



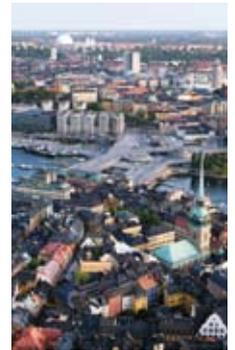
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Incentives promoting clean cars

In Stockholm, exemption from congestion charges has been the most important incentive. This is shown in a new BEST report. In the BioFuel Region clean car owners are very satisfied with the free parking benefit, especially if the parking permit is valid in several cities.

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FFV holiday now possible

From zero pumps to over a thousand. European countries differ widely when it comes to the supply of E85 fuelling facilities. BEST News takes a closer look at the situation and helps you plan your FFV trips within Europe.

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EU indicates climate savings with biofuels.



Using bioethanol is estimated to save on average between 16 and 71% of greenhouse gas emissions (if produced with no net carbon emissions from land use change).

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FFVs may be more energy efficient with biofuels

Independent and detailed monitoring of 30 FFV cars indicates that fuel consumption is 20 to 30 percent higher when running on E85 (per volume) than on petrol. This is slightly less than expected and implies that FFV cars use the energy content of E85 more efficiently than they do with petrol.

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Coordinator's voice



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

The efforts of 3 years' demanding work to introduce bioethanol vehicles in several countries are now being reported. When we started the project in 2006, several sites had no experience of bioethanol at all. There were no available vehicles and no fuelling facilities.

Now, in several of the project cities and countries, bioethanol fuelling infrastructure is growing quickly and several vehicles have been introduced to the local markets.

We see a quick development, especially where different incentives have been introduced. Free parking, reduced taxation of fuels, support to fuelling facilities are some tested incentives.

The increasing sale of bioethanol vehicles also shows that more and more customers see the positive virtues of these vehicles. Our surveys show that both buyers and users of the vehicles are positive.

The flexifuel cars have also proved to be a good deal with the increased fluctuation in oil prices. Since the vehicles can run on both ethanol and gasoline, the users can choose the fuel that gives the best economy.

The introduction of E95 diesel buses has helped to reduce climate gas emissions even more, adding to the positive effect of collective travelling on the environment.

The BEST project has also received assurances that most vehicle manufacturers will guarantee their petrol models for E10, thus preparing for the new Fuel Quality Directive that makes this fuel legal.

Some of these results you can share in this issue, and more will be presented in coming BEST News. There will also be much more details presented in the numerous reports from the project during the autumn.

The most important results, in my view, are not so much the reports, but the actual and impressive effects. During the duration of the project almost 70,000 E85 vehicles and almost 150 E95 busses have been introduced, making this the largest demonstration project on renewable fuels in Europe. The experiences learned by vehicle manufactures, fuel station owners, governments, both local and national, regarding taxation, safety and standardisation issues cannot be overestimated.

Gustaf Landahl, Coordinator of the BEST project

Incentives promoting clean cars

What works when trying to make more people choose clean cars? In Sweden, exemption from congestion charges in Stockholm has been the most important incentive. This is shown in a new BEST report.

Sales of clean cars have grown at a record pace in Sweden compared to other European countries. One third of all cars sold in Stockholm 2008 and a quarter of all cars sold in Sweden were alternatively fuelled vehicles. The question is what kind of influence different factors has had on this market development.

A study from the Stockholm Environment and Health Administration shows that exemption from congestion charges in Stockholm increased sales of clean cars in Stockholm County by about 23 percent in 2008. This makes it the most important financial incentive.

Lower prices for E85 and biogas have also had a similar positive impact on sales. However, free parking incentives did not influence the buyers quite as much. A national purchase rebate of SEK 10,000 had some effect on sales but rather made people choose conventional cars with low CO₂ emissions.

The clean car buyers themselves say that their effect on the environment was the biggest influence when purchasing a clean vehicle. Lower operating costs and exemption from congestion charges are ranked next as equally important. However, and maybe somewhat surprising, the purchase rebate and free residential parking are stated as of relatively low importance.

Company car drivers rank the lower employee benefit tax as most important. Environmental performance is rated as the second most influential factor and the exemption from congestion charges as third.

– The overall conclusion is that incentives that reduce operating costs seem to be stronger than incentives affecting purchasing price, says BEST Coordinator Gustaf Landahl in Stockholm.

It is important to distinguish between this pre-market phase and the market expansion phase. Financial incentives become powerful tools in market expansion, but they are of little use if there is insufficient vehicle supply and fuel infrastructure on the market. Legal barriers and tax disadvantages must also be removed.

Stockholm's successful work 1992–2008 on promoting clean vehicles and renewable fuels is also concluded in the study.

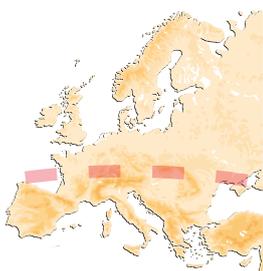
– Our experience clearly shows that it is possible for a city to influence the market spread of clean cars by working systematically and with long-term commitment, says Gustaf Landahl.

[Download the report](#)

[Read the report](#)



Through Europe in a FFV



From zero pumps to over a thousand. European countries differ widely when it comes to the supply of E85 fuelling facilities. BEST News takes a closer look at the situation and helps you plan your FFV trips within Europe.

Having a car that runs on both bioethanol and petrol is convenient. When E85 is unavailable, you can always fill your FFV with petrol. But naturally, you want to use renewable fuel to fully benefit from your car. The network of E85 pumps is now expanding in Europe. Sweden has the biggest network with more than 1,400 pumps all over the country at more than every third regular filling station. But neighbouring country Denmark has no E85 pumps at all. France is the runner-up with around 300 E85 stations.

– On the highways, it is easy to find E85 pumps – all Carrefour and Leclerc stations along the highways have E85. But to be sure we recommend that travellers check availability on the map at www.ethanol-e85.fr or to download the POI E85 for the GPS on the same web site, says Olivia Ruch, communication officer at the French organisation Passion Céréales.

Germany has about 250 E85 stations spread across the country, although fewer in the eastern part.

In the Netherlands, the number of filling stations with E85 is rising due to a national subsidy. Today there are some 30 stations but the number will grow to 69 within the near future, spread out over the whole country. John Akkerhuis, BEST local manager in Rotterdam, gives his advice to travellers:

– Visit the web sites listed below to find the location of biofuel pumps and be aware that E85 costs more in the Netherlands than for instance in Germany.

Currently there is no excise reduction on E85 in the Netherlands. Even though the main E85 provider is now selling the fuel for the same price as petrol it is still too expensive due to the extra 30 percent fuel you

use and the excise that has to be paid. However, a new Dutch national subsidy for offering biofuels is expected in 2009 and could lower the price of E85.

Switzerland is the same size as the Netherlands but has had a faster E85 expansion. You can fuel your FFV with E85 at more than 50 stations.

– The stations are both in the cities and in the countryside. The petrol companies already engaged in this business will develop availability further. Compared with France, the E85 price in Switzerland is slightly higher, says Felix Stockar, secretary-general at IG BioE – Schweizer BioEthanol.

Neighbouring country Austria has had a more modest development, with only 13 stations to date.

When driving your FFV in Italy, you may have problems filling up with E85. There is only one pump available, in La Spezia. The situation in Spain is a bit better, although the market here is also still at an early stage.



– There are not many E85 stations but in the main urban areas of the country you can find public fuel stations that offer bioethanol, says Juan Azcarate at the Department of Environmental Analysis, Madrid City Council.

His advice to travellers is to plan ahead and look up on the internet for stations that offer E85.

– And enjoy the advantages of driving an FFV since you can also refill it with petrol.

You should also tank your car with E85 in France before driving to Spain since prices in France are a lot lower. A general look at the prices for E85 in some European countries show that it costs more per kilometre to drive on E85 than on petrol in Italy, UK and the Netherlands, whereas the taxes favour E85 in Sweden, Germany, Spain, Austria, Switzerland and France. Planning your fuelling with this in mind could save you some money.



FFV-travellers' report

Ton Vermie and John Akkerhuis from BEST Rotterdam have travelled to Belgium, France and Germany in a Ford Focus Flexifuel and to Italy in a Volvo V50 Flexifuel.

– It was easiest to fuel E85 in the Netherlands and in Germany. We refuelled conveniently in our home town Rotterdam and then in Germany, the closest country that has an acceptable number of E85 fuelling stations, says John Akkerhuis.

When going to France and Italy in 2007, only 10 percent of their refuelling was with E85 but on their trip to BEST partner city Brandenburg in Germany in 2008, they drove 85 percent on E85. As a preparation before the trip, they looked on the internet where to find E85 stations along the way.



– Even though there are quite a number of filling stations you still have to leave the highway and if you are on a long trip you don't want to lose too much time on looking for an E85 station. You also don't know exactly when you will need to refuel so you should print several approaching routes from the highway to the E85

station. A tool that adds them to the car navigation system could be useful, says John Akkerhuis.

Another dedicated FFV driver is Aryan Schmitz, vice president of etanol.nu, a Swedish association that propagates for the conversion of existing petrol vehicles to ethanol or flexifuel vehicles.



Filling up in Rotterdam before hitting the road.

– I have been travelling through Europe a couple of summers with our old ethanol converted Citroën and managed to fuel it with only E85 with the help of a GPS loaded with our database over E85 filling stations, he says.

In 2007, Aryan drove from Stockholm to northern Italy through Denmark, Germany and Switzerland. Last summer, the trip went to southern France, near Perpignan.

– If you use a GPS to plan the route you can easily look for filling stations along the way and plan your next filling stop right after the last one to avoid long detours looking for E85, he says. For example, you refuel in southern Sweden before driving through Denmark, which has no E85 stations.

– Of course you can also fill up your car with petrol, but we wanted to avoid that and never had to.

Where to fuel E85

The following web sites offer information about where you can fuel your flexifuel vehicle. Some of the sites have GPS POI files for downloading, giving you the exact coordinates of E85 pumps for your navigator. Most sites



are not in English, but are still rather self explanatory.

All of Europe

www.etanol.nu/databasen.php
A database that, besides address lists, gives you GPS coordinates and Google maps with fuelling stations with E85 pumps in Europe. You can search in 15 different languages.

Austria

www.superethanol.at

France

http://ethanol-e85.fr/carte_stations_E85.html

Germany

www.e85.biz

The Netherlands

www.fuelswitch.nl
www.schonevoertuigenadviseur.nl

Spain

www.energias-renovables.com/paginas/Combustible.asp
www.abengoabioenergy.es

Sweden

www.miljofordon.se/bransle.aspx

Switzerland

www.bioe.ch

UK

www.morrisons.co.uk

Nottingham follows



Knowledge, inspiration and access to a big useful network are part of Nottingham's experiences of being a BEST Friend. The concept has helped the city to introduce bioethanol buses. BEST Somerset has also benefited from the cooperation.

The EU-funded project BEST, which promotes bioethanol for sustainable transport, lets others gain from the ten site members' experiences through the BEST Friends concept. In the UK, Nottingham City Council joined this network last year.

– We have been a BEST Friend ever since we introduced three ethanol powered buses within Nottingham City in April 2008, says Pete Mathieson, Principal Public Transport Officer at Nottingham City Council.

The bus trial runs for 18 months and will be evaluated after that. If the trial is successful, ethanol could be used for fuelling all 320 buses in Nottingham, which would reduce CO₂ emissions by at least 9,500 tonnes per year. Apart from London, Nottingham has the highest use of bus per person in the UK.

Nottingham contacted BEST Somerset before deciding to go along with the ethanol bus project. BEST site coordinator Ian Bright in Somerset informed Nottingham about ethanol as a fuel, the BEST project and the benefits of becoming a BEST Friend.

– We could get access to the BEST website and see what is happening around Europe on bioethanol. There were similar bus inspired schemes as part of the European project so it gave us a forum to discuss our own plans, says Pete Mathieson, and continues:

– Nottingham was quite time constrained when putting together the project and in hindsight, it would have been nicer to have had more time to fully use the BEST Friend concept to find out more details on the technical side and on the business case side.

Still it was very helpful to be able to direct people involved in the Nottingham ethanol bus project – from local authorities, the bus company and EMDA (East Midlands Development Agency) – to the BEST website for background information and context.

– And since then, we have been using BEST to get a detailed look at the ethanol market and development in Europe and how our partners within BEST are moving forward, says Pete Mathieson, who also especially stresses the importance of BEST when it comes to influencing decision makers at local, regional and European level.

As an evaluation of the Nottingham ethanol bus trial, Nottingham University will bring together all the technical aspects and also look at the BEST project in Somerset and ethanol bus projects in other European



British Nottingham is running a bioethanol bus trial within the BEST Friends concept. School children get to learn more about how to save energy. (Photo: Nottingham City Council)

cities. Nottingham will spread the results in the East Midlands region and report about its experiences as a BEST Friend.

– We might consider bringing Somerset in so they can give us their experience since they have been involved much longer and have other perspectives – they are looking more on smaller vehicles and the proliferation of cars. And similar we could invite somebody from Europe to come over and present how the market for ethanol vehicles and fuels has developed in their country.

A win-win situation

Joining BEST in January 2006 was a great success for British Somerset but the food versus fuel debate then politicised the project. Cooperating with Nottingham within BEST has helped Somerset to gain some strength back.

Within the BEST project, the County of Somerset has introduced 46 flexifuel cars to public fleets and installed five E85 pumps. However, international media controversy last year about whether biofuel crops are taking land from food crops, made several partners back away from the project.



Ian Bright

– It became very difficult for politicians to continue to support it, says Ian Bright, BEST site coordinator in Somerset. The contact with Nottingham as a BEST Friend and that city's introduction of bioethanol buses was therefore a progress in the challenging situation.

– Nottingham approached us when they were first interested in using bioethanol vehicles as part of their measures to tackle CO₂ emissions. Through the BEST Friends network we could get in contact with other partners and give Nottingham the information they needed.

When Somerset organised a national conference in June 2008 on the issue of how to quantify CO₂ savings from bioethanol and how local governments can implement biofuel policies, Nottingham City Council participated.

– Their support in coming along to the conference, giving a presentation and telling everyone why they

were introducing bioethanol buses was very useful, says Ian Bright.



The conference brought together a number of important actors, including the Local Government Association, British Sugar and the Renewable Fuels Agency, who develop sustainability criteria for biofuels. Reading Transport, the bus operator in the city Reading, was another participant, who just like Nottingham has introduced bioethanol buses in their fleet.

What do you recommend other cities that want to become a BEST Friend?

– First of all, there must be a determination to tackle carbon emissions from transport embedded at policy level. Bioethanol is just one of the things we can do to reduce carbon emissions from transport but looking at alternative transport fuels in volume terms, and in terms of carbon offset per km, it is the biggest one available in Europe and worldwide, says Ian Bright.

For more information, please contact Pete Mathieson at pete.mathieson@nottinghamcity.gov.uk and Ian Bright at ixbright@somerset.gov.uk.



This is Best Friends

- Cities or other stakeholders that work to increase the use of bioethanol fuels and vehicles can apply to become a BEST Friend.
- BEST Friends receive first-hand information and knowledge support from partners within the BEST project.



- Activities for BEST Friends could include workshops, seminars, study tours, visits to BEST partners, common actions to promote bioethanol, etc.
- Today, there are 46 BEST Friends around the world, with UK having the most (9).
- Apply to become a BEST Friend via www.best-europe.org.

EU adopts 10 percent biofuel mandate

A new EU directive sets a mandatory 10 percent goal for biofuels until 2020. The goal is part of a broad climate and energy package with several parts that have an impact on the transport sector.

There was intense debate and negotiation before the EU in December agreed upon a package of legislation, including the Directive on Renewable Energy Sources (RES). The package defines the following targets:

- 20 percent cut in greenhouse gas emissions compared with 1990 levels by 2020.
- 20 percent increase in the use of renewable energy by 2020.
- 20 percent cut in energy consumption through improved energy efficiency by 2020.

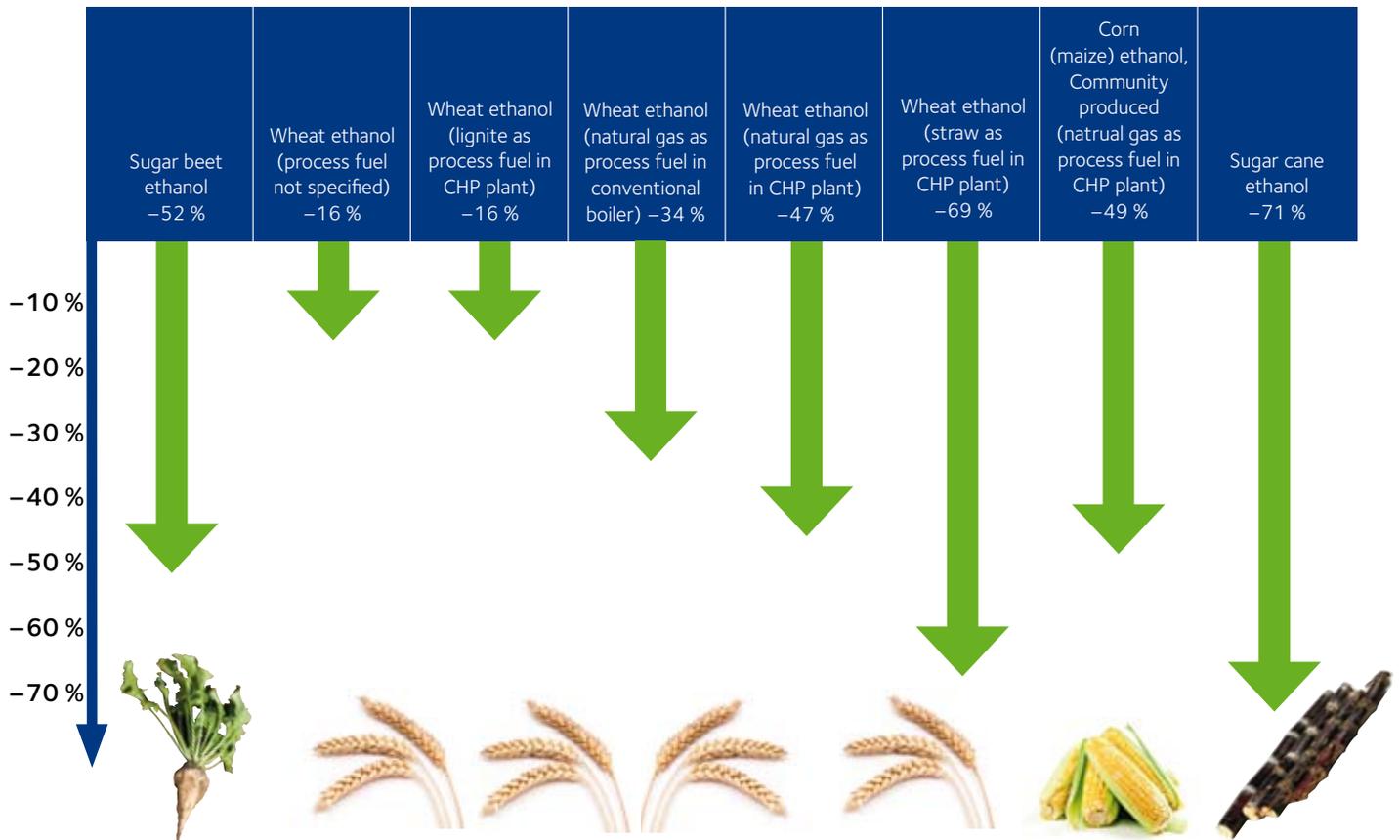
Within the RES Directive, there is also a 10 percent target for transport fuels such as bioethanol and other

biofuels. The mandatory goal replaces a voluntary 5.75 percent target by 2010, which was established in 2003 and implemented by individual member states through a variety of policies. The new legislation also includes biofuel sustainability criteria.

Another regulation (2007/0297 COD) sets targets on CO₂ emissions from cars. It states that the fleet average to be achieved by all cars registered in the EU is 130 g CO₂/km by 2015. The car manufacturer will have to pay penalties if their fleet exceeds the emissions limit value. Heavier cars are allowed higher emissions than lighter cars while preserving the overall fleet average.

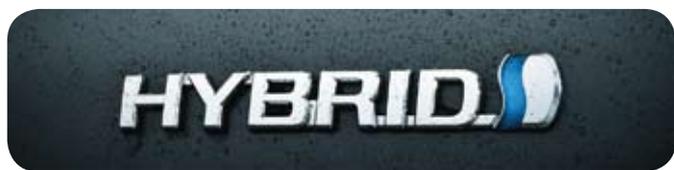
Included in the legislation package is also a Fuel Quality Directive, which will allow higher ethanol blends – up to 10 percent (E10). To avoid potential damage to old cars, petrol containing maximum 5 percent ethanol will still be on the market until at least 2013.

CO₂ reduction for various bioethanols



Using bioethanol is estimated to save on average between 16 and 71% of greenhouse gas emissions (if produced with no net carbon emissions from land use change). Source: Directive of the European Parliament and of the Council on the promotion of the use of energy from renewable sources, 17 Dec 2009, annex V

Toyota Prius tested on E25



Three electric hybrid cars are tested on E25 instead of regular petrol in São Paulo and Rio de Janeiro. First results from the trial show that the cars meet the upcoming pollutant emission standards in Brazil, USA and Europe.

Toyota do Brazil has donated two Prius HEVs for the project, initiated within BEST. The other Prius HEV is owned by the Brazil national oil company Petrobras. The vehicles will run 40,000 km in 10 months on three driving routes that include urban and highway traffic. Two of the routes are in São Paulo and one in Rio de Janeiro.

A dedicated training course for drivers was organised by Toyota do Brazil and provided advice to drivers from Petrobras and the Brazilian Reference Centre on Biomass (CENBIO) / The Biomass Users Network of Brazil (BUN).

– The drivers of the HEVs are fully satisfied with the vehicles' performance and comfort. They notice no differences to regular petrol driven HEVs, says Anton Hofer (WIP-Munich), member of the BEST São Paulo site coordination team.

The evaluation of pollutant emissions and fuel consumption is part of the overall HEV demonstration activities in São Paulo. First test results show that the E25 fuelled HEVs fully comply with upcoming pollutant emission standards in Brazil, USA and Europe (EU5) with a satisfactory fuel consumption of about 14.3 km/l.

For more information, please contact Anton Hofer at anton.hofer@wip-munich.de or Rainer Janssen at rainer.janssen@wip-munich.de.



World Bioenergy Clean Vehicles & Fuels 2009...

16–18 September 2009 in Stockholm

...combines the world's premier bioenergy convention with the leading European event for sustainable transport solutions. The result is an integrated conference, excursion and tradeshow programme unlike any other. Three intensive days that focuses on the practical

implementation of bioenergy and sustainable transport systems. The exciting excursions highlight a variety of commercial examples from Sweden and the greater Stockholm area.

Full details on www.wbcvf2009.se.

Sustainability Prize to BEST Partner SEKAB

The Swedish bioenergy company SEKAB is awarded the Sustainable Biofuels Awards for their efforts in the development of the verified sustainable ethanol and

of the processes of the second generation of ethanol based on cellulose. The prize was inaugurated during the World Bioenergy Markets in Brussels, 17 March.

FFVs may be more energy efficient with biofuels

BEST results shows that FFV cars function well. Independent and detailed monitoring of 30 FFV cars indicates that fuel consumption is 20 to 30 per cent higher when running on E85 (per volume) than on petrol. This is slightly less than expected and implies that FFV cars use the energy content of E85 more efficiently than they do with petrol. However, further analysis and testing are needed to confirm this.

BEST cars are in operation among all BEST partners. Some are used as pool cars, i.e. shared by many employees in one company or administration. Others have only one user. Flexifuel cars are tested in a variety of conditions, e.g. by the police in Somerset, home services and fire services in Stockholm, taxi in BioFuel Region, the mayor in La Spezia, the alderman in Rotterdam and the municipal waste company in Madrid.

The possibility to fuel E85 varies between the participating cities and regions. This also affects the proportion of E85 used in the cars. In some sites, like La Spezia, it wasn't possible to fuel E85 until spring 2008, and therefore the first flexifuel cars operated on 100 percent petrol in the beginning. The tendency to fuel the cars with E85 also varies between drivers and between different cars in the same site.



Gareth Brown
(Photo: Lennart Johansson)

Gareth Brown at Imperial College is involved in collecting and analysing data from FFV cars used at the BEST sites:

– In BEST we have monitored in detail fuel consumption in 83 flexifuel cars – 76 Ford Focus and 7 Saab Biopower. On an aggregated level we monitor 167 cars.

Even though Gareth Brown has not evaluated all the data he does have some preliminary results based on calculations from 30 of the cars:

– The log shows no extra unscheduled maintenance related to the fact that these cars are FFV cars as compared to normal cars.



The evaluation shows that when fuelled with E85, the Ford Focus cars consume between 9.3 and 14.4 litres of fuel per 100 km,



with an average consumption of 10.6 l E85/100 km. The big variations in fuel consumption can be explained by how the car is used (city traffic or long distance) and driver behaviour (aggressive or ecodriving). When fuelled with petrol, the Ford Focus cars show a consumption of between 6.8 and 10.2 litres of fuel per 100 km, with an average consumption of 8.8 l petrol/100 km.

The Saab 9-5s consumed between 12.5 and 16 litres of fuel per 100 km when running on E85, with an average consumption of 13.9 l E85/100 km.

The monitored Saab FFVs have not been continuously fuelled with petrol for any significant period, so we have not calculated real-world petrol consumption averages for these cars. Instead, we have measured fuel consumption of a Saab 9-3 2.0t Biopower in an emissions laboratory, with the results given below.

Drive cycle	E85	Petrol
NEDC (used for official EU vehicle approval)	12.0	9.1
Artemis (considered more representative of real-world driving)	12.1	9.1

Gareth concludes that the Ford Focus consumes approximately 1.2 times as much E85 as petrol/km. In the dynamometer tests, the Saab Biopower consumed 1.3 times as much E85 as petrol/km.

–This is, however, preliminary data. In summer 2009 a much more detailed data analysis will be performed, he says.

For more information contact Gareth Brown at g.brown@imperial.ac.uk.

Free parking evaluated in the BioFuel Region

Clean car owners in the BioFuel Region are very satisfied with the free parking benefit, especially if the parking permit is valid in several cities. It could even be an incentive for buying a clean vehicle. This is shown in an evaluation study in the BioFuel Region.

Owners of clean cars in the BioFuel Region can apply for a parking permit that gives them free parking in five cities. During 2007 and 2008, 2,160 parking permits were granted. In November 2008, 250 of the car owners were interviewed about the benefit.

The answers show that free parking could be an incentive to buy a clean car if it was purchased today. In general, car owners were very pleased with the parking permit, even though some said that it is too expensive. The administration fee is SEK 250 (approx. €25).



But the permit is still a good benefit that the car owners want to keep and that is considered to give added value. Many found it important to be able to use the parking permit in more cities than their own. As many as 95 percent of the car owners also said that the free parking did not affect their total annual driving distance. This is interesting since it has been a fear that free parking would increase car use.

BioFuel Region suggests keeping free parking until the number of clean cars reaches 5 percent of the total amount of cars in traffic. The average in the region today is 2.6 percent.

For more information, please contact Camilla Dopson at dopson@biofuelregion.se.

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BEST News

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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

