



Editorial

PER GODFROIJ,
SENTERNOVEM

p.godfroj@senternovem.nl

Dear readers,

Welcome to the eighth issue of the Biofuel Cities Quarterly. After almost three years of hard work, the Biofuel Cities initial project period is about to come to an end. However, in order to give more exposure to its achievements and keep the online databases up and running, we have decided to extend the project for another six months until the end of 2009. As a result this Biofuel Cities Quarterly will not be the last, as two more will follow. The ninth issue will deal with policy measures, while in the tenth we will look back at the project and sum up the most interesting results.

Each of the Biofuel Cities Quarterlies has had a specific focus. In this edition, Biofuels in Central and Eastern Europe is under the spotlight. The Central and Eastern European countries joined the European Union recently; after the first EU directive on biofuels was adopted in 2003.

Despite this, the new Member States are not lacking in terms of biofuels compared to the other 15 EU countries. Lithuania, for example, displays a share of about 4,4% (country report 2008) of biofuels and is amongst the top scoring countries in the EU and Slovakia with 2,6% is running in front of many EU15 countries. Production capacity for biofuels is increasing rapidly in the Central and Eastern European countries and the potential for biomass production (agricultural and forestry) is relatively large. Needless to say it is worthwhile paying special attention to this region in this Quarterly newsletter.

Enjoy reading!

In focus

Biofuels in Central-Eastern Europe

Central – Eastern European (CEE) countries namely the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland and Slovakia joined the European Union on first May 2004. Five years on, it is a good time to reflect on the problems and achievements of introducing biofuels to the market.

The CEE biofuel market is mostly determined by EU policy and legislation. Within this period CEE countries transferred EU policies into their own legislation. However, the starting point varied from country to country, some developed biofuels production before entering into the EU (Czech Republic, Poland, Slovakia), whilst others were just starting out but are now extremely active (Estonia, Lithuania). Since they joined the EU CEE countries have the opportunity to use EU structural funds for grants and biofuels investments. There was also an additional push for the deployment of biofuels.



→ Page 2

Content



→ Page 2

- Biofuels in Central-Eastern Europe

- IPIEO

→ Page 3

- Interview with Dr. Krzysztof Biernat: A portrait of the Polish Technology Platform for Biofuels

→ Page 4

- Biofuels in Central-Eastern Europe

→ Page 5

- Biofuels in Central-Eastern Europe

→ Page 6

- Work in progress: relevant EU projects

→ Page 7

- Imprint

→ Page 8

- News from Biofuel Cities

- Event calendar



Meet the Biofuel Cities Partners:

IPIEO – the Polish Institute for Fuels and Renewable Energy

The Institute for Fuels and Renewable Energy (IPIEO) is a research institute under the Polish Ministry of Economy. The range of liquid biofuels related activities includes RTD on resources, processing and conversion, biomass supply forecasting, LCA on biogas and liquid biofuels, as well as socio-economic and policy oriented research. IPIEO has a multidisciplinary team combining experience from the agricultural and energy sectors. Moreover it has experience in European co-operation (both international and bilateral), as well as co-operation with national industry partners.

The Institute is involved in first-generation biofuels production technology activities using various raw materials; it carries out

studies in the field of second-generation biofuels and also participates in the development of the biofuels support system in Poland. ECBREC research work focuses on the mapping and assessment of biomass resources and analysis of sustainable resources, assessment of biomass supply systems and logistics, emissions from bioenergy conversion processes along with analysis and development of relevant appraisals from the climate change mitigation and energy balance perspective.

Within IPIEO, six laboratories are conducting work on liquid fuels, biocomponents, biofuels, LPG, lubricants and solar collectors. The laboratory has implemented a quality system consistent with the PN-EN ISO/IEC 17025 standard. It has

been awarded certificate No AB 279 by the Polish Centre for Accreditation (PCA). Within accreditation scope the Mobile Control Lab tests LPG on the pump stations. This lab collects samples according to the ZN/MG/CN-18 standard prepared at the IPIEO.

The **Product Certifying Unit** is placed within the IPIEO structure, established to certify fuels and biocomponents. The certifying unit operates in accordance with requirements of the PN-EN 45011:2000 standard.

IPIEO experts are active in the **European Technology Platform for Biofuels**, they are present in the Mirror Group, Steering Committee and Working Groups of EPTB.

For more information on IPIEO please visit: <http://www.ipieo.pl>

← continued from page 1

Biofuels in Central-Eastern Europe

SHARE OF BIOFUELS IN TRANSPORT FUELS MARKET AND POLICY INSTRUMENTS INTRODUCED BY CEE COUNTRIES:

Country	Biofuel share % (energy content)			Tax reduction	Biofuel Obligation
	2005	2006	2007		
Czech Republic	0,05	0,30	0,37	Yes	From September 2007
Estonia	0	0,12	0,06	Yes	-
Hungary	0,07	0,28		Yes	From 2009
Latvia	0,33	0,22	0,14	Yes	-
Lithuania	0,72	2,29	4,35	Yes	From 2006
Poland	0,47	0,92	0,68	Yes	From 2008
Slovakia		0,69	2,59	Yes	From May 2006

Source: on basis of national reports http://ec.europa.eu/energy/renewables/biofuels/biofuels_en.htm

Feedstock production

In the majority of CEE countries agriculture is an important economic sector and reflects a high portion of GDP, with agricultural employment significantly higher

than in Western European countries. The production of cereals, the most common agricultural crop; in hectares per capita is twice as high in the CEE as in Western Europe; 0.2 and 0.1 respectively.

There are also significant differences in the characteristics of agricultural production. In Western Europe intensive farming is dominant, whilst in CEE, semi-intensive or even extensive farming is still very common.

→ Page 4

Interview with with Dr. Krzysztof Biernat:

A portrait of the Polish Technology Platform for Biofuels

Dr. Krzysztof Biernat was interviewed by Iza Samson, IPIEO

Dr. Krzysztof Biernat, Coordinator of the Polish Technology Platform for biofuels on behalf of the Institute for Fuels and Renewable Energy (IPIEO), is a professor at the Institute for Ecology and Bioethics at the University of Cardinal Stefan Wyszyński in Warsaw. He specialises in chemical thermodynamics and environmental processes. He is the author of over 200 publications in the field of properties and operational conditioning of fuels, biofuels and other exploitative liquids as well as environmental protection.



Dr. Krzysztof Biernat

Iza Samson: What is the Polish Technology Platform for Biofuels (PPTBiB) and what are its main objectives?

Dr. K. Biernat: The Polish Technological Platform for Biofuels (PPTBiB) was created on the 16 March 2006 as the first platform for biofuels in Europe. The main scope of the PPTBiB activity is the improvement in competitiveness of the national economy in the field of production and of the use of biocomponents and biofuels in the transport and energy sector. Currently the Polish Platform includes 22 members from different groups (biocomponents and biofuels producers, research institution etc.). Coordinator of the Polish Technology Platform for Biofuels is the Institute for Fuels and Renewable Energy represented by Dr. Krzysztof Biernat.

Iza Samson: What does the collaboration with other European Platforms look like?

Dr. K. Biernat: The Polish platform is a member of the European Technology Platform for Biofuels and is represented by the Mirror Group, Steering

Committee and Working Groups of EPTB. The platform is also a member of the American Council of Renewable Energy (ACORE). Within the European Technology Platform, PPTBiB is actively presenting the development of second generation biofuels in Poland, taking into account the specific conditions in our country. We have participated in developing the European Strategy in the area of Biofuels and arranging an executive plan for the strategy and have also elaborated on the conception of a bio-refinery development based on the current potential of small petroleum refineries.

Iza Samson: Do you collaborate with biofuel stakeholders from Central-Eastern Europe? If yes, what does this cooperation rely on?

Dr. K. Biernat: One of our stakeholders is a Ukrainian company, which has experience in the field of optimisation of hydrocarbons compositions combustion processes with benefits for the environment while simultaneously increasing engine work. We carried out two research projects together.

Iza Samson: The Polish Technology Platform for Biofuels works on the National Strategic Research Agenda for the scope of biofuels. What are the short and long-term priorities for Poland and for Central and Eastern Europe?

Dr. K. Biernat: At present each working group of the PPTBiB is preparing its contribution to the strategic research agenda for 2007-2010. The strategic research agenda will identify the research and demonstration areas

and will provide a reliable source of information and opinion on the development of biofuels for transport in Poland. The document will be completed by the end of August 2009.

The Strategic Research Agenda for Poland contains, among others, the development of a vision for liquid biofuels in Poland until 2030. The development of activities of the Polish Technology Platform for Biofuels in accordance with European Technology Platform Program, as well as basic research areas in accordance with the European Research Seventh Framework Program (FP7). In the scope of raw material resources, adaptation of current technological potential for the production of first generation biofuels, technology of the production of second generation biofuels, technology for storage, transport and distribution of biofuels, and new areas of use for biofuels in the transport and energy sector.

Iza Samson: What are the main achievements so far?

Dr. K. Biernat: One of the most important achievements of our Platform is the participation in the development of an executive plan for the European Strategy for biofuels, taking into account the raw materials, research, technology and human resources potential in Poland.

The national executive plan also takes the European potential and collaboration with other European countries into consideration.

Iza Samson: What tasks is the Platform going to perform in the near future in the scope of the biofuels development?

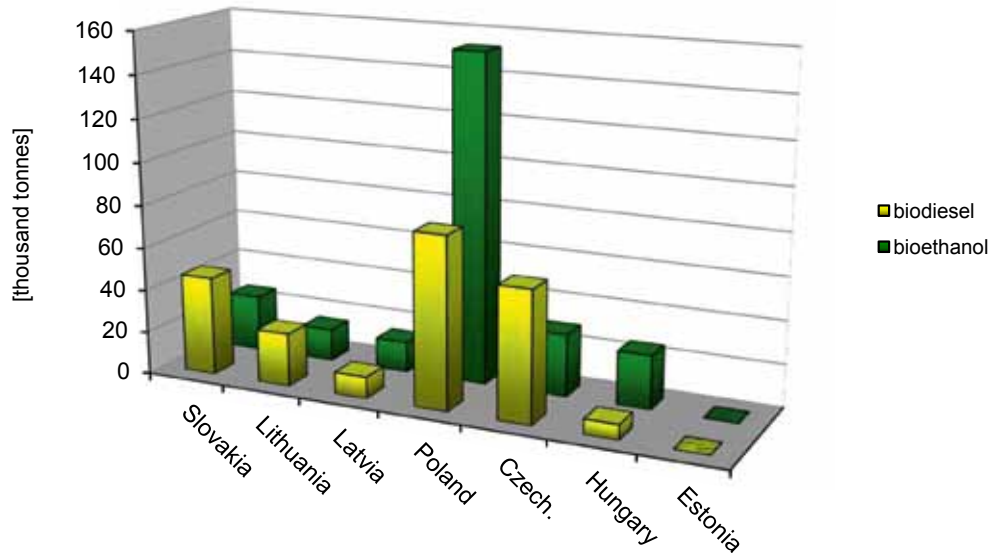
Dr. K. Biernat: One of the most important points is the implementation of the first pilot installation producing second generation biofuels in Poland, based on the infrastructure of small petroleum refineries.

We would also like to participate in biofuels programs with our neighbours from Europe and Ukraine and plan to establish contacts with technology platforms from other European countries.

← continued from page 2

Biofuels in Central-Eastern Europe

Production of Biodiesel and Bioethanol in 2007



As a result average crop yields are much lower in Central-Eastern Europe.

The main crop used for biodiesel production is rapeseed, a small number of countries (Hungary, Slovakia) are investigating other crops e.g. sunflower. In Hungary, used cooking oil is being tested as a potential raw material but for the most part, cereals, sugar beet and maize are used for bioethanol production with potatoes used in Poland.

Country overview

In the **Czech Republic**, arable land covers 37% of the country. Rape is produced on about 23% of this land. Production of biodiesel started in 1991 based on 31% blends. From 1999-2004, direct subsidies were given to manufacturers from the state budget, to cover the higher costs of biofuel production. After the EU accession the biodiesel production decreased and the support system stopped. Today pure biodiesel is exempt and an obligation system has been introduced. There are about 31% blends in the market. The majority of biodiesel produced in 2006 was exported (mainly to Germany), production of bioethanol was in its demonstration phase at that time. There are now 16 producers of biodiesel. In 2007 the Czech Republic launched a

system of compulsory low-percentage blending of biofuels in motor fuels.

In **Estonia** the total arable land covers about 14% of the countryside. In 2007 there were three biofuel operators in Estonia (FAME), producing a total of 638 964 litres of biofuel to be used pure or blended with diesel, with one biofuels operator releasing 26 345 litres of denatured ethanol mixed in various ratios with petrol. In summary, biofuel production and use in Estonia is hampered by the lack of stable demand, high cost of biofuel raw materials, competition from the food industry for the raw material (rape), the additional investment required by fuel retailers to sell biofuels and a lack of information on the effectiveness and impact of biofuel use. Estonia has implemented a development plan to promote the use of biomass and bioenergy (2007-2013).

In **Hungary** arable land covers about 48% of the countryside. Rape has a low yield, sunflower has a better yield but national standards for biofuel are absent. From mid- 2007 onwards, due to the government introduced measures (tax exemption) and by putting built-up biofuels manufacturing capacity into operation, a significant increase in the proportion of biofuels is expected.

National standards for E85 were introduced; the first station with E85 opened in 2006. MOL, the largest refinery is now also investing in second generation biofuels. The biodiesel production capacity is rapidly growing, however Hungarian biodiesel could not compete in the EU market even if the maximum concession was introduced.

In **Latvia**, arable land covers about 21% of the countryside. Latvia introduced a tax exemption and quota based direct aid scheme (quotas set annually e.g. in 2006 - 18000 tons of biofuels). Other supporting measures were also implemented: The cost of permits and licences was lowered and notification procedures were less stringent for biofuel blenders. According to data from 2007, Latvia produced 10 149 thousand litres of biodiesel and 14 323 thousand litres of bioethanol, 95% of bioethanol production was exported to other EU Member States. The biofuels development advisory board is analyzing the introduction of a mandatory 5% biofuel admixture for fossil fuels in Latvia. In 2007, E5 and B100 fuels were available at several filling stations in Latvia. Since September 2007, E85 has been available at one filling station in Latvia.

In **Lithuania** arable land covers about 28% of the countryside. Lithuania is

→ Page 5

← continued from page 4

Biofuels in Central-Eastern Europe

quite active in the promotion of biofuels. The country introduced mandatory targets for biofuels and tax exemptions and also an extra premium for rapeseed growers, with direct grants for RME and bioethanol producers fulfilling defined criteria. In 2007, three companies accounted for the bulk of biofuel production in Lithuania: AB Biofuture (bioethanol production) and UAB Rapsoila and UAB Mestilla (biodiesel production). Biodiesel produced in Lithuania in 2007 reached 24700 tones, while the production of bioethanol for fuels reached 15000 tones. Both fuels were sold in the domestic market.

In **Poland** arable land covers about 43% of the countryside. Poland is the only country among the Eastern Member States that has developed the bioethanol sector to a significant extent. Poland introduced bioethanol in the transportation sector, blended with conventional petrol in the early 1990s. The first demonstration biodiesel plant was built in 1997. Since 2002 biofuels has been a politically sensitive subject, dividing public opinion and politicians. A consensus was reached with the introduction of the Act on Biocomponents and Liquid Biofuels in 2006.

The act transposed directive 2003/30 into Polish law so biodiesel producers can now sell three types of blends in the market: B5, B20 and B100. Simplified

biofuel production procedures were introduced for farmers. In June 2007 mandatory targets for the next six years were adopted. The 2007 decree weakened the tax exemption for biocomponents added to diesel. Penalties are foreseen for companies failing to reach the mandatory targets. A long-term biofuels promotion program for the period from 2008-2014 has been instigated.

In **Slovakia** arable land covers about 29% of the countryside. An oleo-programme was launched in 1991, under the former Czechoslovakian Government. The first small-scale biodiesel plant went into operation in 1992. In 2001 the production capacity reached over 127.000 tons of biodiesel, but changes in tax legislation at the end of 2001 paralysed production. Since January 2002 no biodiesel has been sold on the Slovakian market as the legal situation became restrictive. Until the second half of 2006, the implementation of the biofuels program in Slovakia was unsuccessful. From May 2006 the minimum quantity of fuels from RES was introduced to the market. Biofuels are placed on the Slovakian market as low-blends and distributed via the existing infrastructure.

Looking beyond

The CEE biofuel market, as a part of the EU, is made up of many countries with

different levels of progress and effectiveness in biofuels implementation. Under the current biofuels directive 2003/30, member states set their own national targets and develop instruments to achieve them. CEE countries (except the Czech Republic) have set targets of 5.75% in 2010, but many countries are unlikely to reach this. Obligation systems are being introduced and it appears that this measure is proving very efficient, with costs carried by consumers (i.e. the polluter pays), giving them an extra incentive to drive in a more fuel efficient way.

They also now have to face a new challenge, the introduction of 10% alternative fuels targets by 2020, as part of a new RES directive. Member states will decide for themselves how to reach this target. The Elaboration of National Biomass Action Plans forming the stable framework for development is urgently needed.

There is potential for higher production of raw material in all CEE countries: Plantation areas can be enlarged and yields could be improved. However the ambition is not only to be a producer of raw material; but for CEE countries to encourage production of biofuels in a sustainable manner.

Magdalena Rogulska, IPIEO, Poland
 Contact: mrogulska@ipieo.pl



→ New resources: recommended websites and publications

Publications

- **Birath, K. et al (2008):** Technical guidance for biofuels. Technical information concerning the application of biofuels". – Series: Biofuel Cities Reports and Recommendations. Available to download from the Biofuel Cities homepage:
<http://www.biofuelcities.eu>
- **Fritsche, U. R. et al (2009):** "Sustainable Bioenergy: Current Status and Outlook. Summary of recent results from the research project". Available to download:
<http://www.umwelt-daten.de/publikationen/fpdf-l/3741.pdf>
- **Howarth, R.W., Bringezu, S. (2009):** "Biofuels: Environmental Consequences and Interactions with Changing Land Use". Available to download:
<http://cip.cornell.edu/biofuels/>

Websites

- The new **World Water Development Report 3** of the UN warns about biofuels impacting on water demand:
<http://www.unesco.org/water/wwap/>
- **Bio-Power** is a North Wales based initiative to collect, re-process and market waste organic oils and greases for use as transport fuels, and other purposes:
<http://www.bio-power.co.uk/index.htm>
- **The Canadian Renewable Fuels Association** is a non-profit organisation with a mission to promote the use of renewable fuels for transportation through consumer awareness and government liaison activities:
<http://www.greenfuels.org/>
- **IEA Bioenergy** aims to accelerate the use of environmentally sound and cost-competitive bioenergy on a sustainable basis, and thereby achieve a substantial contribution to future energy demands:
<http://www.ieabioenergy.com>
- **Bioenergy Network of Excellence** is a pan-European partnership pursuing integrated research spanning the entire bioenergy field:
<http://www.bioenergyoe.org>

Further resources are available on the **Biofuel Cities website, which is updated regularly:** <http://www.biofuel-cities.eu> !

Work in progress: relevant EU projects

OPTFUEL – biofuel production based on wood and forestry residues

OPTFUEL, a European research consortium, is expected to demonstrate "optimised fuels for sustainable transport" and pave the way for the large-scale production of biomass to liquid (BtL) fuels for transportation, based on wood and forestry residues. The BtL production process involves the gasification of wood residues at high temperatures of 1,400°C. The OPTFUEL project will establish the technical basis for the large scale production of up to 200,000 tons per year. The BtL demonstration will begin with the cultivation of 200 hectares of fast-growing willow, poplar and robinia, which will be used to produce the biofuel at the CHOREN Industries' pilot plant in Freiberg, Germany, which already produces 15,000 tons of diesel per year.

Earlier projects have shown that considerable reductions in exhaust emissions can be achieved. In addition, the consortium project will evaluate the economic aspects and the potential to reduce energy and greenhouse emissions from all parts of the BtL production process. Technical issues associated with wood plantations for energy applications will also be thoroughly examined.

Ten partners from five countries are pooling their skills to optimise the production of BtL liquids over a 3.5 year project life. OPTFUEL is funded by the seventh Framework Programme of the EU.

Visit: http://www.choren.com/en/choren-industries/information_press/press-releases/?nid=195

BioMara – biofuels produced from algae



The EU has recently allocated 4.87 million euro to a research project to study the possibilities of producing biofuel from algae. The research project, BioMara, will focus on the feasibility of using microscopically tiny single-cell organisms and seaweed. Researchers plan to establish if such organisms grow quickly, have a high yield and do not compete with agricultural land for food crops.

Marine algae are the most important candidates. Seaweed generally grows very quickly, harnesses carbon dioxide and has a simple structure, thus making it easy to convert into biofuel. However, there are several possibilities for cultivating algae, though there is still no sign of large-scale, industrial application. The extracted biofuels are barely competitive with fossil-based fuels.

The EU aims to help reduce our dependence on fossil fuels, reduce CO₂ emissions and promote sustainable production of biofuels. Partners include Scotland's University of Strathclyde, Belfast's Queen's University, the University of Ulster in Northern Ireland, the Dundalk Institute of Technology and the Institute of Technology, Sligo in Ireland.

Visit: <http://www.biomara.org>



GW BEAKES, University of Newcastle

Work in progress: relevant EU projects

RES BOAT – knowledge transfer in the field of RES



The main objective of the project is to reach a critical mass in the promotion of RES project results (FP7, FP6, IEE, ALTERNER II, SAVE II and national programmes) in Europe through a unique event series held aboard a boat on the river Danube. Special emphasis was put on Central-Eastern and Southern Europe while simultaneously raising awareness about the importance of sustainable energy use.

The RES BOAT event was held between 23-27 March 2009, aboard a boat, which passed through five countries (Austria, Slovakia, Hungary, Croatia and Serbia) with the final event held in Belgrade in the vicinity of Romania and Bulgaria. The conference on the river Danube connected nations in the Enlarged EU and brought attention the Southeast region of Europe. The “Virtual Boat” is open to anybody interested to these technologies to look for events, upload project ideas, find partners or to download the conference material.

Visit: <http://www.resboat.org>

ADORE IT – Adolescence for renewable energies in transport



The main goal of ADORE IT is to remove barriers for further introduction and use of biofuels. The objective is to stimulate the demand for and use of biofuels, mainly within public transport and governmental fleets. This should be facilitated by the introduction of extra filling stations (at least five per region), the shortening of permit procedures and a clear and significant improvement of the manner in which the media informs the public about biofuels.

The specific objectives of ADORE IT are the increased regional availability of biofuel production sites, filling stations and vehicles and the increased use of biofuels mainly by large fleet owners in accordance with EU guidelines.

The project partners of ADORE IT are a combination of fore-runners and late developers. This mix creates a well balanced opportunity to learn from each other and enhance the possibilities for the removal of barriers, combining the efforts on a European scale with regional, specific projects like the ‘100.000 vehicle plan’ in the province of Groningen. On 30 September and first October 2008 a kick-off meeting took place in Groningen.

Visit <http://www.adore-it.eu>

Imprint

The **Biofuel Cities Quarterly** is the newsletter of the Co-ordination Action Biofuel Cities European Partnerships project. It aims at keeping you informed of key developments regarding the application of biofuels in Europe. Free copies can be obtained from: SenterNovem, PO Box 8242, 3503 RE Utrecht, The Netherlands, secretariat@biofuel-cities.eu, fax: +31 30 231 6491

Publisher

International Network
for Environmental Management e.V. (INEM),
Chairman: Ludwig Karg
www.inem.org

Editors

Julia Benkert and Vivien Führ
B.A.U.M. Consult GmbH,
Gotzinger Str. 48/50,
81371 München, Germany / INEM e.V. (Copy-editor);
Stefanie Lay, Director Information Services,
Mark Hidson, Director Sustainable Procurement
and Ciara Leonard, ICLEI European Secretariat;
Dr. John Neeft, Project Co-ordinator Biofuel Cities,
Marieke Harteveld and Per Godfroij, SenterNovem.

Acknowledgement

This publication is part of the activities of the Co-ordination Action Biofuel Cities European Partnerships Consortium. The Coordination Action is funded by the Sixth Research Framework Programme of the European Union, under the Activity “Alternative Motor Fuels: Biofuels Cities”.

Funded by
the European
Commission



Legal notice

Neither the European Commission nor the Co-ordination Action Biofuel Cities European Partnerships Consortium, nor any person acting on behalf of these, is responsible for the use which might be made of this publication. The views expressed in this publication are the sole responsibility of the author specified and do not necessarily reflect the views of the European Commission or the Co-ordination Action Biofuel Cities European Partnerships Consortium.

Copyright

© 2009, International Network for Environmental Management e.V. (INEM), Hamburg, Germany.

All rights reserved. No part of this publication may be reproduced or copied in any form or by any means without written permission of INEM e.V.

News from Biofuel Cities

Workshop - Sustainable Mobility in Companies

20 January 2009 ,

Hamburg /Germany

Organised by the INEM member and Biofuel Cities Partner B.A.U.M. e.V. a workshop on sustainable mobility in companies took place in January in Hamburg. The work was subdivided into different topics, including biofuels, solar mobility, fleet management

and employee motivation.

Participants were given a forecast about different possibilities for electrical mobility and the prerequisites which have to be fulfilled to ensure a successful development. Furthermore, they learned how to develop incentive systems for saving fuel and using cars with low CO₂ emissions.

Employee motivation

Mobility in companies affects many different areas and involves employees as well. This section focused on how to change old habits, involve employees and convert them to a new mobility strategy.

→ Page 8

Comments welcome!

The Biofuel Cities Consortium strives to provide relevant and user-friendly services and products, both in terms of quality and quantity of information design and of the actual information supplied. Please help us to improve our work and tailor it according to your needs and wishes! We will carefully evaluate and use all your comments and proposals, please send them to

secretariat@biofuel-cities.eu



← continued from page 7

News from Biofuel Cities

The moderator Dieter Brübach presented several results and tips from recent mobility projects by B.A.U.M. (e. g. Mobility-Action-Weeks – www.MOBIWO.de).

All were invited by BAUM to join the **Sustainable Mobility Leadership Forum**.

For more information visit:
<http://www.baumev.de>

Biofuel Cities Workshop

19 – 20 February 2009,

Rotterdam/The Netherlands

On 19 and 20 February 2009 a successful end-user workshop took place in Rotterdam, The Netherlands. At this workshop the draft handbook for “The local implementation of Clean(er) Fuel Policies in Europe” (with a foreword by the former Prime-Minister of the Netherlands, Mr Ruud Lubbers) was presented to an audience of Local Governments and enterprises from all over Europe.

In addition, informative presentations about local implementation were given by representatives of Graz, Stockholm and the Rotterdam Climate Initiative. The presentation of the draft handbook led to some inspiring and lively discussions producing constructive and useful comments and suggestions. These have been used to finalise and improve the final handbook.

A digital version can be downloaded at:
www.biofuel-cities.eu

World Biofuels Markets congress 2009

16 – 18 March 2009,

Brussels /Belgium

The World Biofuels Markets congress in Brussels focused on the adoption of biofuels on a local and regional scale, bringing together the objectives of the Biofuel Cities European Partnership and the increasing demand for up to date information about the use of biofuels in local fleets.

“Think Global Act Local” was the key message delivered in the presentations, discussions about the Policy Handbook and policy

measures were based on two recent publications by Biofuel Cities; the Policy Handbook and the Procurement Guide. Organisations and local governments were encouraged to learn from cities like Stockholm and Graz and take a proactive role in starting projects in their cities or fields of operation.

The session also tackled problems facing the cities taking steps towards using biofuels. When dealing with the lack of suitable vehicles for biofuels, (joint) procurement proved to be the solution. The Ökodrive project in Graz has shown that by joining forces, larger quantities of vehicles can be ordered, making it more attractive for vehicle suppliers to bring their cars, buses and trucks to the respective local markets. By ordering a large quantity of biodiesel buses, Graz was able to encourage suppliers to meet their requirements.

In addition to the products presented at the conference session, other tools created by the Biofuel Cities European Partnership were highlighted. These included the Technical Guidance for the use of biofuels in your fleet and an online project monitoring tool.

Event calendar

→ 7 – 11 June 2009

58th UITP World Congress and Mobility & City Transport Exhibition. Public Transport: Making the Right Mobility Choices

Vienna, Austria



All urban decision-makers face the issue of providing public transport to meet citizens' needs efficiently. The 58th UITP Congress will present the most up-to-date options examining their advantages and drawbacks and reviewing all parameters to be taken into account: planning, costs, capacity, urban integration, operation, management. The impact of geography and culture on public transport will also be considered; while a broad view of the issues and a framework will enable delegates to make the best possible decisions for the short, medium and long term.

The Congress is an opportunity for all players in

the public transport chain to not only acquire the appropriate tools to perform a comprehensive analysis of their mobility options, but also as a means of convincing their internal and external counterparts of their vision in mobility.

For more information, visit: <http://www.uitp.org/vienna2009> or **contact** deborah.wery@uitp.org

→ 23 June – 3 July 2009

17th European Biomass Conference & Exhibition

Hamburg, Germany

More than 1,500 participants from more than 70 countries are expected to attend and learn about the latest breakthroughs in the field. The Exhibition, taking place in parallel with the Conference, will feature the foremost companies and state-of-the-art products in the Biomass industry. The programme includes such topics as economical and market potential of the alternative fuels, as well as risk and constraints involved, e.g. infrastructure, cost, and well to wheel efficiencies.

For more information, visit: <http://p30322.typo3-server.info/Welcome.249.o.html>

→ 16 – 18 September 2009

World Bioenergy Clean Vehicles and Fuels

Stockholm, Sweden

Under the Patronage of H.M. King Carl XVI Gustaf of Sweden, the conference takes a pragmatic look at topics such as: the Socio-economic drivers behind the implementation of bioenergy projects, Integration of energy recovery into solid waste management regimes, Impact of international trade in biofuels – securing sustainable supply and demand, emergence of bio-refineries: co-production of fuels, chemicals, power and materials development of markets for clean vehicles and fuels.

For more information, visit: <http://www.elmia.se/en/wbcvf>

