

in advanced diesel engine and fuel system technology.

**(b) Scope**

The program shall provide for testing to determine the impact of biodiesel from different sources on current and future emission control technologies, with emphasis on—

(1) the impact of biodiesel on emissions warranty, in-use liability, and antitampering provisions;

(2) the impact of long-term use of biodiesel on engine operations;

(3) the options for optimizing these technologies for both emissions and performance when switching between biodiesel and diesel fuel; and

(4) the impact of using biodiesel in these fueling systems and engines when used as a blend with 2006 Environmental Protection Agency-mandated diesel fuel containing a maximum of 15-parts-per-million sulfur content.

**(c) Report**

Not later than 2 years after August 8, 2005, the Secretary shall provide an interim report to Congress on the findings of the program, including a comprehensive analysis of impacts from biodiesel on engine operation for both existing and expected future diesel technologies, and recommendations for ensuring optimal emissions reductions and engine performance with biodiesel.

**(d) Authorization of appropriations**

There are authorized to be appropriated \$5,000,000 for each of fiscal years 2006 through 2010 to carry out this section.

**(e) Definition**

For purposes of this section, the term “biodiesel” means a diesel fuel substitute produced from nonpetroleum renewable resources that meets the registration requirements for fuels and fuel additives established by the Environmental Protection Agency under section 7545 of this title and that meets the American Society for Testing and Materials D6751-02a Standard Specification for Biodiesel Fuel (B100) Blend Stock for Distillate Fuels.

(Pub. L. 109-58, title VII, §757, Aug. 8, 2005, 119 Stat. 832.)

**§ 16106. Ultra-efficient engine technology for aircraft**

**(a) Ultra-efficient engine technology partnership**

The Secretary shall enter into a cooperative agreement with the National Aeronautics and Space Administration for the development of ultra-efficient engine technology for aircraft.

**(b) Performance objective**

The Secretary shall establish the following performance objectives for the program set forth in subsection (a):

(1) A fuel efficiency increase of at least 10 percent.

(2) A reduction in the impact of landing and takeoff nitrogen oxides emissions on local air quality of 70 percent.

(3) Exploring advanced concepts, alternate propulsion, and power configurations, including hybrid fuel cell powered systems.

(4) Exploring the use of alternate fuel in conventional or nonconventional turbine-based systems.

**(c) Authorization of appropriations**

There are authorized to be appropriated to the Secretary for carrying out this section \$50,000,000 for each of the fiscal years 2006, 2007, 2008, 2009, and 2010.

(Pub. L. 109-58, title VII, §758, Aug. 8, 2005, 119 Stat. 833.)

PART E—FEDERAL AND STATE PROCUREMENT

**§ 16121. Definitions**

In this part:

**(1) Fuel cell**

The term “fuel cell” means a device that directly converts the chemical energy of a fuel and an oxidant into electricity by electrochemical processes occurring at separate electrodes in the device.

**(2) Light-duty or heavy-duty vehicle fleet**

The term “light-duty or heavy-duty vehicle fleet” does not include any vehicle designed or procured for combat or combat-related missions.

**(3) Stationary; portable**

The terms “stationary” and “portable”, when used in reference to a fuel cell, include—

(A) continuous electric power; and

(B) backup electric power.

**(4) Task Force**

The term “Task Force” means the Hydrogen and Fuel Cell Technical Task Force established under section 16155 of this title.

**(5) Technical Advisory Committee**

The term “Technical Advisory Committee” means the independent Technical Advisory Committee selected under section 16156 of this title.

(Pub. L. 109-58, title VII, §781, Aug. 8, 2005, 119 Stat. 835.)

**§ 16122. Federal and State procurement of fuel cell vehicles and hydrogen energy systems**

**(a) Purposes**

The purposes of this section are—

(1) to stimulate acceptance by the market of fuel cell vehicles and hydrogen energy systems;

(2) to support development of technologies relating to fuel cell vehicles, public refueling stations, and hydrogen energy systems; and

(3) to require the Federal government,<sup>1</sup> which is the largest single user of energy in the United States, to adopt those technologies as soon as practicable after the technologies are developed, in conjunction with private industry partners.

**(b) Federal leases and purchases**

**(1) Requirement**

**(A) In general**

Not later than January 1, 2010, the head of any Federal agency that uses a light-duty or

<sup>1</sup> So in original. Probably should be capitalized.