



IN THIS ISSUE

| | |
|--|----|
| The BEST time is ahead! | 2 |
| Bioethanol with the right label | 3 |
| Pumps for renewables subsidised in the Netherlands | 6 |
| Rapidly increasing FFV fleet in Europe | 6 |
| Drivers are pleased | 7 |
| First E85 pump in Madrid | 7 |
| Bioethanol trucks now available | 8 |
| Young people inform drivers on biofuels | 9 |
| Holland pioneers 15% hydrous ethanol in petrol | 10 |
| Trial with bioethanol bus in Beijing | 10 |
| Ethanol from orange peel in Spain. | 11 |
| Contact information | 11 |
| Subscribe | 12 |
| About BEST | 12 |



The right label

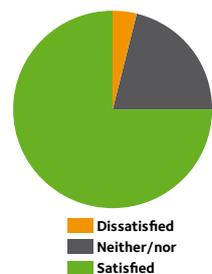
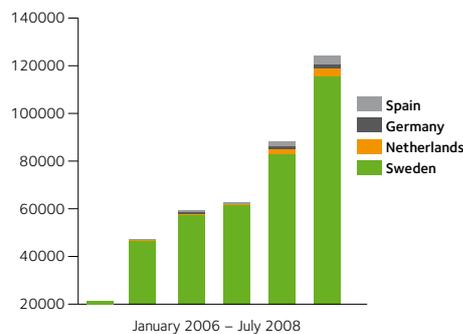
The debate on bioethanol's sustainability calls for a global certification system. We are not there yet, but several national certification schemes were launched during 2008. BEST News asked an expert what is going on, and found three systems for ecolabelled bioethanol already in operation.

Page 3

Bioethanol trucks

Ethanol buses have been successful. Now it is time to expand the success to other heavy vehicles. Three ethanol trucks are being tested in Sweden and the Netherlands until next summer.

Page 8



During the BEST project the number of FFVs in operation has increased rapidly.

Page 6

75% of the FFV-drivers were positive towards the cars.

Page 7

The BEST time is ahead!



Gustaf Landahl, Coordinator of the BEST project. (Photo: Helene Carlsson)

The European project BEST deals with the introduction and market penetration of bioethanol as a vehicle fuel, and the introduction and wider use of flexible fuel vehicles and ethanol cars on the market. The project has now run for three years. All the partners have had a tough time getting vehicles and fueling facilities running at their sites. An enormous amount has been learnt and now the project will concentrate on evaluating these experiences and disseminating the findings.

During the past year a very strong anti-biofuels discussion has taken place. Biofuels, for some the only good solution, have been questioned. Much of the European Commission's work to increase the use of biofuels and move away from fossil fuels to reduce climate impact, has also been in question.

For our project the discussion about biofuels has led to an increase in knowledge and additional efforts to tackle these issues. In the BEST project we have:

- Developed high knowledge on life-cycle analyses of bio-ethanol from crop to tail-pipe.
- Compiled reports on how much bioethanol that can be produced without using existing agricultural land.
- Achieved ecolabelling of bioethanol.

What started out as problems in the project have led to improvements and a more mature discussion with better facts. This is valuable information when we continue the work on demonstrating and evaluating how a market for bioethanol for vehicles can be developed. This is one way of decreasing dependence on imported fossil fuel as well as moving over to renewable, more sustainable, energy sources for Europe's future transport system.

Within the BEST project we now have a year ahead of us when we will deliver a huge amount of reports and recommendations.

Gustaf Landahl, Coordinator of the BEST project



Bioethanol with the right label

The debate on bioethanol's sustainability calls for a global certification system. We are not there yet, but several national certification schemes were launched during 2008.

– It will probably take three to five years until all bioethanol used for fuel is verified sustainable ethanol globally, says Dr Rocio Diaz-Chavez, Imperial College London.

What are the biggest obstacles when trying to set criteria for verified sustainable ethanol?

– How to find manageable indicators that different types of producers can comply with and to create a system where all can be included. For a small producer it is more difficult to comply with these kinds of criteria than for a large-scale producer. Once you have the standard in place, other obstacles are to sort out who pays for it and who is verifying it.

What are the best ways to cope with these difficulties?

– One way is to use already existing industry standards within a meta-standard system, like in the UK. This way, you do not have to reinvent the wheel. It will be easier for the producers to comply with the criteria within a meta-standard if they can use the standard in the system that they are already within.

– Or, maybe in some cases, systems have to be set case by case, which is more difficult and very time consuming. But it gives you the chance to really follow the whole supply chain for the product and be sure that the criteria have been applied properly.

What criteria would you like to set for sustainable bioethanol?

– If you want to apply every single thing it gets more and more complicated. The ideal system is balanced between environmental and social criteria and includes some economic issues. At present, the certification systems include biodiversity, water, soil and greenhouse gases accountability. In terms of social criteria, they include gender, workers' rights and land use. Some include property rights and some not, but this is probably most important for developing countries.

– Considerations on indirect land use change are important but there is still ongoing research on this. If you are changing what you are planting for a new product you may affect other products in other places, for example food production.

Please tell us more about the different ecolabels or accreditation systems for bioethanol.

– Of the systems already in place, the only one set by a government is the UK system, RTFO. It requires that fuel companies in the UK report on greenhouse gases and sustainability for the biofuels they sell. In Sweden, SEKAB is a company that has set its own criteria and has a verifier on that. This is fine because it is a commitment from a private company, but it does not contain all the principles.

– The Round Table on Sustainable Palm Oil and the Round Table of Sustainable Soya are a bit broader in their approach but the Roundtable on Sustainable Biofuels (RSB) is focused on biofuels. This is the only system that is really global. In August 2008, the RSB released their first draft on principles and criteria, which is open until February 2009 for comments.

Several other actors also develop systems:

– The Cramer Criteria in the Netherlands are also from the government but not legally in place yet. In Germany there is an ordinance on sustainability regulation that is on hold until the new EU directive is published and the State of California also has some work on this topic. Both the UN and the EU are working on their own systems.

What system do you find the best of the existing ones and why?

– The UK system and the one from the RSB. They are related to meta-standards so that the producers can use other already available certification systems. And they are open for improvement.



Dr Rocio Diaz-Chavez is Research Associate on the Centre of Environmental Policy, Imperial College London. She is deeply involved in the assessment of biofuels both in Europe and Africa. (Photo Helene Carlsson).

How is the interest from ethanol producers for the certification systems?

– Many producers want to comply with it but do not agree with trade barriers. Most producers also complain about the social criteria. The Brazilian producers have been doing quite well in terms of environmental criteria, but there are still problems with the workers' rights in some areas. And they are now facing the problem of indirect land use change that they will have to deal with.

How many more years will it take until all bioethanol used for fuel is verified sustainable ethanol?

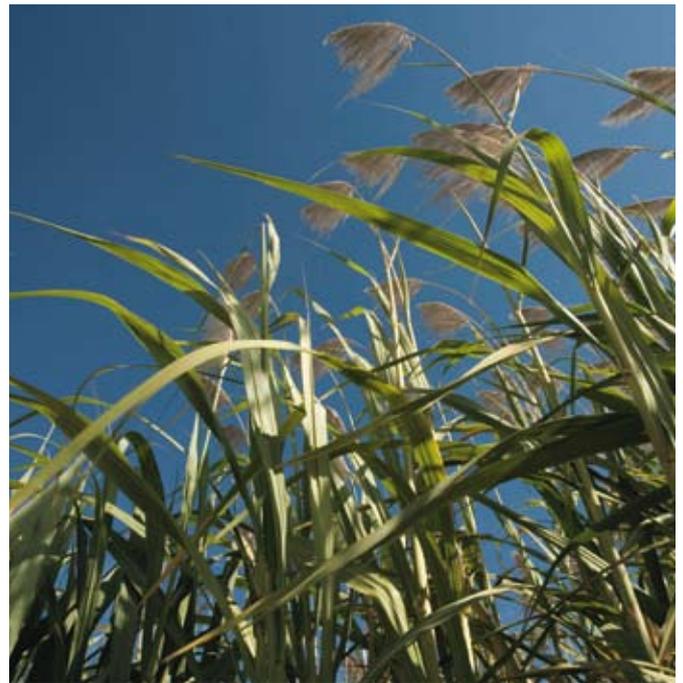
– About three to five years globally. The one question that is holding the development back is the question on indirect land use change. If we cannot solve this there will always be a problem within the debate of whether we are producing sustainable biofuels that are not affecting food prices. We also need to have a global system if we want to have a more global market of biofuels. Each country having its own system does not facilitate this.

Renewable Transport Fuel Obligation

In the UK, a new biofuel regulation came into force in April 2008. The Renewable Transport Fuel Obligation (RTFO) is the world's first government biofuel certification scheme.

It puts an obligation on transport fuel suppliers to ensure that a certain percentage – 5% by 2010 – of their fuel are biofuels. The companies are also required to report on carbon emission savings and environmental and social sustainability for the biofuels they supply, but so far there is no government target for social sustainability.

– This reflects the current shortage of certification schemes that meet the RFA's social sustainability principles, though we anticipate that new standards will increasingly address these aspects in response to growing demand, says Aaron Berry, Head of Carbon and Sustainability for the RFA.



In October 2008, the first report on the RTFO was published by the Renewable Fuels Agency (RFA). It shows that biofuels accounted for 2.61%, somewhat more than the fuel companies' obligation (2.5%). Some 84% of the biofuels were biodiesel and 16% were bioethanol.

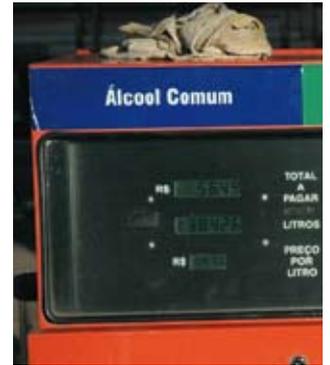
The overall percentage of fuel reported as sustainable was 20%, which is less than the target of 30% for the reporting year. The carbon reduction achieved was 44%, which is greater than the 40% target. This however, excludes any emissions from indirect changes in land-use.

– The RFA recommends that indirect effects are included in future sustainability reporting, and we are working with the government and experts to identify a way to do this, says Aaron Berry.

Read more: <http://www.renewablefuelsagency.org>



Workers rights are important ingredients in the various certification and ecolabelling systems for biofuels (Photo: Anders Friström)



Land use change and monocultures are important aspects to monitor when expanding bioethanol production.

Verified sustainable ethanol

The Swedish ethanol company SEKAB started selling the world's first verified sustainable ethanol (E85 and ED95) from Brazil in August 2008. In the first three months, 58 million litres of E85 were sold in Sweden.



The criteria have been developed together with Brazilian producers and include the entire production chain for environmental and social sustainability.

– It has been important for us that the criteria do not hamper free trade or the development of the biofuel,

says Anders Fredriksson, vice president at SEKAB, which delivers 90% of all E85 in Sweden. An independent international company monitors the production in Brazil in order to ensure that the requirements within the verification system are met.

– This is just a first step. We want to gradually raise the bar over the coming years and synchronise the criteria with international regulations when these are in place, Anders Fredriksson says.

Read more:

<http://www.hallbaretanol.se/default.asp?id=1062>



Nordic Swan

Since August 2008, the independent organisation Nordic Ecolabel certifies biofuels and thus also allows the distributor to use the ecolabel "The Swan" when marketing the fuel.

The criteria include reduced emissions of greenhouse gases and limits on energy use in production. Ethanol, biodiesel, biogas or a mixture of these fuels can apply for the ecolabel. Before deciding on the criteria for the label, 300 organisations were asked about their opinion.

– The two hot issues concerned the production as such and the food question. We must consider the whole production chain, not only the fuel, and we do not

accept grains as a raw material for fuel before we know more about how it affects the global food supply, says Ragnar Unge, CEO, Nordic Ecolabel.

In November 2008, methane for vehicles from the company FordonsGas Sverige AB was the first fuel to receive The Swan label.

– There is a big interest also from ethanol importers and retailers but no one has yet applied for the ecolabel. I think they struggle with the criteria for traceability of crops and certified sustainable farming, says Ragnar Unge.

Read more:

<http://www.svanen.nu/Default.aspx?tabName=StartPage>

Pumps for renewables subsidised in the Netherlands

The number of E85 filling station in the Netherlands is about to rise significantly. A national subsidy of 1.8 million euros has been granted for projects that focus on building new filling stations for E85 and natural gas.

Three years ago there were no pumps at all for E85 in the Netherlands. With the new subsidy arrangement from the Ministry of Transport, a total of 69 E85 pumps and 31 pumps for natural gas will be installed. Some of them are already in place and the rest will be installed in 2009. Also, a new subsidy round for such initiatives will open in April 2009.

This is the firsts national incentive that supports the introduction of E85 and FFVs in the Netherlands. Tom Vermie, BEST Site Coordinator in Rotterdam has together with the E85 working group in the Netherlands been lobbying for national support and incentives for bioethanol:

– This is very good. Now the only thing that remains to arrange is an acceptable E85 price at these pumps. Then the more than 5,000 flexi-fuel drivers in the Nether-



Ton Vermie in Rotterdam appreciates that the Dutch government will now raise the number of E85 pumps through investment subsidies. (Photo: Public Works City of Rotterdam).

lands will fill their cars with E85 here too, and not only on their holidays in France and Germany.

The E85 filling stations will be located in all provinces except Groningen. For the region of Rotterdam, the subsidy will lead to a total of 13 E85 stations, which means BEST Rotterdam will more than reach the goal of 12 planned E85 pumps as promised within the BEST project.

For more information please contact Rotterdam BEST site coordinator Ton Vermie, a.vermie@gw.rotterdam.nl

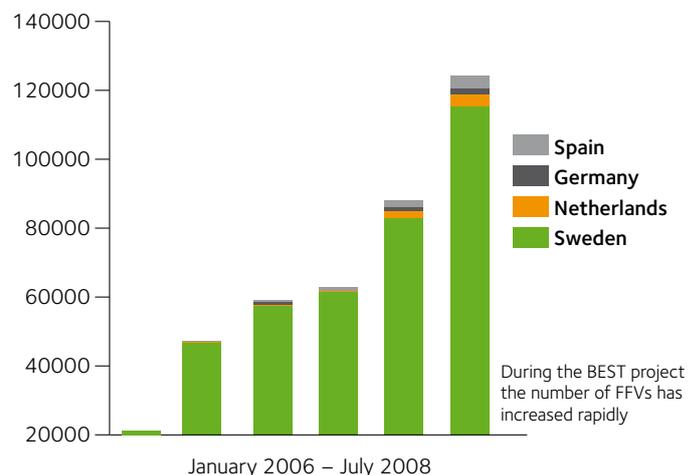
Rapidly increasing FFV fleet in Europe

The number of FFV cars is rapidly increasing in Europe. Now FFV cars are available in most European countries. This was not the case when the BEST project started.

When the BEST project started in January 2006, there were approximately 21,000 FFVs on the European roads. More than 99% of these cars were found in Sweden. Since then, development has been rapid. Some countries have struggled because of unfavourable incentives and legal obstacles, but despite this, the number of FFVs in the BEST countries had risen to around 120,000 by July 2008.

The launch of flexifuel cars throughout Europe seems to be the most efficient link in this development. In January 2006, FFVs were practically unknown in Europe. At an early stage, the two car manufacturing companies within BEST, Ford and Saab, pioneered their FFV models in BEST countries, and at the same time also educated the sales organisations and organised numerous activities for motor media. The fact that both

Ford and Saab are part of bigger companies with more FFV models in their portfolios helped to introduce even more models. The French government also caught up with this development in cooperation with both the agricultural sector producing fuel and the French car industry, resulting in additional makes and models on the market.

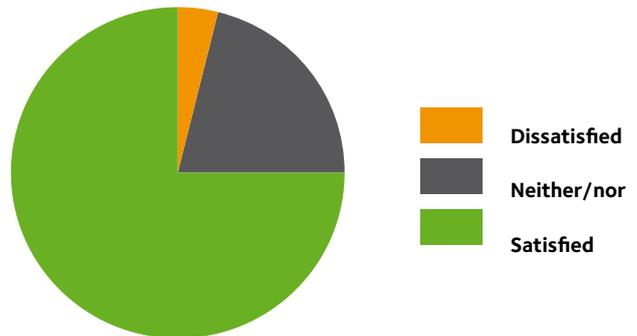


Drivers are pleased

BEST asked 600 FFV drivers in 10 countries how they like their cars. The result is convincing: The FFV cars are positive for most drivers.

During autumn 2008, more than 600 drivers in the BEST areas answered a questionnaire about their attitudes towards FFV cars. Around 75% of the drivers were positive towards the cars. Some 51% stated that their opinions had become more positive than before they started driving the FFV. More than 60% of the drivers said that company policy was the main reason for driving a FFV, followed by a personal interest in the environment, 21%. Only 6% stated that favourable economic issues were the main reason for driving an FFV.

The fact that more than 120,000 FFVs are in normal and daily operation throughout Europe gives a clear signal – these cars do their job well, and for drivers FFVs are just like normal cars.



First E85 pump in Madrid

In September 2008, the first public E85 pump was opened in Madrid. The bioethanol pump breaks new ground in the region and is one of few E85 pumps that exist in Spain as a whole.

The new pump, which is run by DISA/Shell, was opened at the same time as the Mobility Week was celebrated. The suitable theme for this year's Mobility Week was "Clean Air for All".

– Clean fuels could play an essential role for air quality taking into account that road traffic is responsible for 75% of emissions of the two pollutants that we must reduce in our city: nitrogen oxides and suspended particles. Besides, vehicles are the source of 51% of the CO₂ emissions in the city, said Ana Botella, Environmental Councillor in the City of Madrid, at the opening ceremony.

This has led Madrid City Hall to renew its fleet. Madrid already has more than 1,800 vehicles that run on alternative fuels. This includes not only bioethanol but also electricity, natural gas and biodiesel. For example, the Madrid City Council Urgent Cleaning Service (SELUR) has a complete green vehicle fleet and the waste collection service has a 97% green fleet. The Municipal

Transport Company, EMT, has 62% of its more than 2,000 buses running on alternative fuels.

When opening the new bioethanol pump, Ana Botella stated that the renewal of the municipal fleet will be complete in 2011.

For more information please consult www.bioetanolmadrid.es or contact Madrid Environment Area (Mr. Juan Azcarate) at proyectobest@munimadrid.es



Ana Botella, Madrid City Environment Councillor, was happy to launch the first E85 filling station in Madrid in September 2008. (Photo: Photomagic)



The Dutch Minister of Environment, Jacqueline Cramer, was present when the first bioethanol truck was introduced in the Netherlands. (Photo: Scania, NL)

Bioethanol trucks now available

Ethanol buses have been successful. Now it is time to expand the success to other heavy vehicles. Three ethanol trucks are being tested in Sweden and the Netherlands until next summer.

– We have seen a growing demand for ethanol trucks in the last couple of years. From the first quarter of 2009, customers will be able to order our new ethanol truck, says Jessica Björkquist, product manager for distribution trucks at Scania, Sweden.

The ethanol converted diesel engine in the truck is a 9-litre 270 hp engine of the same type as in Scania's ethanol buses. It runs on ED95, ethanol fuel for diesel engines. Two vehicles are being tested in Stockholm, by the logistics company Schenker and by the waste and recycling company Ragn-Sells.

– I can't complain, it runs well, says Benny Larsson, who drives an ethanol waste collection vehicle for Ragn-Sells.

The fuel for the test trucks is provided from Stockholm Public Transport (already operating 400 ethanol buses) since there is no public network of filling stations for

ED95 available yet. Several fuel companies are, however, ready to establish filling stations as soon as there is a demand for the fuel.

In the Netherlands, the logistics company Rotra operates one ethanol truck since the summer of 2008. It is tested within the Netherlands, the north of Belgium and in Germany, close to the Dutch border.

Rotra drives 5,000 km every month for the Dutch bicycle manufacturer Gazelle, who uses the green truck to promote the green character of bicycles.

– So far, the truck is operating very well with less noise and smooth gearing, says Harm Roelofsen at Rotra.

Rotra has its own tank of ED95 provided by the Swedish ethanol company SEKAB. The fuel consumption is approximately 60-70% higher than for diesel, due to the lower energy content in ethanol.



Benny Larsson drives the ethanol waste collection truck being tested by Ragn-Sells. (Photo Magnus Kristensson)

Young people inform drivers on biofuels

How do we get more people to use biofuel vehicles? One way is to inform interested drivers when filling up their cars. BioFuel Region in Sweden has engaged young people to educate and inspire car drivers at filling stations.

Around 400 drivers at eight filling stations in the northern part of Sweden were informed about clean cars and biofuels during the campaign weekend. They were offered written information as well as a discussion on the topic. Six pupils aged 17-18 in their last year at upper secondary school were involved in the campaign, which was arranged by the BEST partner BioFuel Region.

– There were different reactions when we talked to the customers. Some of them didn't want to hear about biofuels but others were very interested, says Samuel Westerlund at Dragonskolan in Umeå.

The pupils also do their third year project work together with BioFuel Region and were therefore offered education on clean cars and biofuels in order to be able to inform drivers. A total of about 40 pupils are cooperating with BioFuel Region on their final projects this year.

– It is really fun to work with young people since they show a genuine interest and commitment that is infectious to others, says Elin Skogens, project manager at BioFuel Region who worked together with some of the pupils.



Tanking information (Photo: Elin Skogens)

The campaign goal is not only to get drivers to choose more renewable transport fuels but also to get young people interested and involved in bioenergy issues. This way, they will continue being “bioenergy ambassadors”. Without an interest from the youth of today, there will be no one to work with the questions in the future. Also, car drivers may find it more inspiring and convincing being addressed by young people on these issues that are of big concern for our future.

– I really enjoy seeing the involvement of these young people and it feels good to be able to use their commitment for something that is so important for the future, says Mathias Sundin, project manager and supervisor of BioFuel Region's upper secondary school project.

For more information please contact Lena Nordgren at lena.nordgren@baff.info or Mathias Sundin at mathias@kusekompetense.se.



Pupils promoting clean cars and biofuels within a BioFuel Region campaign for car drivers. (Photo: Camilla Dopson)

Holland pioneers 15% hydrous ethanol in petrol

In Rotterdam, BEST partners are involved in the introduction of a petrol-ethanol blend containing 15 percent of hydrous bio-ethanol to be used in normal petrol cars.



In Rotterdam a petrol-ethanol blend containing 15% of hydrous bio-ethanol is tested in normal petrol-driven cars. (Photo hE blends nederland)

hE blends nederland began this summer to offer hE15 biosuper at filling stations in Holland and wants to expand distribution to 153 filling stations in the country in two years. In Holland the company Berkman

already sells hE15 biosuper in Voorburg, Barendrecht, Spijkenisse and Roosendaal.

Usually, European low blends of petrol and ethanol use anhydrous ethanol, that is ethanol that is dried to remove water content. But hE15 biosuper uses hydrous ethanol for the first time in Europe. Using hydrous ethanol results in an extra CO₂ reduction. hE15 is intended for normal cars and the provider claims that every regular car can use it.

– We follow closely some cars that will only fuel hE 15 biosuper from now on, comments Hulya Kul at the Public Works City of Rotterdam. We will compare their performance when running on hE15 to running on petrol as well as on a mix with 15% anhydrous ethanol. Emission tests will be performed on at least 3 cars in cooperation with the Dutch research institute TNO.

Good promotion has meant that in 3 months, already 20% of all petrol has been replaced by hE15 biosuper at the filling station in Voorburg. However, the car manufacturers will not guarantee the use of the fuel in their models, but the customer is covered by insurance provided by hE blends nederland, should any problem with the fuel occur.

– User acceptance is vital. We hope that our close monitoring will show that this is not harmful for the cars and that we thus will help to convince more users to go for this alternative, concludes Hulya Kul.



Trial with bioethanol bus in Beijing

In August 2008, the first Scania ethanol bus was introduced in Beijing. After a first short trial, the bus started operating one of the public transport routes in the south area of Beijing from October.

About 560 passengers travel with the bus every weekday, which is about 110 passengers more than with the regular local diesel bus, even though the ethanol bus is shorter. The bus runs 130 km per day and will run a total of 20,000 km until February 2009 when the trial period ends.

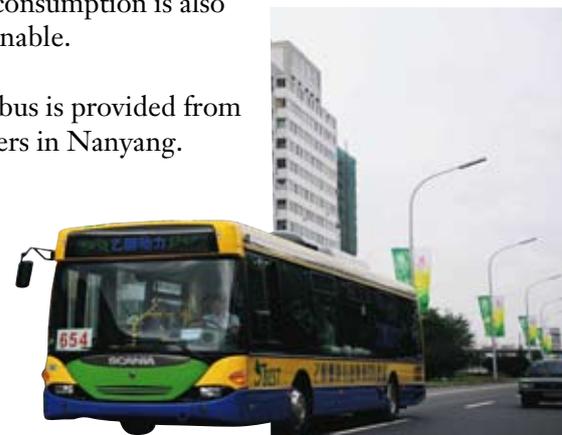
– So far, there have been no problems. The driver finds the bus very nice to operate and is impressed by its prestanda. The passengers travel with comfort and appreciate the environmental benefits, says Frank Lu, Bus Sales Manager at Scania China.

According to the bus operator Beijing Public Traffic Group, the ethanol bus meets the demands of Beijing

public transportation system on e.g. operation, comfort and safety. Fuel consumption is also considered reasonable.

The fuel for the bus is provided from the BEST Partners in Nanyang.

A report on the project will be presented after the trial has ended and the Chinese government will be petitioned on the results. The plan is to continue using the bus in city traffic after the trial.



A Scania bioethanol bus is tested for five months in normal city traffic in the south of Beijing. (Photo: Wang Yu)

For more information, please contact Frank Lu at frank.lu@scania.com.cn

Bioethanol from oranges in Spain

The Spanish region Valencia plans to market bioethanol made of citrus waste. A fermentation process makes the transformation into biofuel possible. The industrial process has been tested and evaluated and an ethanol pilot plant will be adapted to develop the project.

The citrus juice industry in the Valencian Community annually generates 600,000 tonnes of citrus waste. The waste material mainly contains peel, seeds and segment walls. These are rich in simple sugars, hemicellulose polymers, cellulose and pectin which can be hydrolyzed into sugars and fermented into bioethanol.

The project is called Atenea and has the support of the central and Valencian governments, raw material processor Imecal and Ford Spain.

The transformation process has been studied in laboratories by researchers from Imecal and the research institute Ciemat. According to the studies, the potential

ethanol production is 235 litres per tonne dry orange peel mixture.

– We see an incredible expectation from farmers who feel that this technology can improve their incomes and open a field of business totally new for them, says Vicent Signes, Principal researcher at Imecal.

The next step is to adapt an experimental plant to handle the orange peel and hydrolize and ferment this type of waste. In a latter part of the project, Ford will validate the fuel for use in their FFVs. The plan is to start commercializing bioethanol from citrus waste during 2009.

For more information, please contact Vicent Signes at vsignes@imecal.com.



BEST contact information

BEST COORDINATION

Gustaf Landahl and Jonas Ericson
Stockholm Environment & Health Administration
Telephone: +46 8 508 28 946
jonas.ericson@miljo.stockholm.se

BEST EVALUATION

Jeremy Woods
Porter Alliance, Imperial College
+44 20 759 49 328
jeremy.woods@imperial.ac.uk

BEST STOCKHOLM

Eva Sunnerstedt,
Stockholm Environment &
Health Administration
Telephone: +46 8 508 28 913
eva.sunnerstedt@miljo.stockholm.se

BEST BIOFUEL REGION

Michael Jalmby,
ESAM AB
Telephone: +46 70 639 7239
michael@esam.se

BEST SAO PAOLO

Rainer Janssen,
WIP-Renewable Energies
Telephone: +49 897 201 2743
rainer.janssen@wip-munich.de

BEST SOMERSET

Ian Bright,
Somerset County Council
Telephone: +44 18 23 35 69 94
ixbright@somerset.gov.uk

BEST ROTTERDAM

Anthony Vermie,
Public Works Rotterdam
Telephone: +31 104 89 61 85
a.vermie@gw.rotterdam.nl

BEST BASQUE COUNTRY

Enrique Monasterio,
EVE-Ente Vasco de la Energia
Telephone: +34 94 4035 658
emonasterio@eve.es

BEST MADRID

Javier Rubio de Urquia
City of Madrid
Telephone: +34 91 4804 132/
+34 91 5884 617
proyectobest@munimadrid.es

BEST LA SPEZIA

Stefano Capaccioli
ETA – Renewable Energies
Telephone: +39 055 500 2174
stefano.capaccioli@etaflorence.it

BEST NANYANG

Dehua Liu,
Tsinghua University
Telephone: +86 106 279 4742
dbliu@tsinghua.edu.cn

BEST BRANDENBURG

Georg Wagener-Lohse,
CEBra – Centrum für Energietechnologie
Brandenburg GmbH
Telephone: +49 173 53 53 105
gewalo@yahoo.de

BEST News

BEST News is produced within the European project BEST, Bioethanol for Sustainable Transport. It is planned to appear with 4–6 issues.

LEGAL RESPONSIBILITY

Gustaf Landahl,
gustaf.landahl@miljo.stockholm.se

EDITOR

Helene Carlsson
helene.carlsson@miljo.stockholm.se

TEXTS

Helene Carlsson, Jeanette Neij,
Juan Azcarate

TRANSLATION

MariaMorrisTranslations

PRODUCTION

Blomquist Annonsbyrå

SUBSCRIBE

If you want to register for a free e-mail subscription, please enter
www.idrelay.com/customers/miljoforvaltningen/subscribe.html

You can also download this and earlier issues of the newsletter from the newsletter section at
www.best-europe.org

About BEST

The project Bioethanol for Sustainable Transport deals with the introduction and market penetration of bioethanol as a vehicle fuel, the establishment of infrastructure for supply and fuelling of bioethanol, the introduction and wider use of ethanol cars and flexible fuel vehicles on the market.

During the project

- more than 10,000 ethanol cars and 160 ethanol buses will be put in operation,
- E85 and E95 fuel stations will be opened,
- low blends with petrol and diesel will be developed and tested.

Through this the participating cities and regions aim to prepare a market breakthrough for ethanol vehicles and for bioethanol and also to inspire and obtain followers. Participating cities/regions are:

- Biofuel Region (SE)
- Brandenburg (DE)
- Somerset (UK)
- Rotterdam (NL)
- Basque Country and Madrid (ES)
- La Spezia (IT)
- Nanyang (China)
- Sao Paulo (Brazil)
- Co-ordinating City: Stockholm (SE)



The project is co-financed within the 6th framework; Sustainable Energy Systems/Alternative Motor Fuels: Biofuel Cities.

LOCAL/NATIONAL INFORMATION ABOUT BEST, BIOETHANOL AND BIOETHANOL VEHICLES:

Spain www.bioetanolmadrid.es

Basque www.eve.es/ecomovil

Rotterdam www.schonevoertuigenadviseur.nl

Italy www.etaflorence.it/best-italia

China www.chinabestproject.com

Stockholm www.miljobilar.stockholm.se

Biofuelregion www.biofuelregion.se

Sweden www.miljofordon.se

