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PRESS RELEASE

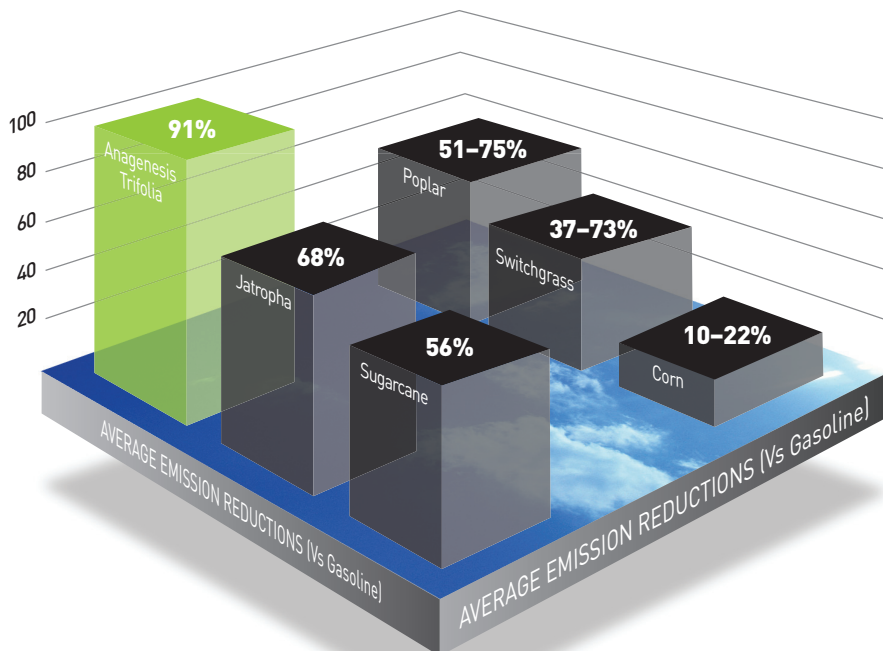
April 28, 2009

California announced on April 23rd 2009 that it had adopted a first-ever rule to slash carbon emissions in automotive fuels, and spur the market for cleaner gasoline alternatives. It marks the first attempt by government anywhere in the world to subject transportation fuels – as opposed to the cars and trucks they power – to limits on their potential for releasing greenhouse gases. The heart of the rule is a new standard requiring refineries, producers and importers of motor fuels sold in California to reduce the “carbon intensity” of their products by 10 percent by 2020, with greater cuts thereafter. California aims to reduce carbon emissions by 16 million metric tons over the next decade and replace 20 percent of the state’s fossil fuels with cleaner options, such as electricity, hydrogen, natural gas and biofuels.

Critics claim that the standard contains a built-in bias against biofuels – especially those made from corn – that will undermine regulators’ aims of helping abate climate change and reduce the nation’s dependence on foreign oil. Corn ethanol advocates unsuccessfully fought enactment of the new rule in a last-ditch appeal.

California’s new standard is immensely positive for ATC because the company’s cellulosic ethanol production is the only readily available source of carbon neutral ethanol that is fully compliant with the new standard and economically viable in its own right. The new legislation gives ATC a resounding competitive advantage over grain-based ethanol.

Average Emission Reductions For Motor Fuels (% vs. Gasoline)



At least 11 other states are weighing similar rules, and President Barack Obama has called for a nationwide low-carbon fuel standard to help meet his goal of cutting greenhouse gas emissions more than 80 percent by mid-century.