<u>Mark Kelly</u>	563-243-3823	B2
Ken & Al's Service Fairfield, NE 68938			
Ken's Feed Store Sutherland, IA 51058			
Ken's Oil Service, Inc. 3259 North 2500 East Road Fairbury, IL 61739	Carl Edelman	(815) 735-7385	
Keota Coop Ainsworth, IA 52201	Shawna Sieren	319-461-7725	B2
Keota Coop Brighton, IA 52540	Shawna Sieren	319-461-7725	B2
Keota Coop Keota, IA 52248	Shawna Sieren	319-461-7725	B2
Keota Coop Richland, IA 52585	Shawna Sieren	319-461-7725	B2
Kevin Mote Petroleum Distributor Inc 11611 West State Route 571 Laura, OH 45337	<u>Kevin Mote</u>	800-526-1978	All
Kg Travel Plaza Inc 19865 Highway 83 Box 6 Blunt, SD 57522	Ken Gillispie		B2
Kilduff Oil 691 Main St Reedville, VA 22539	Al Christopher	888-276-3320	B2,B5,B10,B20
King Oil Inc. 516 N Main Walton, IN 46947	<u>Brian King</u>	574-626-2514	ALL
Kirby's Northside 66 David City, NE 68632			
Klein Fuel Service 210 North Willow Solomon, KS 67480	Joe & Julie Klein	785-655-3403	All
Knochel Oil Company Inc. 201 N. Main Standish, MI 48658-1217	Joe Knochel	989-846-6961	B2-B100
Konold Standard Minneota, MN 56264		507-872-5102	
Kramer Oil Co 1202 11th Rd Marysville, KS 66508	<u>Don Kramer</u>	785-562-2466	B2
Krause Oil Company 304 S. State Hwy. 44/77 Caledonia, MN 55921	Jerald Krause	507-724-2776	
Krause Oil Company 159 W. Main St., PO Box 396 Spring Grove, MN 55974	Jerald Krause	507-498-5138	
Kugler Oil Co North Platte, NE 69101			

Kumm Gas Company				
Brunswick, NE 68720				
LA BioFuel, Inc. 1217 Wilshire Blvd, PO Box 3096 Santa Monica, CA 90408	<u>Spike Lewis</u>	310-396-5310		All
Lac Qui Parle Coop Dawson, MN 56232	John Roiger	320-769-4308		
Lac Qui Parle Coop 127 8th Ave. S Madison, MN 56256	<u>Todd Anderson</u>	320-598-3652		B2
Lake Andes Farmers Coop Co Lake Andes, SD 57356	Dan Svatos			B2
Lake County FBCA 402 N Jackson St Crown Point, IN 46307	Don Kasch			
Lake Preston Coop Association Highway 14 Lake Preston, SD 57249	Ralph Nelson			B2
Landmark Services Cooperative 203 W. Cottage Grove Road Cottage Grove, WI 53527	<u>Mike Bandt</u>	800-236-3276		all
LaPorte County FBCA 512 State St LaPorte, IN 46350	Max Roach	219-362-2156		
LaSalle County Farm Supply 3107 N IL Rt 23 Ottawa, IL 61350	<u>Tom Wallace</u>	815-434-0131		all
LaSalle County Farm Supply Co. 3107 N. State Hwy 23 Ottawa, IL 61350	Andy Wagner	(815) 434-0131		
LaSalle Farmers Elevator 317 4th Street NE Madelia, MN 56062	John Hoeft	507-642-3276		B2-B5
LaSalle Farmers Elevator 317 4th St. NE La Salle, MN 56062	John Hoeft	507-642-3276		
LaSalle Farmers Grain 111 S. Broadway St., PO Box 8 La Salle, MN 56056	John Hoeft	507-439-6385		
LaSalle Farmers Grain Darfur, MN 56022	Brad Olson	507-877-5501		
Laughery Valley Ag Co-Op 11016 US 50 Dillsboro, IN 47018	Wayne Jenner	812-689-4401		
Laughlin Oil Co 1920 NE Lafayette Ave McMinnville, OR 97128	<u>Tom Simpson</u>	800-800-3175		all
Leabo Oil Co. Jct. Hwy. 10 & Rt. D Norborne, MO 64668		660 593-3713		
Leaf River Ag 104 Van Aernam St New York Mills, MN 56567		218-385-2366		
Leavenworth County Coop 205 N Main Lansing, KS 66043	Karol Lohmann	913-727-1900, 800-644-1901		All
Lee Escher Oil Co., Inc. 85-119 Avenue 50 Coachella, CA 92236	Jim Combs	760-398-2051		B2 & up
Leiszler Oil 635 West Crawford Clay Center, KS 67432	George Leiszler	785-632-5648		B2
Lenawee Farm Bureau Oil Co. 4021 S. Adrian Road Adrian, MI 49221	Fred Hauch	(517) 265-6222		B2-B100
LeRoy Coop Association	<u>Darren Specht</u>	888-964-2225		B2

505 E6th St LeRoy, KS 66857			
Lincoln Land FS, Inc. 701 Henry Street Jacksonville, IL 62651	<u>Scott Long</u>	217-243-6561	All
Lindstrom Oil Kiron, IA 51448	Dennis Wellsandt	712-675-4712	B2 and up
Linn Coop Oil Company Alburnett, IA 52202	Don	317-377-4881	B2
Linn Coop Oil Company Marion, IA 52302	Don	317-377-4881	B2
Linn Coop Oil Company Newhall, IA 52315	Don	317-377-4881	B2
Linn Coop Oil Company Springville, IA 52336	Don	317-377-4881	B2
Logan Agri-Service, Inc IL Route 107 South Griggsville, IL 62340	Edward Logan	217-833-2375	B10 off-road
Lopp Oil Co 730 North Kansas Avenue Columbus, KS 66725	John Lopp	620-429-1500	B2
Loud Fuel Co. 552 Thomas Landers Rd. Falmouth, MA 02540	Kabraul Taha	508-457-6595	B20, B100
Luebbering Oil Company, Inc 11449 US Hwy 63 Hartsburg, MO 65039		573-635-3238	
Lybarger Oil, Inc 704 N Maple Garnett, KS 66032	Dave Lybarger	785-448-5512	B2
Lykins Oil Co 5163 Wolfpen-Pleasant Hill Rd Milford, OH 45150	Joe Suttmiller, Diana Fisher	800-875-8820	B2 & up
Lyon County Coop Oil Larchwood, IA 51241	Jim Meendering	712-472-3731	B2
Lyon County Coop Oil Lester, IA 51242	Jim Meendering	712-472-3731	B2
Lyon County Coop Oil Little Rock, IA 51243	Jim Meendering	712-472-3731	B2
Lyon County Coop Oil Rock Rapid, IA 51246	Jim Meendering	712-472-3731	B2
Lyon County Coop Oil Co. George, IA 51237	Lonny Turner	507-828-5421	
Lyon County Coop Oil Co. 103 W Railroad Ivanhoe, MN 56142	Emmett Thomsen	507-694-1566	
Lyons Oil Inc. Lyons, NE 68038			
M & M Service Company 130 N. Chiles Street Carlinville, IL 62626	Brent Wadsworth	(217) 854-4516	
M.D. Thompson & Son Co. 218 S. Edmonds Ave McCrary, AR 72101	<u>Vance Thompson</u>	870-731-2526	B2-B20
Macedonia Office 21795 State Hwy14	Dale Brookins or Terry Pike	(618) 728-4358	

Macedonia, IL 62860			
MacMillan Oil 2955 East 11th Ave Hialeah, FL 33013	Marcio Cardoso	305 691-7814	All
Madison Service Company 900 Hillsboro Avenue Edwardsville, IL 62025	Herb Tebbe	(618) 656-3500	
Magic City Oil 1915 - 2 & 52 Bypass East Minot, ND 58702	<u>Calvin Knutson</u>	701-838-8884	B2
Maher Oil Company 401 N. Prospect Avenue Kansas City, MO 64120		816-241-2400	
Mair Petroleum 300 W. Long Street Princeton, IL 61356	Gene Menard	(815) 875-6569	
Mallette Oil 2400 North Poplar Street Leadville, CO 80461	John Mallette	719-486-0577	B20, B100
Manito Oil and Propane Company 701 S. Adams Manito, IL 61546	John Parkin	309-968-6703	
Manners Oil Co Parsons, KS 67357	Danny Manners	620-421-5819	B2
Mansfield Oil Company 1025 Airport Parkway, S.W Gainesville, GA 30501		800-695-6626	All
Maple Valley Oil Association Coop Buffalo, ND 58011		701-633-5151	B2 & up
Marc Nelson Oil Products 1977 Claxter Rd. NE Salem, OR 97303	<u>Peter Nelson</u>	503-363-7676	all
Marlette Oil & Gas 2875 Main Street Marlette, MI 48453-1139	Peggy, Roger, or Ken	(989) 635-7559	B2-B100
Mason County Service Co First & Main St Easton, IL 62633	Randy Wilson	309-562-5252	B2
Mason Petroleum 806 10th Street Wakefield, KS 67487	Brad	785-461-5684	B2
Mass Biofuel 280 Milton Street, Suite 1 Dedham, MA 02026	<u>Elizabeth Warren</u>	888-627-7246	B10
Maui Oil Company Inc 16 Hobron Kahului, Maui, HI 96733	<u>Alec McBarnet</u>	808-871-6220	B20
Maverick Truck Stop and Cafe North Hwy 11 & 91 Burwell, NE 68823	<u>Gary Howard</u>	308-346-4050	B2
Max Arnold & Sons 181 Murray St Madisonville, KY 42431	Tome Gulley	800-521-4723	B2 & up
Mayer Distributing 2105 Daniels Street Long Lake, MN 55356	<u>Jon Mayer</u>	952-473-5488	B2
McBride Oil and Propane 2080 Corunna Avenue Owosso, MI 48867	Rod Mills	(989) 845-4245	B2-B100
McClure Oil Corporation Jct Hwy 22 & 37 Marion, IN 46953	<u>David Cain</u>	765-674-9771	All
McColliser & Company Council Bluffs, IA 51503	Larry Williams	800-798-6457	B2
McCollister & Co. 111 South Moniteau Ave Sedalia, MO 65301	Jeff Barnes	660-827-7473	

McCormix Corporation 22 N. Calle Cesar Chavez Santa Barbara, CA 93117	<u>Ken Olsen</u>	805-963-9366	All
McCoy Petroleum Ltd. 90 South Williams Street Newark, OH 43055	<u>Richard McCoy</u>	740-344-1184	All
McNutt Oil Co. 1817 West Lamar Alexander Pkwy Maryville, TN 37802	<u>Peter Gale</u>	865-983-4280	All
McWherter Petroleum, LTD. 84 Ross St. Delaware, OH 43015	<u>Earl McWherter</u>	740-362-5881	all
Mead Biofuel Eastsound, WA 98245	<u>Marty Mead</u>	360-376-4855	All
Meadowland Coop Westbrook, MN 56183	Terry Neperman	507-274-5242	
Meadowland Coop 206 E. South Street Vesta, MN 56292	Brian Rohlik	507-762-3116	B2
Meadowland Farmers Coop 140 Hwy 68 West Wabasso, MN 56293	<u>Wade Mathiowetz</u>	507-342-5163	ALL
Meester Oil Co. 35526 County Hwy 35 Worthington, MN 56187		507-376-3217	
Meier Oil Service 304 Main Street Kempston, IL 60946	Leo Weber	(815) 253-6392	
Meier Oil Service Grinnel Road Kankakee, IL 60901	Karl Hammen	(815) 937-1347	
Meier Oil Service Ashkum, IL 60911	Mike Meier or Steve Hemp	(815) 698-2343	
Meier Oil Service 1226 N. Divison Pontiac, IL 61764	Steve Harris	(815) 844-7529	
Meier Oil Service, Inc. 405 N. Second St. Ashkum, IL 60911	<u>Troy Meier</u>	815-698-2343	All
Meisinger Oil Norfolk, NE 68701			
Member Mutual Oil Co Jesup, IA 50648	Curt Raymond	319-234-4695	B2
Member Mutual Oil Co Dysart, IA 52224	Curt Raymond	319-234-4695	B2
Member Mutual Oil Co Waterloo, IA 50701	Curt Raymond	319-234-4695	B2
Mentzer Oil North Platte, NE 69101			
Merle Boes 11372 E. Lakewood Blvd. Holland, MI 49424	Chris VanVoorst	(616) 392-7036	B2-B100
Mer-Roc FS, Inc. 2004 State Highway 17 Aledo, IL 61231	Dave VanDeVelde	309-582-7271	
Mer-Roc FS, Inc. 17320 70th Street West Reynolds, IL 61279	Dave VanDeVelde or Loyd Ford	(309) 582-7271	
Messer Oil Company Washington, IA 52353			B2
MFA Oil Bulk Plant	John Phillips	870-236-2250	B2-B20

400 Dennington Paragould, AR 72450			
MFA Oil Company		660-663-3636	
Gallatin, MO 64640			
MFA Oil Company		660-783-2023	
Highway 169 King City, MO 64463			
MFA Oil Company		660-462-3633	
Highway 6 LaBelle, MO 63447			
MFA Oil Company		660-385-3216	
Jct Highways 36 & 149 New Cambria, MO 63558			
MFA Oil Company		660-457-3781	
Highway 63 & E Queen City, MO 63561			
MFA Oil Company		660-886-3942	
Highway 240 Slater, MO 65349			
MFA Oil Company		660-686-2477	
Highway 136 Tarkio, MO 64491			
MFA Oil Company		573-486-2882	
Highway 19 Big Spring, MO 63363			
MFA Oil Company		573-293-5391	
20 E. North Main Dexter, MO 63841			
MFA Oil Company	Bob Brown	573-722-3455	B2-B20
32937 Sample Ln Advance, MO 63730			
MFA Oil Company	Kevin Bentley	660-726-4444	B2-B20
601 East US Hwy 136 Albany, MO 64402			
MFA Oil Company	Cliff Ruter	417-678-3989	B2-B20
Bus. Hwy 60 Aurora, MO 65605			
MFA Oil Company	Tim Burnett	573-293-5391	B2-B20
4740 St. Hwy 25 Bernie, MO 63822			
MFA Oil Company	Raymond Francka	417-326-5808	B2-B20
304 S Main Bolivar, MO 65613			
MFA Oil Company	Lewis Smith	573-324-2224	B2-B20
1407 West Lucust St Bowling Green, MO 63334			
MFA Oil Company	Scott McBride	660-258-2774	B2-B20
100 E Main Braymer, MO 64624			
MFA Oil Company	Darryl Mabary		B2-B20
Hwy 36 & 129 Jct Bucklin, MO 64631			
MFA Oil Company	Darryl Mabary	417-345-2135	B2-B20
889 South Ash Buffalo, MO 65622			
MFA Oil Company	Herman Shubert	660-679-5071	B2-B20
1008 West Mill Butler, MO 64730			
MFA Oil Company	Dwight Keisling	573-796-4511	B2-B20
Hwy 50 West California, MO 65018			
MFA Oil Company	Terry McCallie	870-552-3251	B2-B20
820 East Park Street Carlisle, AR 72024			
MFA Oil Company	Bob Myers	573-267-3936	B2-B20
102 South West St Center, MO 63436			
MFA Oil Company	Ralph Jobe	573-682-3895	B5
309 W Wilson St			

Centralla, MO 65240			
MFA Oil Company 21694 Hwy J 46 Centerville, IA 52544	Scott Hawkins	641-437-4188	B2-B20
MFA Oil Company 709 W Main Cole Camp, MO 65325	Jeffery Waibel	660-668-3214	B2-B20
MFA Oil Company 2507 N Stadium Columbia, MO 65202	Dustin Snodgrass	573-445-6549	B2-B20
MFA Oil Company Junction 17 & Hwy HH Crocker, MO 65452	Gene Martin	573-736-5217	B2-B20
MFA Oil Company Hwy 19 South Cuba, MO 65453	Cliff Wood	573-885-2211	B2-B20
MFA Oil Company Hwy 70 East Devalls Bluff, AR 72041	Arbie Nesbitt	870-998-2587	B2-B20
MFA Oil Company Hwy 44 Elaine, AR 72333	Luther Miller	870-827-3815	B2-B20
MFA Oil Company 3445 N Hwy 79 Elsberry, MO 63343	Lindell Riffle	573-898-3249	B2-B20
MFA Oil Company 127 North Sweet Springs, MO 65351	Kevin Wulff	660-335-4112	B2-B20
MFA Oil Company Hwy 59 N Fairfax, MO 64446	Bob Erwin	660-686-2477	B2-B20
MFA Oil Company 5082 N Wasington Forrest City, AR 72335			B2-B20
MFA Oil Company 2760 N Bus. 54 Fulton, MO 65261	Fred Trowbridge	573-642-9410	B2-B20
MFA Oil Company 412 S Cedar Gallatin, MO 64640	Bob Johanning	660-663-3636	B2-B20
MFA Oil Company Hwy 87& South Glasgow, MO 65254	Bob Johanning	660-338-2336	B2-B20
MFA Oil Company 522 Main Lockwood, MO 65682	Steve Lasater	417-537-4912	B2-B20
MFA Oil Company N Hwy 129 Green City, MO 63545	Jim Johnson	660-874-4218	B2-B20
MFA Oil Company Hwy 139 & Hwy J Hale, MO 64643	Jim Parker	660-565-2513	B2-B20
MFA Oil Company 202 S Davis Hamilton, MO 64644	Mike Cline	816-583-2321	B2-B20
MFA Oil Company 403 Locust St Harrisonville, MO 64701	Dennis Schick	816-884-4470	B2-B20
MFA Oil Company 8480 Phillips 300 Rd Helena, AR 72342	James Cavette	870-338-7406	B2-B20
MFA Oil Company Hwy 65 North Humeston, IA 50123	Dennis Showers	641-877-4000	B2-B20
MFA Oil Company 1606 Lee Ave Jackson, MO 64755	Roger Hamm	573-243-2414	B2-B20
MFA Oil Company 1105 West Buchanan Jefferson City, MO 65081			B2-B20

MFA Oil Company 305 North Main St Lake City, AR 72437	Steve Despain	870-237-4337	B2-B20
MFA Oil Company 24769 Pecos Drive Lebanon, MO 65536	Rick Akers	417-532-3834	B2-B20
MFA Oil Company 24th and Monroe Lexington, MO 64067	Clarence Dothage	660-259-3687	B2-B20
MFA Oil Company 1399 Third Street Lanoke, AR 72086	Terry McCallie	501-676-5154	B2-B20
MFA Oil Company 2545 Hwy 5 Mansfield, MO 65704	Jason Bradwhaw	417-924-3314	B2-B20
MFA Oil Company 713 E Commercial Marshfield, MO 65706	Kevin Farr	417-468-2361	B2-B20
MFA Oil Company 202 Depot St Marthasville, MO 63357	Al Marschel	636-433-5752	B2-B20
MFA Oil Company 2511 S Hwy 33 Maysville, MO 64469	Donnie Sprague	816-449-2174	B2-B20
MFA Oil Company Hwy 63 & 24 Moberly, MO 65270	William Young	660-263-6328	B2-B20
MFA Oil Company 205 S. Cleveland Mount Ayr, IA 50854	Bill Stull	641-464-3640	B2-B20
MFA Oil Company 13953 Penn Lane Neosho, MO 64850	Sam Atwell	417-451-1375	B2-B20
MFA Oil Company 501 Centennial Nevada, MO 64772	Glen Hays	417-667-3753	B2-B20
MFA Oil Company 1658 Hwy 28 Owensville, MO 65066		573-437-2580	B2-B20
MFA Oil Company 6256 Hwy C Palmyra, MO 63461	Terry Martin	573-769-3415	B2-B20
MFA Oil Company 400 Dennington Paragould, AR 72450	John Phillips	870-236-2250	B2-B20
MFA Oil Company 780 S Main Paris, MO 65275	Gale Mattingly	660-327-4204	B2-B20
MFA Oil Company 15683 US 69 Hwy Pattonsburg, MO 64670		660-367-2110	B2-B20
MFA Oil Company 1042 Industrial Dr Perryville, MO 63775	Michael Yamnitz	573-547-7088	B2-B20
MFA Oil Company South Bus 37 Purdy, MO 65734	David Henry	417-442-3969	B2-B20
MFA Oil Company 215 East 8th Street Rolla, MO 65401	Gene Martin	573-364-3096	B2-B20
MFA Oil Company 129 South Salisbury, MO 65281	Rusty Harmon	660-388-6666	B2-B20
MFA Oil Company 215 South 14th St Sarcoxie, MO 64862	Dale Reynolds	417-548-7119	B2-B20
MFA Oil Company Hwy 246 East Sheridan, MO 64486	Dale Parman	660-799-3645	B2-B20
MFA Oil Company	Reggie Stotts	573-471-1357	B2-B20

604 David Sikeston, MO 63801			
MFA Oil Company 2738 E Kearney Springfield, MO 65803	Barry Melton	417-743-2123	B2-B20
MFA Oil Company 820 Vincent Rd Faucett, MO 64448	Sam Burnett	816-238-0555	B2-B20
MFA Oil Company High Street Stanberry, MO 64489	Kevin Bentley	660-783-2023	B2-B20
MFA Oil Company 21220 Highway 32 Ste Genevieve, MO 63670	Wayne Armbruster	573-883-5219	B2-B20
MFA Oil Company 1557 US Hwy 61 Steele, MO 63877	Jimmie Cecil	573-695-2185	B2-B20
MFA Oil Company 73580 Hwy 50 W Tipton, MO 65081	Ron Long	660-433-2872	B2-B20
MFA Oil Company 36 NE 20th Trenton, MO 64683	Kenny Meeker	660-359-6769	B2-B20
MFA Oil Company 2310 Hwy 50 W Union, MO 63084	Marvin Van Leer	636-583-2960	B2-B20
MFA Oil Company 102 S West St Center, MO 63436			B2-B20
MFA Oil Company 361 E Hwy 54 Weaubleau, MO 65774	Bob Lightle	417-428-3289	B2-B20
MFA Oil Company 412 St Louis St West Plains, MO 65775	Ray Brotherton	417-256-2202	B2-B20
MFA Oil Company 709 E Main Willow Springs, MO 65793	Bob York	417-469-2976	B2-B20
MFA Oil Company 400 N Main Windsor, MO 65360	Darrell Howard	660-647-3413	B2-B20
MFA Oil Company 950 S Service Rd W Wright City, MO 63390	Kenneth Robinett, Jr	636-745-3906	B2-B20
MFA Oil Company 215 West 9th Wynne, AR 72396	Donnie Jones	870-238-3673	B2-B20
MFA Oil Company #1006 3410 Miller St. Bethany, MO 64424	Tony Johnson	660-425-6935	B2 - B20
MFA Oil Company #1008 18251 Hwy 87 Boonville, MO 65233	Patrick Andrews	660-882-6135	B2 - B20
MFA Oil Company #1009 818 West Helm St. Brookfield, MO 64628		660-258-2774	B2 - B20
MFA Oil Company #1011 Hwy 24 & 11 Brunswick, MO 65236	Shorty Gladbach	660-548-3516	B2 - B20
MFA Oil Company #1016 128 NW 50 Hwy Warrensburg, MO 64093	Larry Eggen	660-747-8895	B2 - B20
MFA Oil Company #1020 902 Harvester Chillicothe, MO 64601	Charles Stedem	660-646-2432	B2 - B20
MFA Oil Company #1021 160 NW 200 Clinton, MO 64735		660-885-3001	B2 - B20
MFA Oil Company #1024 Cherry St.		660-335-4112	B2 - B20

Emma, MO 65327			
MFA Oil Company #1032 1892 Hwy 100 Hermann, MO 65041	Glenn Dale Wright	573-486-2862	B2-B20
MFA Oil Company #1033 1200 West 29th St. Higginsville, MO 64037	<u>Ken Branson</u>	660-584-3257	B2 - B20
MFA Oil Company #1035 14068 Red Bud Carthage, MO 64755	<u>Kenny Steeves</u>	417-394-2100	B2 - B20
MFA Oil Company #1037 Hwy 81 and 136 Kahoka, MO 63445	Bill Schutte	660-727-3151	B2 - B20
MFA Oil Company #1038 Hwy 63, 1/2 mile north of city Kirksville, MO 63501	Tim Findling	660-665-3816	B2 - B20
MFA Oil Company #1039 Hwy 6 East LaBelle, MO 63447	Steve Edwards	660-462-3633	B2 - B20
MFA Oil Company #1040 North Hwy 63 Lancaster, MO 63548	Steve Jones	660-457-3781	B2 - B20
MFA Oil Company #1045 Jct Hwy 36 and 63 Macon, MO 63552	Darrell Littrell	660-385-3216	B2 - B20
MFA Oil Company #1047 US 65 South and Road 304 Marshall, MO 65340	Rob McClurg	660-886-3942	B2 - B20
MFA Oil Company #1051 Hwy 136 West Memphis, MO 63555	Leon Wheeler	660-465-2397	B2 - B20
MFA Oil Company #1052 1808 E. Liberty Mexico, MO 65265	Roger Dale Schuck	573-581-7909	B2 - B20
MFA Oil Company #1054 1025 Second Street Monroe City, MO 63456	Ronnie Geist	573-735-4894	B2 - B20
MFA Oil Company #1058 1st & Cotton New Haven, MO 63068	Bernard Laune	573-237-4051	B2 - B20
MFA Oil Company #1059 Hwy 156 West Novelty, MO 63460	Jerry Lincoln	660-739-4458	B2 - B20
MFA Oil Company #1065 9326 Mile Corner Rd Pilot Grove, MO 65276	Gordon Shay	660-834-6322	B2 - B20
MFA Oil Company #1067 14868 Hwy 51 Qulin, MO 63961	<u>Gary Buffington</u>	573-328-4407	B2 - B20
MFA Oil Company #1072 4560 South Limit Ave Sedalia, MO 65301	Ron Dowdy	660-826-6591	B2 - B20
MFA Oil Company #1073 313 West Maple Shelbina, MO 63468	Ronnie Larrick	573-588-2366	B2-B20
MFA Oil Company #1079 23rd St., North of MFA Unionville, MO 63565		660-947-2018	B2 - B20
MFA Oil Company #1094 1 mile north on Business Hwy 71 N Maryville, MO 64468	Rex Heitman, Jr	660-582-2001	B2 - B20
MFA Oil Company #1096 718 W Washington East Prairie, MO 63845	James (JT) Johnson	573-649-3516	B2 - B20
MFA Oil Company #1096 Beasley Park Road Charleston, MO 63834	Rocky Walker	573-683-3301	B2 - B20
MFA Oil Company #1106 Hwy W and 61 Kewanee, MO 63860	<u>Jimmy Smith</u>	573-748-2463	B2 - B20

MFA Oil Company #1114 Hwy 136 west Princeton, MO 64673	David Shriver	660-748-3355	B2 - B20
MFA Oil Company #1129 1314 State St. Mound City, MO 64470	Ron Jumps	660-442-3900	B2 - B20
MFA Oil Company #1130 Business 65 South Carrollton, MO 64633	Jim Birch	660-542-1235	B2 - B20
Michigan Petroleum Technologies 3030 Moak St. Port Huron, MI 48060	<u>Richard Seim</u>	800-834-6219	2-100
Michlig Agricenter, Inc. 13429 IL Hwy 81 Cambridge, IL 61238	Steven Michlig	(800) 808-1812	
Michlig Agricenter, Inc. 105 First St. Manlius, IL 61338	Mike Dykstra	(800) 624-5593	
Mid Kansas Coop 112 W 2nd St Haven, KS 67543	Perry Stussy	620-465-2292	B2
Mid Kansas Coop 2114 W. Main St. Castleton, KS 67501	Tim Leslie	620-459-6950	All
Mid Kansas Coop Assoc 101 S Main St Buhler, KS 67522	Randy Sawatsky	620-543-2765	B2-B20
Mid Kansas Coop Assoc 301 E Main St Burns, KS 66840	Herb Gains	620-726-5287	B2-B20
Mid Kansas Coop Assoc 220 E Main ST Goessel, KS 67053	Brandon Unruh	620-367-2201	B2-B20
Mid Kansas Coop Assoc 1066 Pennsylvania Ave Inman, KS 67546	Steve Lolling	620-585-6649	B2-B20
Mid Kansas Coop Assoc 112 W 2nd St Haven, KS 67543	Perry Stussy	620-465-2292	B2-B20
Mid Kansas Coop Assoc 321 E Lincoln St Lindsborg, KS 67456	Gary Nelson	785-227-3343	B2-B20
Mid Kansas Coop Assoc 503 N Washington St Marquette, KS 67464	Ron O'Dell	785-546-2214	B2-B20
Mid Kansas Coop Assoc 307 W Cole St Moundridge, KS 67107	Ed Hackelman	620-345-6328	B2-B20
Mid Kansas Coop Assoc 518 W Marlin St McPherson, KS 67460	Jim Amann	620-241-1885	B2-B20
Mid Kansas Coop Assoc 24th & Old 81 Hwy North Newton, KS 67117	Terry Sauerwin	316-283-1970	B2-B20
Mid Kansas Coop Assoc 100 S Main St Walton, KS 67151	Phil Timken	620-837-3313	B2-B20
MidAmerican Energy Corporate Des Moines, IA 50317	Daniel Klismith	515-281-2370	B2
Mid-County Coop 39625 230th St Arlington, MN 55307		507-964-5500	
Mid-County Coop 700 W. Lake Street Cologne, MN 55322	<u>Quay Zander</u>	952-466-5657	B2-B20
Mid-County Coop 1793 Arboretum Blvd. Victoria, MN 55386		952-443-2161	
Midland Marketing Coop	Stan Maskus	785-628-3221	B2

219 E. 9th St. Hays, KS 67601				
Midland Marketing Coop 105 N. Washington Plainville, KS 67663	Stan Maskus	785-434-4842	B2	
Mid-South Farmers Co-op 359 W Main St. Alamo, TN 38001	<u>Terry Sellers</u>	731-696-5527	All	
Midwest Cooperative 7231 Hwy 40 Quinter, KS 67752	Butch Look	785-754-3461	B2	
Midwest Cooperative Hwy 24, RR1 Studley, KS 67740	Leon Sample	785-627-4315	B2	
Midwest Cooperative 427 S. Railroad Wakeeney, KS 67672	Troy Leiker	785-743-2530	B2	
Midwest Cooperative Main Street Philip, SD 57567	Brent Andersen		B2	
Midwest Cooperatives Highway 18 Batesland, SD 57716	Brent Andersen		B2	
Mid-West Propane & Refined Fuel LLC 4100 Oklahoma Ave. Trenton, MO 64683	Terry Tate	660-359-4982	B2-B100	
Midwood Inc 12818 East Gypsy Ln Bowling Green, OH 43402	Joe Molnar	419-352-5231	B2 & up	
Mike's Inc. Akron, IA 51001	Mike or Sandy	712-568-2298	B2	
Miles Petroleum 433 S. Pine Hemlock, MI 48626	Barry Marlow	(800) 496-3835	B2-B100	
Miller Oil Portsmouth, IA 51565			B2	
Milroy Farmers Elevator 602 Euclid Ave Milroy, MN 56263	<u>Dave Zick</u>	507-336-2555	B2	
Minn. Valley Coop Supply 435 W. Main New Prague, MN 56071	Dave Pumper/Walter Miller	952-758-3310		
Missouri Valley Petroleum 1722 Mandan Avenue Mandan, ND 58554	<u>Stephen Ronning</u>	800-247-0044	B2 & up	
Moeder Oil Co. Inc. 2302 Railroad Ave. Great Bend, KS 67530	<u>Tom Ney</u>	620-792-1203	all	
Mohr Oil Company 7340 W. Harrison St. Forrest Park, IL 60130	Mike Mohr	(708) 366-2900		
Moline Co-op 1231 Peony Moline, MI 49335	Dave Troost	(616) 877-4631	B2-B100	
Morgan Distributing, Inc. 3425 N. 22ND. ST. Decatur, IL 62526	<u>Joe Hodge</u>	800-334-1555	All	
Morgan Distributor, Inc. 3425 N. 22nd St. Decatur, IL 62526	Joe Hodge	(800) 334-1555		
Morris Coop Assn. 1000 Atl Ave. Morris, MN 56267	<u>Dean Longnecker</u>	320-589-4744	B2-B5	
Moyer Plumbing and Heating Co. 105 East Main Street Kutztown, PA 19530	<u>Steven Moyer</u>	610-683-7364	B10-100	
Multi County Cooperative			B2	

Main Avenue Bowdle, SD 57428			
Multi County Cooperative			B2
Hosmer, SD 57448			
Murphy Oil	Mike Murphy	620-647-3585	B2
Moline, KS 67353			
Napa Valley Petroleum, Inc 257 South Kelly Rd American Canyon, CA 94503	<u>Dave Massey</u>	707-252-6888	All
Nash Grain and Trading 211 Nash Place Grafton, ND 58237		701-352-2131	B2 & up
Nelson Gas & Oil			
Valparaiso, NE 68065			
Nelson Oil Company		701-427-5294	B2 & up
Milnor, ND 58060			
Nepstad Oil Company	LeRoy Nepstad	218-861-6241	
Hendrum, MN 56550			
NeSmith-Traffic Oil Inc. 887 West Liberty St Lyons, GA 30436	<u>Robbie Rogers / Willis NeSmith</u>	912-526-8353	All
Neubauer Sinclair Oil Co. 479 N. Broadway Wells, MN 56097	Dan Neubauer	507-553-5242	
New Alliance FS, Inc	Ron Kurtz	641-661-2111	B2
Hedrick, IA 52563			
New Alliance FS, Inc	Gary Crozier	641-842-2116	B2
Knoxville, IA 50138			
New Alliance FS, Inc	Scott Batterson	641-724-3233	B2
Moravia, IA 52571			
New Alliance FS, Inc		319-254-2217	B2
Olds, IA 52647			
New Alliance FS, Inc	Brent Nunnikhoven	641-673-8659	B2
Oskaloosa, IA 52577			
New Alliance FS, Inc	Steve Vetter	319-653-5423	B2
Washington, IA 52353			
New Alliance FS, Inc		800-335-4741	B2
Webster, IA 52355			
New Alliance FS, Inc		888-333-2849	B2
Winfield, IA 52659			
New Alliance FS, Inc.		800-335-4723	B2
Albia, IA 51531			
New Alliance FS, Inc.	Jim Graves	319-728-2223	B2
Columbus Junction, IA 52738			
New Alliance FS, Inc.		888-333-6912	B2
Fairfield, IA 52556			
New Century FS	Dick Wilson	641-236-3117	B2 and up
Melbourne, IA 50162			
New Century FS	Dick Wilson	641-236-3117	B2 and up
Albion, IA 50005			
New Century FS	Dick Wilson	641-236-3117	B2 and up

Baxter, IA 50028				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Gladbrook, IA 50635				
New Century FS	Dick Wilson	641-236-3117		B2 and up
La Porte City, IA 50651				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Garwin, IA 50632				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Brooklyn, IA 52211				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Toledo, IA 52342				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Montezuma, IA 50171				
New Century FS	Dick Wilson	641-236-3117		B2 and up
State Center, IA 50247				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Grinnell, IA 50112				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Traer, IA 50675				
New Century FS	Dick Wilson	641-236-3117		B2 and up
Millersburg, IA 52308				
New Horizon FS, Inc	Dave Knudsen	800-362-6437		B2
Tipton, IA 52772				
New Horizon FS, Inc	Ron Knutsen	319-462-3563		B2
Anamosa, IA 52205				
New Horizon FS, Inc	Pat Steward	563-659-5155, 800-359-3803		B2
DeWitt, IA 52742				
New Horizon FS, Inc	Gerald Hahn	563-522-2961, 800-359-3801		B2
Low Moor, IA 52757				
New Horizon FS, Inc	Stan Sander	563-941-5367		B2
Lowden, IA 52255				
New Horizon FS, Inc	Kevin Bahsen	563-485-2522		B2
Onslow, IA 52321				
New Horizon FS, Inc	Ken Bernhardt	515-532-2881		B2
Clarion, IA 50525				
New Horizon FS, Inc.	Bobby Sexton	319-643-2249		B2
West Branch, IA 52358				
New Horizons Supply Cooperative 770 Lincoln Ave. Fennimore, WI 53809	<u>Nick Alderson</u>	608-822-3217		B5
Nobles Co. Coop Oil 1200 2nd Ave. Worthington, MN 56187	Bernie Alberg	507-376-5121		
Nobles Co. Coop Oil 102 E. Front St Fulda, MN 56131		507-425-2541		
Noblett Appliance		800-535-0084		
Kilmarnock, VA 22482				
Noblett Oil & Propane	Doug Faulkner	800-633-4467		B2 & up
Kilmarnock, VA 22482				

NOCO Energy Corp 2440 Sheridan Dr Tonawanda, NY 14150	<u>Edward Matikainen, Jim Korczykowski</u>	716-773-8693	B2 & up
Norder Agri-Supply Bruning, NE 68322			
North Central Farmers Cooperative Main Street Warner, SD 57479	Keith Haney		B2
North Central Farmers Elevator Highway 10 Leola, SD 57456	Ron Kappas		B2
North Central Farmers Elevator Main Street Pollock, SD 57648	Keith Haney		B2
North Central Farmers Elevator Main Street Ipswich, SD 57451	Keith Haney		B2
North Central FS Inc Alden, IA 50006	Carl Thielen	800-696-9606	B2
North Central FS Inc Clarion, IA 50525	Carl Thielen	800-696-9606	B2
North Central FS Inc Eldora, IA 50627	Carl Thielen	800-696-9606	B2
North Central FS Inc Hampton, IA 50441	Carl Thielen	800-696-9606	B2
North Central FS Inc Hubbard, IA 50122	Carl Thielen	800-696-9606	B2
Northeast Iowa Coop Randalia, IA 52164	Doug Barry	563-637-2285	B2
Northeast Iowa Coop Sumner, IA 50674	Doug Barry	563-637-2285	B2
Northeast Iowa Coop Maynard, IA 50655	Doug Barry	563-637-2285	B2
Northern Coop Services Lake Mills, IA 50450	Jim	641-592-0011	B2 & B20
Northern FS 20515 Harmony Marango, IL 60152	Steve Keelan	815-338-5543	
Northern FS 113 W. North St. Elburn, IL 60119	Steve Lundeen	(630) 557-2579	
Northern FS, Inc 20048 Webster Rd DeKalb, IL 60115	Steve Lundeen	877-548-0996	B2 - B100
Northern FS, Inc 14063 Holcomb Rd Davis Junction, IL 61020	Steve	866-397-9384	
Northern FS, Inc 1001 S. Eastwood Dr Woodstock, IL 60098	Steve Keelen	877-548-1002	B2-B100
Northern FS, Inc 401 E. Centralia Elkhorn, WI 60119	Steve Keelen	877-548-1025	B2-B100
Northern FS, Inc. 1350 W. Prairie Drive Sycamore, IL 60178	Steve Lundeen or Dave Mottet	(815) 756-6365	
Northern Neck Oil Company 11549 History Land Highway Warsaw, VA 22572	Carroll Pemberton	804-333-3835	B2-B20
Northern Palins Cooperative	David Driscoll		B2

503 North Potter Gettysburg, SD 57442			
Northwest Energy 382 South Huron Rd. Linwood, MI 48634	Mike Gortecki	(989) 697-5761	B2-B100
Norton County Coop Assn 314 W. North St. Norton, KS 67654	Linda Donovan	785-877-5131	B2
Nu-Way 620 Doddridge St. Louis, MO 63147	Don Costello	314-383-6100	
Nuway Coop 10 Broadway St. S Trimont, MN 56176	<u>Andy Swanson</u>	507-639-4491	B2-B5
Nuway Coop 119 3rd St. N St. James, MN 56081	Tom Zender	507-375-4291	
Nu-Way Petroleum 7450 Hall Street St. Louis, MO 63147		314-383-8858	
NuWay/Cenex 502 N Main St. Sherburn, MN 56171		507-764-3547	
NuWay/Cenex 112 2nd St Welcome, MN 56181		507-728-8424	
NuWay/Cenex Dunnell, MN 56127			
NuWay/Cenex 2237 N State St Fairmont, MN 56031		507-238-2788	
Oakboro Oil Co., Inc. 104-B N. Main St. Oakboro, NC 28129	<u>David L. Heath</u>	704-485-8018	All
Oberson Oil, Inc. 1260 S.W. 3rd St. Corvallis, OR 97333	<u>Mark</u>	800-822-8250	All
Obion Farmers Cooperative 810 Mt. Zion Rd. Union City, TN 38261	Freeman Harris	731-885-9751	All
O'Grady Chemical Van Horne, IA 52346	Marty Junge	319-228-8231	B2
Olsen Fuel Atlantic, IA 50022	Keith Olsen	712-243-2340	B2
Olson Oil Co, Inc 1425 West Lincoln Avenue Fergus Falls, MN 56537	Steve Olson	218-736-2786	B5-B10
Oppy's Amoco Service 605 S. 3rd Street Manhattan, KS 66502	David Oppy	785-776-9940	All
ORourke Petroleum 223 McCarty Drive Houston, TX 77029	<u>Tony or Ricky Garcia</u>	713-672-4500	B20
OSCO, Oil 13351 Main St Lemont, IL 60439	<u>John McGovern</u>		B5-B20
Oskaloosa Gas & Oil Oskaloosa, IA 52577	John Newendorp	641-673-9418	B2
Osmond Farm Supply Osmond, NE 68765			
Osmond Oil Co., Inc. Osmond, NE 68765			
Ottawa Coop 302 N Main, Box 680	Arlie Watts	785-242-5170	B2

Ottawa, KS 66067			
Otte Oil Co			
Wahoo, NE 68066			
Pacific Biofuel 1601 Jarvis Rd Santa Cruz, CA 95065	<u>Ray Newkirk</u>	831-459-6774	B100
Pacific Fluids LLC 2244 Port of Tacoma Road Tacoma, WA 98421	<u>Mark Tegen</u>	253-284-4302	
Packer Oil 191 C Beach Rd. Tisbury, MA 02568	<u>Doug Seward</u>	508-693-0900	B100
Palatine Oil Co, Inc Palatine, IL 60067	Ronald L. Cox	847-358-3600	B20
Pallard Propane & Oil Clarks, NE 68628			
Pangburn Oil Company 108 W. Ficklin Tuscola, IL 61953	John Pangburn	(217) 253-3456	
Panther Energy, Inc. 396 Airways Blvd. Jackson, TN 38301	<u>Kelly Baker</u>	731-421-4693	all
Paulson Oil Company 950 Wabash Avenue Chesterton, IN 46304	<u>Bill Bailey</u>	219-926-8656	B11
Paulson Oil Company 950 Wabash Avenue Chesterton, IN 46304	<u>Bill Bailey</u>	219-926-8656	B11
Paxson Oil 6395 Normandy Saginaw, MI 48603	Bill or Bob Hohn	(989) 797-1116	B2-B100
Peggys Fuel Oil 590 Hershey rd. Hummelstown, PA 17036	<u>Peggy Schrom</u>	717-566-3418	B3
Peninsula Oil & Propane 47 South Market Street Seaford, DE 19973	<u>Ray C. Sammons</u>	302-629-3001	B100
Peninsula Oil & Propane Inc. 40 South Market St. Seaford, DE 19973	<u>Rod Coleman</u>	800-782-1090	All
Peninsula Oil Co.Inc. 40 S. Msrket St. Seaford, DE 19973	<u>Don Williams</u>	302-629-3001	All
Peoples Oil Montross, VA 22520		800-633-4467	
PEP-UP Temperanceville, VA 23442	Ralph S. Mathis, Jr	757-824-0091	
Peral City Elevator Inc. 119 S. Main Pearl City, IL 61062	Denny Rahn	(815) 443-2512	
Perfection Oil Co. 405 Franklin Scales Mound, IL 61075	<u>Kenneth Frank</u>	815-845-2235	All
Perfection Oil Co. 2655 Lincoln Ave. Dubuque, IA 52001	<u>Ronald Smith</u>	563-556-8444	All
Perry Brothers Oil Co Inc 302 East Furlow St Americus, GA 31709	<u>Dave Perry</u>	800-232-0961	all
Peterson Oil 6360 Greenville Rd. Greenville, MI 48838	Jill Blair		B20
Petro Card 730 Central Ave. S. Kent, WA 98032	<u>Jim Pederson</u>	800-950-3835	All

Petroleum Partners, LLC 520 Vander Horck Britton, SD 57430	<u>Michael O'Malley</u>	866-552-3835	B2
Petroleum Services Coralville, IA 52241	Freddie	319-351-6498	B2
Petzold Gas & Oil 7568 W. Millington Road Millington, MI 48746	Larry Jaruzel	(989) 871-2791	B2-B100
Phillips BioFuel Supply Co 230 N. Williston Rd Williston, VT 05495	<u>Larry Phillips</u>	802-879-1699	all
Phillips Oil Company 5567 Trembly Street Decker, MI 48426	Les Phillips	(989) 635-7844	B2-B100
Piasa Motor Fuels Alton, IL 62002	Matt Schrimpff	800-447-6457	B1 & up
Piasa Motor Fuels, LLC Columbia, MO 65202	Matt Schrimpff	800-447-6457	B100
Piatt County Service Co 427 W Marion St Monticello, IL 61856	Lynn McKibben	217-762-2133	B2 & up
Piatt County Service Company 878 E. State Highway 105 Bement, IL 61813	Dave Patrick	217-678-5511	
Piatt County Service Company 1070 E. US Route 150 Mansfield, IL 61854	Tom Rhoades or Matt Busby	217-762-2133	
Piedmont Biofuels Cooperative 220 Lorax Lane Pittsboro, NC 27312	<u>Lyle Estill</u>	919-321-8260	B100
Pinnacle Petroleum, Inc. 1500 East Pacific Coast Hwy, Ste. F Seal Beach, CA 90740	Janice Kaufman	949-551-3835	B20, B100
Pioneer Oil 9270 NE Glisan Portland, OR 97220	<u>Chris Dye</u>	503-281-2828	all
Platte Cooperative Association 021 East Railway Street Platte, SD 57369	Gene Gukheisen		B2
Plavan Petroleum Inc. 10635 Scripps Ranch Blvd., Ste. F San Diego, CA 92132	<u>Andy Christman</u>	858-348-2581	All
PNEC 3037 Center Street Tacoma, WA 98409	<u>Mitch Johnson</u>	253-475-7600	All
Pohl Oil Company 305 S. Westphalia St. Westphalia, MI 48894	Dan Pohl	(800) 392-3835	B2-B100
Polo Cooperative Association 105 W. Oregon St. Polo, IL 61064	Roy Wolder	(800) 248-2613	
Pope County Coop Oil 600 Washington Avenue Villard, MN 56385	<u>Matt Littwiller</u>	320-554-2211	B2-B5
Popkes CarCare Inc. Rock Rapids, IA 51246	Grey or Jill Popkes	712-472-3969	B2
Port Consolidated South East 14th Ave. Ft. Lauderdale, FL 33335	<u>Janet Hoose</u>	800 683-5823	All
Posey County FBCA 817 West 4th St Mt Vernon, IN 47620	Jay Willett	812-838-4468	
Potter Oil & Tire Company Aurora, NC 27806	<u>Brian Potter</u>	252-322-4031	All
Prairie Lakes Coop	<u>Brad Mandersheid</u>	320-239-2226	B2

524 Pope St., PO Box 580 Starbuck, MN 56381			
Prairie Lakes Coop	Brad Mandersheid	320-239-2226	
Glenwood, MN 56334			
Prairie Lakes Coop	Brad Mandersheid	320-239-2226	
Cyrus, MN 56323			
Prairie Lakes Coop - Hoofman Coop Oil	Ken Johnson	320-986-2061	
101 Memorial Dr SE Hoffman, MN 56339			
PrairieLand Coop	Randy Swanson	641-864-2561	B2
Alden, IA 50006			
PrairieLand Coop	Randy Swanson	641-864-2561	B2
Ellsworth, IA 50075			
PrairieLand Coop	Randy Swanson	641-864-2561	B2
Garden City, IA 50632			
PrairieLand Coop	Randy Swanson	641-864-2561	B2
Hubbard, IA 50122			
Premier Ag Co-op	Mike Carson	812-379-9501	
1075 E Second St Columbus, IN 47201			
Primary Jet Gas	Chad Hannum	800-529-4576, 319-372-1962	B2
Fort Madison, IA 52627			
Pro Cooperative	<u>Rod Stoullil</u>	712-335-3575	All
Hwy 3 Gillmore City, IA 50541			
Producer's Coop	Kim	620-724-4117	All
Girard, KS 66743			
Progressive Farmers Cooperative	<u>John Schmidt</u>	920-336-6449	
1221 W. Grant Street De Pere, WI 54115			
Propel Fuels	<u>Michael Kudriavtseff</u>	800-871-0773	ALL
2006 28th Ave W Seattle, WA 98199			
Pump-n-Pak	Lila Sudenga	507-283-3942	
1002 South Kniss Luverne, MN 56156			
Puntscher Oil Company	Bob Colgan	(309) 897-2611	
Bradford, IL 61421			
Quad Cities Petroleum	Frank Low	800-397-5092	B2
Moline, IL 61265			
Quality Fuels Limited		419-539-7220	B2,B20,B100
3015 Hill Ave Toledo, OH 43607			
Quick Serve Oil Co.			
Tilden, NE 68781			
Quint Cities Petroleum L.L.C	Mike Byington	(309) 764-3260	
2935 4th Avenue Moline, IL 61265			
Rainier Petroleum Corporation	<u>Brad Roberson</u>	206-613-1449	All
1711 - 13th Avenue SW Seattle, WA 98134			
Ramsey Oil Hutchinson	Jerry	620-662-8365	All
1127 W. 4th Hutchinson, KS 67501			
Ramsey Propane		620-662-3851	All
1101 W. 4th Hutchinson, KS 67501			
Rangeland Co-op	Allen Jackson	785-543-2114	All

788 2nd Street Phillipsburg, KS 67661			
Ray Carroll Fuels, LLC 807 W. Main Street Richmond, MO 64085		816-776-3098	
Ray Thomas Petroleum Co , Inc 1629 S Lafayette St Shelby, NC 28152	<u>Ray Thomas</u>	704-482-0351	all
Ready Oil 705 1st Ave Westbrook, MN 56183		507-274-5575	
Real Fuels of Vermont Inc. Milton, VT 05468	<u>Kaj Samsom</u>	802-825-5945	All
REC Fleet Fuel Services 9 Hylestead St. Providence, RI 02905	<u>Wendy Hawkins</u>	401-467-8773	B2 - B20
Reed Bulk Fuel Service 105 Weda Street Longford, KS 67458	Ronnie Reed	785-388-2334	All
Reeder Oil Company Inc. 4495 E Boyer Rd. Fenwick, MI 48834	Randy Reeder	(989) 261-4494	B2-B100
Regal Fuels 1206 Proctor Street Knoxville, TN 37921	<u>Philip Freels</u>	865-521-5010	any
Renewable Alternatives 1235 Kimps Ct. Green Bay, WI 54313	<u>Kelly Maloney</u>	920-217-3548	All
Renewable Strategies PO Box 185 Shoreham, VT 05770	<u>Doug Patterson</u>	802-989-0476	B100
Ridderman & Sons Oil Co. 580 140th Street Plainwell , MI 49080-0617	Steve Ridderman	(269) 685-5825	B2-B100
Riley Oil 320 Boggs Lane Richmond, KY 40476	Bob Riley	859 623-4032	All
Rising Phoenix Biofuels 4543 South Pacific Hwy. Phoenix, OR 97535	<u>David Tourzan</u>	541-535-1134	B99
Ritter Oil 116 Highway 63 West Marked Tree, AR 72365	<u>Ron McCreless</u>	870 358-4645	All
Ritter Oil 203 Jones St. Crawfordsville, AR 72327	<u>Gordon Petty</u>	800-633-4609	All
River Valley Coop Davenport, IA 52802	Dave Schulz	563-785-4808	B2
River Valley Coop DeWitt, IA 52742	Dave Schulz	563-785-4808	B2
River Valley Coop Durant, IA 52747	Dave Schulz	563-785-4808	B2
River Valley Coop Eldridge, IA 52748	Dave Schulz	563-785-4808	B2
River Valley Coop Clinton, IA 52732	Dave Schulz	563-785-4808	B2
Riverland FS 126 Public Square Knoxville, IL 61448	Dennis Brown	800-282-5242	B2
RKA Petroleum Companies 28340 Wick Road Romulus, MI 48174	<u>Jason Hittleman</u>	734-946-2199	All
Roberts-Gibson Oil Company 1145 Highway 51 By-Pass	Larry Gibson	731-285-4941	

Dyersburg, TN 38024			
Robinson Oil 710 North VFW Road Garden City, KS 67846	Charlie Robinson	620-275-4237	B2
Roder Gas & Oil, Inc Marcus, IA 51035	Glenn Roder	712-376-4168	B2 & up
Rogers Oil Company Inc 204 N. 4th Street Union City, TN 38261	Allen Rogers	731 885-1747	
Rogers Oil Company, Inc. 204 North Fourth Street Union City, TN 38261	Allen Rogers	731-885-1747	
Rolling Hills FS Indianola, IA 50125	Loren Gerleman	515-462-2644	B2
Rolling Hills FS Orient, IA 50858	Loren Gerleman	515-462-2644	B2
Rolling Hills FS Winterset, IA 50273	Loren Gerleman	515-462-2644	B2
Rolling Hills FS Creston, IA 50801	Loren Gerleman	515-462-2644	B2
Rosebud Farmers Union Coop Fairfax, SD 57335	Joe Frasch		B2
Rosebud Farmers Union Coop Highway 18 Gregory, SD 57533	Joe Frasch		B2
Rote Oil N1887 South Hwy H Lake Geneva, WI 53147	<u>Dave Schwartz</u>	800-768-3645	All
Route 77 Corner Store 129 W. Main St. Waterville, KS 66548	Rob Hartloff	785-363-2641	All
Royster Clark 1266 Brewers Hwy Hardin, KY 42048	Kerry Bowerman	270-437-4000	B2 & up
Ruppert Oil Highway 30 Currie, MN 56123	Mike Ruppert	507-763-3778	
Ruralgas Co, Inc Nortonville, KS 66060	Ron	913-886-6420	B2
Rutland Oil co 106 Bagley Rutland , ND 58067	<u>Greg Donaldson</u>	701-724-6266	B2 - B20
Rymes Heating Oils Inc 802 Soucook Ln Pembroke, NH 03275	<u>John Rhymes</u>	800-773-0309	B20 & B100
Rymes Heating Oils, Inc North Stratford, NH 03590		800-773-0309	B100
S & S Oil & Propan Co Inc 2608 W. Hwy 50 Emporia, KS 66801	Jim Shepard	620-342-2835	All
S.A. White Oil Co, Inc. 590 Butler St SE Marietta, GA 30060	<u>Robert</u>	770-427-1387	B100
Salem Oil Co. 445 Prospect Street Salem, OH 44460	<u>Craig or Matt Weingart</u>	800-337-3561	All
Salisbury Oil Company 1023 East 12th Street Streater, IL 61364	Larry Salisbury	(815) 672-2635	
Salisbury Oil Company 1023 East 12th Street Streater , IL 61364	Larry Salisbury	(815) 672-2635	

San Francisco Petroleum, Co. 2121 Third Street San Francisco, CA 94107	Doug Seames or Barry Viles	415-621-5226	B2 & up
Sanborn Co Far Union Oil/Propa East Highway 34 Woonsocket, SD 57385			B2
Sanborn Farmers Elevator 251 N Main St. Sanborn, MN 56083	John Gode	507-648-3851	
Sanford Oil Co. Beatrice, NE 68310			
Sanilac Oil & Tire Inc. 1877 S Sandusky Sandusky, MI 48471	Doug Bays	(810) 648-3032	55 Gallon Drums
Sapp Bros Illinois 3130 May Road Peru, IL 61354	<u>Tom Stack</u>	815-224-1065	B11
Sapp Bros. Petroleum 1013 South Adams St. Grand Island, NE 68801	<u>Ben Bardsley</u>	308-382-6940	All
Sapp Brothers Petroleum Omaha, NE 68105			
SC Fuels 1800 West Katella Avenue Orange, CA 92863	<u>Mary K. Rohrer</u>	800-966-7140	ALL
Schaeffer's Specialized Lubricants 102 Barton Street St Louis, MO 63104	Phil Hamilton	314-865-4100	
Schildwachter & Sons Oil 1400 Ferris Place Bronx, NY 10465	David Schildwachter	718-828-2500	B20
Schlagel Oil Company 703 Front Street Casselton, ND 58012		701-347-4795	B2 & up
Schoonover Oil Company 1006 State Street Mound City, MO 64470		660-442-5727	
Schuyler Coop Assn. Schuyler, NE 68661			
Sclafani Petroleum Inc 52 Croton Falls Road Mahopac, NY 10541	<u>Maureen Sclafani</u>	845-628-1330	B20
Scotland Oil 114 Grant Street Alma, MI 48801	Richard Sommerville	(800) 722-4146	B2-B100
Seaport Petroleum 7800 Detroit Ave SW Seattle, WA 98106	<u>Anna Mroczkowski</u>	206-971-7999	All
Seattle Biodiesel, LLC 6333 1st Ave S Seattle, WA 98108	<u>Megan Dugan</u>	206-767-5095	B100
Seay Oil Company 700 West 15th St Hopkinsville, KY 42240	John Rasori	270-885-5488	B2 & up
Seay Oil Company 1703 Irvin Cobb Drive Paducah, KY 42003	Tim Hagood	270-444-7110	B2 & up
Security Oil Co., Inc. 2442 Poplar Tent Rd. Concord, NC 28027	<u>Scott Corriher</u>	704-782-2108	All
SeQuential Biofuels 11330 NW St. Helens Rd Portland, OR 97231	<u>Tomas Endicott</u>	503-978-3210	All
SeQuential Biofuels 1355 West 1st Ave. Eugene, OR 97402	<u>Ian Hill</u>	541-485-7994	
Service and Supply Cooperative		573-835-2485	

302 Co-op Road New Florence, MO 63363			
Service Oil Co			B2
Clinton, IA 52732			
Service Oil Co			B2
Camanche, IA 52730			
Service Oil Company 604 Water Street Cassopolis, MI 49031	John Loupee	(800) 424-3885	B2-B100
Sevier Farmers Co-op 321 W. Main St. Sevierville, TN 37864	<u>Darell Clark</u>	865-453-7101	All
Shamburg Oil, Co Highway 24 Box 45 Beloit, KS 67420	Mike Shamburg	785-738-5181	B2
Shelby County Co-op 235 E SR 44 Shelbyville, IN 46176	Harvey Favors	317-398-6655	
Shelby Petroleum 325 E Main Greenfield, IN 46140	Jerry Ban	317-462-4471	
Shilshole Bay Fuel Dock 7029 Seaview Ave. NW Seattle, WA 98117		206-783-7555	B100
Shipman Elevator Company Shipman, IL 62685	Bart Baker	(618) 729-9009	
SHOCO Oil Company 5135 E. 74th Ave Commerce City, CO 80022	<u>Scott/Becky Hohnstein</u>	303-289-1677	
Sierra Fuels 9390 Forest Lane Conroe, TX 77385	<u>Chad Jones</u>	281-755-2329	B100
Sieeking 4636 Waldo Industrial Dr High Ridge, MO 63049	Chris Dix	636-677-4355	
Sioux Valley Coop 220 10th Ave Watertown, SD 57201	<u>Don Thorpe</u>	605-886-5829	B2
Sioux Valley Coop/C-Store Hwy 12 & 25 Webster, SD 57274	Don Thorpe		B2
SJG Fuels Hallandale, FL 33008	<u>Steven Gara</u>	305-491-0417	all
Skip Service 221 Lake Ave. S Balaton, MN 56115	<u>Skip</u>	507-734-4351	
Smith Oil & Propane Inc. 401 E. Railroad St. Johns, MI 48879	Larry Sehlke	(989) 224-3474	B10
Smith Oil Corporation 2120 16th Street Rockford, IL 61104		(815) 229-8100	
Smitty's Oil & Tire Menona, IA 52159	Dave Smith	563-539-4930, 800-759-4476	B2
Snedeker Energy, LLC 709 E. Walnut St. Lewistown, PA 17044	<u>Jan G. Snedeker</u>	717-248-2665	B2
SoundBiodiesel.com 80 Workman Street Port Townsend, WA 98368	<u>Sam Bryant</u>	360-379-1383	B100
South Dakota Wheat Growers 811 SE 3rd Avenue Aberdeen, SD 57401	Mike Trosen		B2
South Dakota Wheat Growers Main Street	Russ Johnson		B2

Tulare, SD 57476			
South Dakota Wheat Growers Highway 14 Huron, SD 57350	Al Porter		B2
South Texas Blending Co. 13607 Regional Dr. Laredo, TX 78045	<u>Marco Gonzalez</u>	956-727-2923	All
Southeast Farmers Elevator Jefferson, SD 57038	Don Truhe		B2
Southeast Farmers Elevator 32702 479th Avenue Elk Point, SD 57025	Don Truhe		B2
Southern Central FS Inc. 1800 Hillsboro Road Vandalia, IL 62471	Tony Kennett	(618) 283-0789	
Southern FS 286 E. Cache Avenue Ullin, IL 62992	Russel Frizzell	(618) 845-3333	
Southern FS 1900 E Main St. Marion, IL 62959	<u>Vince Ochs</u>	618-993-2833	B2 & up
Southern FS 21795 State Highway 14 Macedonia, IL 62860	Dale Brookins or Terry Pike	618-728-4358	
Southern FS 510 W. Kaskaskia Street Pinckneyville, IL 62274	David Barker or Andy Carpenter	618-357-5338	
Southern FS Big Bay Location Grantsburg, IL 62943	Vince Ochs	618-949-3857	
Southern FS Old Highway 146 West Vienna, IL 62995	Vince Ochs	(618) 658-5231	
Southern FS Murphysboro Location 179050 Hwy. 127 Murphysboro, IL 62966	Curt Volkman or Andy Carpenter	(618) 687-3032	
Southern FS Boles Location 140 St. Route 37 North Boles, IL 62909	Vince Ochs	(618) 658-8326	
Southern FS Golconda Location Golconda, IL 62938	Ricky Williams or Mike Greeson	(618) 683-2511	
Southern FS - Anna Location 307 E. Davie Anna, IL 62906	Andy Carpenter or John Miller	(618) 833-6916	
Southern FS - Harrisburg Location 5 West Robinson Harrisburg, IL 62946	Vince Ochs	(618) 253-8977	
Southern FS - Marion Warehouse 1501 E. DeYoung Marion, IL 62959	Terry Pike or Mike Greeson	(618) 997-5135	
Southern States Coop.Fredericksburg 11324 Tidewater Trail Fredericksburg, VA 22408	<u>Rick or Ernest</u>	540-373-3631	B5
Southern States Coop.Fredericksburg 11324 Tidewater Trail Fredericksburg, VA 22408	<u>Rick or Ernest</u>	540-373-3631	B5
Soymet 101 5680 Alabama Highway Rome, GA 30165	<u>Lindsey Evans</u>	706-802-1110	all
Spencer County Co-op Hwy 231 North Chrisney, IN 47611	<u>Rick Madden</u>	812-362-7701	
Spencer Oil Company 16410 Common Road Roseville, MI 48066	<u>Thom Spencer</u>	586-775-5022	All
Sprague Energy	<u>Tim Keaveney</u>	603-430-7236	All

Two International Drive Portsmouth, NH 03801			
Springfield Tire Center 101 N. Cass Ave. Springfield, MN 56087	John Gode	507-723-6283	
St. Claire Service Company 1036 S Greenmount Rd Bellville, IL 62220	<u>David Tippey</u>	618-233-1248	All
St. Joseph Petroleum Company 2520 S. 2nd Street St. Joseph, MO 64501		816-279-0770	
Stamart 1718 East Main Avenue West Fargo, ND 58078	<u>Dirk Lenthe</u>	701-277-1050	all
Star Energy Boone, IA 50036	Dave Brecher	888-437-3835	B2
Star Energy Burt, IA 50522	Dave Brecher	888-437-3835	B2
Star Energy Deloit, IA 51441	Dave Brecher	888-437-3835	B2
Star Energy Emmetsburg, IA 50536	Dave Brecher	888-437-3835	B2
Star Energy Audubon, IA 50025	Dave Brecher	888-437-3835	B2
Starke County FBCA Old US 30, Starke St Hamlet, IN 46532	Ken Wagner	573-867-2411	
StarOilco 232 NE Middlefield Road Portland, OR 97211	<u>Mark Fitz</u>	503-283-1256	All
Stechschulte Gas & Oil Co. Inc. PO Box 1536 Owosso, MI 48867	Dave Stechschulte	(989) 723-8831	B2-B100
Steffen Oil Company 705 W. Market St. Bluffton, IN 46714	<u>Dave Oswalt</u>	260 824-3772	
Steinkraus Service Plainview, NE 68769			
Stephenson Service Company 410 S Hancock St Freeport, IL 61032	Gordy Williams	815-235-7400	B2 & up
Stephenson Service Company 1859 Route 78 N Stockton , IL 61085	John Musser	(815) 947-3655	
Stephenson Service Company 519 E. Lena Lena, IL 61048	Jim Bicksler	(815) 369-4529	
Stephenson Service Company 1659 S. Rock City Road Ridott, IL 61067	Lloyd Larsen	(815) 232-5300	
Story Distributing Co 300 East Griffin Drive Bozeman, MT 59715	Dan Alexander	406-587-0702	
Stover Fuel Oil Inc. 341 Gates Rd. Hershey, PA 17033	<u>Mike Stover</u>	717-534-1903	B3
Strohm Oil Company 16861 N. 18th Street Marshall, IL 62441	Richard Cushman	(217) 826-5012	
Strohm Oil Company 115 Sunoco Drive West Union, IL 62477	Randy Strohm	(217) 279-3304	
Stuttgart Farm Supply 2804 S. Main	<u>John Fred Lammers</u>	870-673-7232	All

Stuttgart, AR 72160			
Sully Cooperative Exchange	Lynn Sheets	641-594-2785	B2 & up
Grinnell, IA 50112			
Sully Cooperative Exchange	Lynn Sheets	641-594-2785	B2 & up
Newton, IA 50208			
Sully Cooperative Exchange	Lynn Sheets	641-594-2785	B2 & up
New Sharon, IA 50207			
Sully Cooperative Exchange	Lynn Sheets	641-594-2785	B2 & up
Barnes City, IA 50027			
Sully Cooperative Exchange	Lynn Sheets	641-594-2785	B2 & up
Sully, IA 50251			
Sumy Oil Company 102 N. Walnut Street Skidmore, MO 64487		660-928-3241	
Sun Ag PO Box 227 El Paso, IL 61738	Kenny Reese	309-527-6500	
Sun Biodiesel 400 N 25 Mile Avenue Herford, TX 79045	Dr. J. Campbell	877-216-6800	All
Sun Biodiesel Distributors 1424 South Abilene Street Portales, NM 88260	E. J. Camp		
Sun Coast Resources 6922 Cavalcade Houston, TX 77210	<u>Diana Durand</u>	713-844-9622	All
Sunflower Supply 822 South 1st Stockton, KS 67669	Harold	620-425-6218	
Sunrise Ag Service Company 20735 IL Rt 125 W Virginia, IL 62691	<u>Lynn McKibben</u>	217-452-7751	All
Sunrise Cooperative Inc 82 Townsend Ave Norwalk, OH 44857	<u>Tom Szilagyi</u>	800-432-4954	B2-B100
Superior-Deshler, Inc. Deshler, NE 68340			
Supreme Oil Co. 7525 Metropolitan Drive, Ste 304 San Diego, CA 92108	Kym Clift	619-542-5020	Any blend
Sustainable Systems LLC 1905 Wyoming #4 Missoula, MT 59802	<u>Paul Miller</u>	406-549-2893	All
Swan Fuel Service, Inc. 1615 E. Mason St. Dansville, MI 48819	<u>Marvin L. Swan</u>	517-623-6006	B20&B50
Sweetwater Valley Oil Co. 1236 Highway 68 Sweetwater, TN 37874	<u>Shirley Woodcock /Scott Shankl</u>	423-337-6671	ALL
T.H. Malloy Fuels 106 Scott Road Cumberland, RI 02864	<u>Jim Malloy</u>	401-333-0665	all
T.W. Brown Oil C., Inc 1457 Fleet Ave. Ventura, CA 93003	<u>Ted Brown</u>	805-339-2355	B20 B100
Tabor Lumber Cooperative Main Street Tabor, SD 57063	John Hauck		B2
Taylor Oil Co., Inc. 77 Second St. Somerville, NJ 08876	<u>John Cusack</u>	908-884-3813	All
Taylor Oil Co., Inc. 285 Brownstone Ave. Portland, CT 06480	<u>John Cusack</u>	908-884-3813	All

Taylor Oil Co., Inc. 28 B Thomas Ave. Baltimore, MD 21224	John Cusack	908-884-3813	All
Taylor Oil Co., Inc. 1400 Second St. Eddystone, PA 19022	John Cusack	908-884-3813	All
T-Bone Truck Stop Columbus, NE 68601			
TCH Oil 73 Seafood Lane Irvington, VA 22480	Mike Christian	804-438-5231	
Tech Transfer 2320 New Suffolk Ave Mattituck, NY 11952	Ron Johnson	631-235-9368	All
Tenth Street Station 628 10th Ave Worthington, MN 56187	Bernie Ahlberg	507-376-5121	B2-B5
TETCO 1777 N E Loop 410 San Antonio, TX 78217	Barry Bailey, Director	210-821-5900	B20
Tevis Oil Inc. 82 John St. Westminster, MD 21157	John Hoffman	410-848-4433	All
T-Gill Fuels Inc 2100 Herman St Pensacola, FL 32505	Greg Threadgill	850-438-5693	ALL
The Catherine Store 15783 Highway 82 Carbondale, CO 81623	Cheryl Loggins	970-963-2156	B20
The Energy Cooperative 1218 Chestnut Street - Suite 1003 Philadelphia, PA 19107	Emily Bockian Landsburg	800-223-5783	All
The Right Coop Assn 918 W. Sycamore Ness City, KS 67560	Bill Stiawalt	785 798-3114	B2
The Right Coop Assn 10881 Main St. Wright, KS 67882	Monte Harder	620-227-8611	B2
The Soco Group 4915 Mercury Street San Diego, CA 92111	Angus McDonald	800-458-2711	B20 , B100
Thomas Oil Company 430 North Lincoln Marshall, MO 65340		660-886-5659	B20
Three Rivers FS Earlville, IA 52041	Larry Richmond	563-923-2315	B2
Thrift Oil Urbanna, VA 23175	Chappy Wake	800-210-8735	
Tipton Farmers Co-Op 98 Roy Crain Rd Ripley, TN 38063		731-635-2521	
Tipton Farmers Co-op 2040 Industrial Rd Halls, TN 38040		731-836-5912	
Tipton Farmers Co-Op Main Store 2060 Highway 51 South Covington, TN 38019		901-476-8692	
Total Energy Products Prescott, AZ 86301	Ed Anderson	928-445-0510	B20, B100
Total Energy Products Las Vegas, NV 89015	Ed Anderson	928-445-0510	B20, B100
Town and Country Oil 2323 16th Ave. S Moorhead, MN 56560	Roger and Shane Richards	218-287-9092	
TransMontaigne	Danny Sells	303-860-5379	All

2401 Eisenhower Blvd G Fort Lauderdale, FL 33316			
TransMontaigne 310 Walthal St. Greenville, MS 38701	<u>Danny Sells</u>	303-860-5379	All
Tremont Oil Company 200 E. Pearl Street Tremont, IL 61568	Vic Imig or Don Gibson	(309) 925-2251	
Tri County FS Carrollton, IL 62016	John Goode	(217) 942-6926	
Tri County FS Hardin, IL 62047	Darrell Mortland	(618) 576-2256	
Tri County FS, Inc. 300 County Road East Jerseyville, IL 62052	Darrell Mortland or Richard Rulye	(618) 498-5534	
Tri County Oil 2026 W. Michigan Ave. Clinton, MI 49236	Terry Brooks	(517) 456-4519	B2-B100
Tri-County Coop Oil 101 W 5th St Chokio, MN 56207	Ron Germaine	320-324-7151	
Tri-County Petroleum Inc. 214 N. Elm Vandalia, IL 62471	Terry Lammers	(618) 283-2839	
Tri-County Petroleum Inc. 201 IL Route 143 Pierron, IL 62273	Terry Lammers	(618) 654-3328	
Tri-Gas & Oil 3941 Federalsburg Hwy Federalsburg, MD 21632	<u>Seth R. Powell</u>	800-638-7802	
Tri-Lakes Petroleum 943 E Hwy. 76 Branson, MO 65616		417 334-3940	
Triple J Mar Petroleum Inc. 207 South Ohio Street Wanatah, IN 46390	<u>Jeff Mitzner & Ray Charlesworth</u>	219-733-2405	b2-20
Trotter, Inc. Arcadia, NE 68815			
Trotter, Inc. Broken Bow, NE 68822			
Truck Towne 47018 SD Hwy 46 (I-29 Exit) Beresford, SD 57004	<u>Manger</u>	605-957-4141	B2
Turbes Oil New Ulm, MN 56073		507-233-4510	
Turnbull Oil Co Plainville, KS 67663	Jeff Turnbull	785-434-4629	B2
Two River FS, Inc Hwy 106 Pittsfield, IL 62363	Joe Fesler	217-432-8397	B2
Two Rivers FS 1644 Highway 24 Paloma, IL 62359	Rich Cate	(217) 455-2811	
Two Rivers FS 605 Brown Street Rushville, IL 62681	Stan Gossage	(217) 322-2010	
Two Rivers FS Highway 106 Pittsfield, IL 62363	Frank York	217-285-4477	
Tyler Oil Co. 200 W Lincoln St Tyler, MN 56178	Ron Thooft	507-247-3245	
Tyree Oil 1744 NE Diamond Lake Blvd.	<u>Tim Reed</u>	541-673-6215	

Roseburg, OR 97470			
Tyree Oil 1355 W. 1st Ave Eugene, OR 97402	<u>Tim Reed</u>	541-687-0076	all
UMR Energy Systems 14 Van Street Staten Island, NY 10310	<u>Daniel France</u>	718-720-6646	B20-B100
Union County FBCA West Campbell St Liberty, IN 47353	Gary Barrett	765-458-5141	
United Coop, Inc 804 East 6th Garnett, KS 66032	Jim Thweatt	785-448-3712	B2
United Coop, Inc 29086 South Walnut Garnett, KS 66032	Jim Thweatt	785-448-6808	B2
United Coop, Inc Brown & Water Greeley, KS 66033	Jim Thweatt	785-867-2140	B2
United Coop, Inc South Hwy 7 Mound City, KS 66056	Jim Thweatt	913-795-2311	B2
United Coop, Inc 210 S. Commercial LaCygne, KS 66040	Jim Thweatt	913-757-4567	B2
United Coop, Inc 601 S. Martindale Kincaid, KS 66039	Jim Thweatt	620-439-5600	B2
United Cooperative, Inc 401 N 7th Street Plattsburg, MO 64477		816-930-2171	B2-B20
United Energy Distributors 1046 Toolebeck Rd Aiken, SC 29801	<u>Red Roberts</u>	888-207-2009	B2 & up
United Farmers Lafayette, MN 56054	Kevin Kicker	800-642-6585	
United Farmers Coop Rising City, NE 68658			
United Farmers Coop Bradshaw, NE 68319			
United Farmers Coop Staplehurst, NE 68439			
United Farmers Coop Benedict, NE 68316			
United Fuel Co. 1802 N. Cunningham Urbana, IL 61802	Chris Warner	(217) 367-7481	
United Oil Company 1800 North Frankin Street Pittsburgh, PA 15233	<u>Charles Cross</u>	412-231-1270	B100
Upsala Coop Little Falls, MN 56345	Grant Heinz	800-450-3631	
Upsala Coop Albany, MN 56307	Keith Ripplinger	320-845-2351	
Upsala Coop Creamery Upsala, MN 56384	Claire Rice	507-573-2186	
Urweiler Oil & Fertilizer Laurel, NE 68745			
Usco Gas 819 Derby Street Pekin, IL 61554	Donnie Uselton	(309) 346-4012	

V&C Products inc. 170 west Main Richmond, UT 84333	<u>Bob Hugo</u>	435-757-6577	all
Vahshottz Oil 416 South 5th Herington, KS 67449	Dennis Vahshottz	785-258-2498	B2
Valley Ag Service 4995 Van Nuys Dr Parkdale, OR 97041	<u>Marcy or Steve Short</u>	541-352-7576	all
Valley Petroleum 7400 Grove Street Swartz Creek, MI 48473	Fred Pajtas	(810) 635-4471	B2-B100
Van Manen Oil 0-305 Lake Michigan Dr. N.W. Grand Rapids, MI 49544	Brad Van Manen	(616) 453-6344	B2-B100
Van Sickle Oil Co. 2216 West 24th Avenue Emporia, KS 66801	Fred Linhart	620-342-3489	B2
Vancouver Oil Company 1503 NE 136th St. Vancouver, WA 98685	<u>Wes Diskin</u>	800-221-7067	all
Vantiger Farm Market Mount Union, IA 52644	Jim Vantiger	319-865-4361	B2
Veire Standard Station 117 E Benton St. Lake Benton, MN 56149	Jim Veire	507-368-4204	
Viborg Co-Op Elevator Assn Railroad Street Viborg, SD 57070	Dennis Nesheim		B2
Vogelbilt Corp 1200 Wellwood ave West Babylon, NY 11704	<u>Carl Vogel</u>	631-669-0396	B100
Volz Oil Co 1000 East Kansas Greensburg, KS 67054	Norm Volz	620-723-2652	B2
Wabash Valley Service Co. 909 N. Court Street Grayville, IL 62844-1098	Roger Winter	(618) 375-2311	
Wabash Valley Service Co. 10154 N. 450th Street Oblong , IL 62449	Doug Dart	(618) 592-4413	
Wabash Valley Service Co. Highway 45 Fairfield, IL 62837	Virgil Briggs or Carlin Conard	(618) 842-5631	
Wabash Valley Service Co. 1562 Illinois Highway 1 Carmi, IL 62821	Terry Russell	(618) 384-5721	
Wabash Valley Service Co. Hwy 15&CR 900 E Browns, IL 62818	<u>Les Anderson</u>	618-446-5152	All
Wabash Valley Service Co. Illinois Route 1 South Lawrenceville, IL 62439	Dan Snyder	(618) 943-5786	
Wabash Valley Service Co. 1201 S. Whittle Avenue Olney, IL 62450	Steve Wilson	(618) 393-2971	
Wabash Valley Service Co. 1305 Fairgrounds Road Newton, IL 62448	Eric Beals	(618) 783-2342	
Wabash Valley Service Co. 207 E. Sycamore Ridgeway, IL 62676	Alan Drone	(618) 272-3551	
Wabash Valley Service Co. RR 5 McLeansboro, IL 62859	C. R. Williams	(618) 643-3115	
Wacker Oil/G.E. Wacker, Inc. 9050 Michigan Street Road 52 Manchester, MI 48158	<u>Kim Mahrle</u>	734-428-8366	B2-B100
Waddy Oil Company, Inc.	<u>Sharon Lanham</u>	502-348-2372	All

149 Parrish Blvd. Bardstown,, KY 40004			
Wald-Mor Oil 305 E. Center Waldron, MI 49288	Peter Rufenacht	(517) 286-6201	B2-B20
Walker Oil Armstrong, IA 50514			B2
Walthers Oil Company 2083 N. 145th Rd. Concordia, KS 66901	<u>Deb Beems</u>	785-729-3398	All
Wamego Supply, Inc. Wamego, KS 66547	C. R. Worthing	785-456-7875	B2
Wanklyn Oil Co, Inc Frankford, KS 66427	Dennis	785-292-4710	B2
Ward Oil Co 2701 Louisiana Ave Tampa, FL 33610	Aaron Evenson	800-232-5591	B2 & up
Ware Oil Tappahannock, VA 22560		800-633-4467	
Ware Oil & Supply Co. Inc. 2715 S. Butler Parkway Perry, FL 32348	<u>Don Everett Jr., ext. 403</u>	850-584-6666	B-20
WARE OIL COMPANY 2715 SOUTH BYRON BUTLER PKWY. PERRY, FL 32348	<u>DON EVERETTE JR.</u>	850-584-6666	B20
Warner Oil 73 Race Street Coldwater, MI 49036	Mark Loveberry	(517) 278-5844	B2-B100
Warren Oil Company 4243 S. Knox Avenue Chicago, IL 60632	Mark Ivers	(800) 327-8903	
Warren Oil, Inc. Emerson, NE 68733			
Warrick County FBCA 4th & Division St Boonville, IN 47601	Alan Deskin	812-897-1100	
Washtenaw Farmers Oil Company 5005 Carpenter Rd. Ypsilanti, MI 48197		(734) 434-0660	B2-B100
Waterloo Oil Co. Inc Waterloo, IA 50701	Perry Steinmeyer	319-234-4693	B2
Waterloo Services Waterloo, IA 50701	Terry	800-728-4232	B2
Watowan Farm Service 233 W. Circo St. Truman, MN 56088	Randy Cole	507-776-2881	
Watowan Farm Service New Richland, MN 56072		507-465-3231	
Watowan Farm Services 404 Hwy 22 S Mapleton, MN 56065	<u>Laney</u>	507-524-3717	all
Watowan Farm Services 823 1st Ave. S St. James, MN 56081	<u>Curt Olson</u>	507-375-1431	all
Watson Oil Company, Inc 406 East 1st St Corning, AR 72422	<u>Chad Watson</u>	870-857-3929	B2,B5
Wax Oil Company 210 N. Chicago St. Allerton, IL 61810	<u>David W. Wax</u>	217-834-3351	all
Webberville Oil 5011 E. Grand River	Gwendä Chick	(517) 521-3000	B2-B100

Webberville, MI 48892			
Weber Oil Service Inc. 703 W. Arlington Bangor , MI 49013	Scott Weber	(269) 427-8441	B2-B100
Weis Oil co. 80296 county rd 5 Bird Island, MN 56181	<u>Jeff Weis</u>	320-365-4525	B2-B5
Weis Oil Co. 600 E. Lincoln Avenue Fairfax, MN 55332	<u>Jeff Weis</u>	320-365-4737	all
Welcome Oil 408 Mill St. Welcome, MN 56181	Larry Schuett	507-728-8865	
West Bend Elevator Company Ayshire, IA 50515	Doug Schwartzkopf	515-887-7211	B2
West Bend Elevator Company Bancroft, IA 50517	Doug Schwartzkopf	515-887-7211	B2
West Bend Elevator Company Dickens, IA 51333	Doug Schwartzkopf	515-887-7211	B2
West Bend Elevator Company Emmetsburg, IA 50536	Doug Schwartzkopf	515-887-7211	B2
West Bend Elevator Company Mallard, IA 50562	Doug Schwartzkopf	515-887-7211	B2
West Central FS Carthage Hwy 136 West Carthage , IL 62321	Johnny Twaddle	(217) 357-3996	
West Central FS, Inc 1202 W Piper St Macomb, IL 61455	John Twaddle	217-357-3996	B2
Western Consolidated Coop Holloway, MN 56249	Mark Jopland	320-394-2171	
Western Energetix 655 South Stanford Way Sparks, NV 89431	<u>Norma McCusker</u>	775-689-1234	B20, B100
Western Iowa Coop Hornick, IA 51026	Nathan Smithson	712-874-3211	B2
Western Petroleum Company 9531 W 78th St Eden Prairie, MN 55344	<u>Rick Neville</u>	952-941-9090	all
Western States Oil 1790 South Tenth Street San Jose, CA 95112	<u>Bob Brown</u>	408-351-2328	All
Western States Petroleum, Inc 450 S. 15th Ave Phoenix, AZ 85007	<u>T. Susie Ingram</u>	602-252-4011	B100
Westland Co-Op, Inc 2112 Indianapolis Rd Crawfordsville, IN 47933	Jeff Troike	765-362-6700	
Westside Service Randolph, NE 68771			
W-G Fertilizer Thayer, KS 66776	Larry Reed	620-839-5251	B2
White River Co-op Loogootee, IN 46553	Brian Scheid	812-295-4835	
White Star Oil Albion, NE 68620			
Whitehill Oil Shenandoah, IA 51601	Dan Whitehill	712-246-1440	B2 and higher

Wilcox Oil & Chemical				
North Platte, NE 69101				
Williamston Oil 1003 W. Grand River Williamston, MI 48895	Ken Graham	(517) 655-2752		B2-B100
Wilmont Oil Co. Wilmont, MN 56185	Jim Kremer	507-926-5965		
Wilson Oil 926 N. Military Lawrenceburg, TN 38464	Roger Wilson	931 762-3557		All
Wisslead Oil 109 Main Street Raritan , IL 61471	Steve Wisslead	(800) 216-9894		
Witham Sales & Service 6435 Howard Ave. Hammond, IN 46320	<u>Jim or Jeff Witham</u>	219-932-0352		B2-20
Woitalla Service Inc. 28958 243 ST. Pierz, MN 56364	<u>TOM WOITALLA</u>	800-450-3876		ALL
Wolff Oil Incorporated 1511 Old Route 66 North Litchfield, IL 62056	<u>Sheri Lemonds</u>	217-324-4086		All
Wolff Oil, Inc 1511 Old Rt 66 N Litchfield, IL 62056	<u>Sheri Lemonds</u>	217-324-4086		B2
Woodhull Oil Co. Woodhull, IL 61490	Bill Carlson	(309) 334-2484		
Woodruff Energy 73 Water Street Bridgeton, NJ 08302	<u>B. Woodruff</u>	856-455-1111		B20
Woodson County Coop 700 W. Rutledge Yates Center, KS 63947	Danny Karmann	620-625-2123		B2
Worley & Obetz, Inc. 85 White Oak Rd. Manheim, PA 17545	<u>Len Zvorsky</u>	717-665-6891		B100
Worley and Obetz Inc 85 White Oak Rd Manheim, PA 17545	<u>Brian Gerhart</u>	717-665-6891		All
Wrights Oil Service and Propane 302 E US Highway 24 Salisbury, MO 65281		660-388-6312		
Wyndmere Fuel 704 7th Street Wyndmere, ND 58081		701-439-2261		B2 & up
Yale Farmers Cooperative Main Street Yale, SD 57386	Shawn Schwarting			B2
Yoder BP Oil Company 1900 S. Main St. Eureka, IL 61530	<u>Josh Yoder</u>	800-272-4397		All
Yokayo Biofuels 150 Perry Street Ukiah, CA 95482	<u>Kumar Plocher</u>	877-806-0900		B100
Young Electric 1838 McPherson Avenue Richland, WA 99352	<u>Tom Young</u>	509-946-6728		B100
Zeeland Farm Soya 2468 84th Ave Zeeland, MI 49464	<u>Robb Meeuwesen</u>	616-772-9042		B100
Ziegler Oil Monroe, NE 68647				
Zimmerman Oil Wahoo, NE 68066				
Zoubek Oil				

Norfolk, NE 68701

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