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### **National Green Fuels LLC Comments To 2019 Energy Master Plan**

National Green Fuels (NGF) welcomes this opportunity to submit comments on ways to improve New Jersey's energy policy.

Our focus is on the reduction of GHGs as well as use of the energy value in municipal solid waste to make clean diesel and other transportation fuels.

The largest contributor to GHG emissions in New Jersey is tailpipe emissions from cars and trucks. They are responsible for approximately 45% of the State's GHG emissions. The second largest contributor is landfill gas released from decomposing biomass material dumped in landfills. It is well established that GHG pollutants cause substantial environmental harm and create a health hazard for citizens living and working near landfills.

Approximately five million tons of biomass material are dumped in New Jersey landfills each year which produce approximately 30 million tons of GHGs.

Governor Murphy and his Administration are committed to reducing GHG emissions. There is every reason for the state of New Jersey to take a leadership role in reducing GHGs produced in its own landfills and by transportation vehicles traveling its roads.

NGF submits that a new strategy should be adopted to divert biomass from landfills and use its energy value to make clean diesel and other clean transportation fuels. Until recently, there was no alternative technology solution to help solve these serious environmental problems. Private industry has now developed an effective way to convert the energy value of municipal solid waste into clean transportation fuels which will dramatically improve New Jersey's environment. NGF, for example, has a proven technology solution which gasifies waste at high temperature to syngas and then converts it to clean diesel and other clean transportation fuels.

Previously, there was no pathway for private industry to propose GHG reductions from landfills and vehicle tailpipes. What is needed is State government support for this new technology solution.

NGF recommends that New Jersey amend its solid waste management plan to provide that its core tenet is to divert municipal solid waste from landfills thereby reducing landfill pollution while at the same time creating a sustainable, clean transportation fuel to reduce tailpipe emissions.

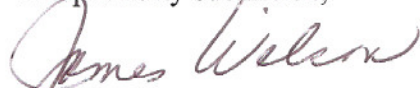
A technology solution can be funded by the private sector provided the State exercises leadership and provides administrative support. One possibility is to impose a GHG reduction fee as a surcharge on real estate tax bills. Most solid waste originates from residential, commercial and industrial buildings. A surcharge on real estate would fund the approximate \$100 cost per ton of biomass being converted. This State funding, coupled with the Federal funding programs, will provide the revenue needed to design, build and operate plants necessary to materially reduce GHG emissions in New Jersey. There may well be other ways to support funding for these high technology plants to serve New Jersey's energy, environmental and transportation goals.

These plants will have the added benefit of creating new, high paying jobs which will aid in economic development.

In short, NGF has a cutting edge technology solution using traditional Wall Street financing provided sufficient volumes of municipal solid waste can be diverted to NGF's conversion plants. This would require an Amendment to the State Solid Waste Management plan which presently requires that each county handle its own waste. The current plan prevents accumulation of sufficient waste volume to justify building a financially viable plant. Therefore, NGF recommends that counties be allowed to form "joint solid waste management plans" or some other solution which authorizes counties to aggregate their waste with other sources.

NGF would be pleased to provide the appropriate work group with more information.

Respectfully submitted,



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Chair and CEO

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