



Renewable Industries Canada
Industries Renouvelables Canada

**Speaking notes for Renewable Industries Canada
House of Commons Standing Committee on Natural Resources
Study on Low-Carbon and Renewable Fuels Industry in Canada**

June 21, 2021, 11:00 a.m. to 1:00 p.m. EST



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Malcolm West

On behalf of Renewable Industries Canada, I would like to thank the Chair and distinguished committee members for the invitation today.

In addition to my role at RICanada, I am EVP and CFO at Greenfield Global – Canada’s leading ethanol producer.

RICanada was established in 1984, before energy policy goals like “sustainability” and “low carbon” were commonplace.

Today, RICanada members produce more litres of domestic, renewable fuel than any other industry organization.

We support Canada in moving towards net-zero by 2050. To do this, the complexion of our fuel mix must diversity and change.

The challenge of course is that the transportation industry is too massive to slow down, but too impactful on the environment to ignore.

RICanada members, like Greenfield Global, have found a way to solve this challenge through innovative, modern biofuels.

We continue to develop increasingly efficient biofuels that meet or exceed net-zero emissions on a lifecycle basis.

A key focus of this committee’s study should be the need to implement affordable, market ready technologies to achieve climate objectives.



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Ethanol is typically more affordable than gasoline, acts as an octane enhancer promoting vehicle performance, burns more efficiently, and can be used with existing infrastructure.

All cars on the road as of 2001 can use ethanol blends of at least 15%, and “flex fuel” vehicles are compatible with levels in the 25%-85% range.

Existing technologies, including the use of biogas to replace natural gas in ethanol production, carbon capture and sequestration, and enhanced farming practices can make ethanol a net-zero fuel – or even net-beneficial for the environment.

Policy that favours modern biofuels also stimulates new R and D.

At Greenfield Global, we recently invested in a joint venture that uses anaerobic digestion of solid municipal waste to create biogas for our ethanol plant in Varennes, QC.

Next steps include producing green hydrogen to meet increased renewable fuel demand.

I will now pass the microphone to my colleague, Scott Lewis from World Energy, to talk about the heavy duty and aviation sectors.

Scott Lewis

Mr. Chair, and members of the committee, I would like to echo Malcolm’s thanks for today’s invitation.

I am EVP Commercial Operations and Strategy at World Energy, a global leader in the production of biomass-based diesel, and sustainable aviation fuel.



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Today, right here in Ontario, World Energy produces a biodiesel that exceeds net-zero standards, as measured by lifecycle analysis.

We are able to do this by taking waste, like used cooking oils from restaurants and animal fats from slaughterhouses -- and transforming them into fuel.

We also have the technology right now to make renewable diesel using other ingredients that would meet net-zero requirements.

And you don't need to turn over the existing fleets of heavy-duty diesel trucks and trains. This renewable diesel is already one hundred percent compatible.

The same goes for diesel generators in northern and remote communities. These can all produce low carbon power tomorrow, simply by putting in the right fuel.

Sustainable aviation fuel is another example of instant decarbonization. Right now, global demand for sustainable aviation fuel is low because Canada does not have right policies in place.

Our renewable fuels are proven to be compatible with existing air fleets. As we aim to build back better coming out of the pandemic, Canada needs to ensure that sustainable aviation fuel is leveraged to attain important GHG reductions. I'd be happy to discuss ideas for this in more detail.

Mr. Chair, thank you for the opportunity to present to the committee. It will be a pleasure for Malcolm and me to answer any questions.