

Join us and book the dates!

and welcome to Sweden at the Biogasmax conference
on Biomethane 7-9 September 2009!

Theatre STORAN Göteborg SWEDEN



European Biomethane Fuel Conference 7-9 September 2009

MONDAY, SEPTEMBER 7

13.00 Plenary session 1

13.00 Welcome

13.15 Biofuel and its role for business development

13.45 The EU Commission & Biomethane

14.15 The role of biogas in climate change

15.30 Presentations from Biogasmax sites
(15 min per site)

16.30 International state-of-the-art and potential
for biomethane use

17.00 Presentation of the remaining programme
Closing & Invitation to social get-together

19.00 Social get-together: food & beverages



TUESDAY, SEPTEMBER 8

pre-program

9.00 Plenary session 2

9.00 Welcome & introduction

9.10 Good practice from Biogasmax

9.40 Biomethane in heavy-duty trucks

10.10 The regional project Biogas Väst

11.10 Region Lombardia, Italy

11.40 Panel discussion - Further actions
on a European level

12.30 LUNCH

14.00 - 17.00

Training session 1
Production issues

Training session 2
Infrastructure issues

WEDNESDAY, SEPTEMBER 9

9.00 A choice of three destinations!

Study tour 1 - 9.00 - 12.30

Göteborg (Göteborg Energi, Fordonsgas, VOLVO)
Göteborg Energi upgrades biogas from the Rya Regional WWTP and injects biomethane into the natural gas grid. Biomethane fuels approximately 5,000 cars and buses at a large number of local CNG filling stations connected to the natural gas grid.

Study tour 2 - 9.00 - 17.00

Falköping

Biogas from sewage sludge and household organic waste is upgraded and sold locally at a designated CNG filling station. Göteborg Energi is planning to connect local farms to the existing upgrading facility to enable biomethane production that reduces CO₂-emissions by 180%.

Study tour 3 - 9.00 - 17.00

Trollhättan (The Clean Fuel Concept - Biogas Brälanda)
Within the Clean Fuel Concept, several farms will be linked to one common pipeline in order to be able to deliver large volumes of biogas. The Clean Fuel Concept is an innovative concept for winning biogas on small farming businesses.

12.30 LUNCH

9.00 - 12.30

Training session 3
Upgrading issues

Training session 4
End-use issues

12.30 LUNCH

All details and registration for the conference on:
www.biogasmax.eu

BiomethaneNews

Biogasmax newsletter February / 2009 - n°3

European
Biomethane Fuel
Conference
7-9 September 2009

The Biogasmax project has for three years implemented cross-analysis, research and innovation developments on biomethane as a vehicle fuel. This conference will focus sharply on the results of this major European Commission funded initiative.

Biomethane offers a unique opportunity to integrate waste management solutions with the production and use of a clean burning, low carbon transport fuel. This event will bring together expertise on the production, upgrading and distribution of biomethane, management of transport fleets and environmental assessment to make a strong case for the production of biomethane from organic waste, and its use in transport applications.

Presentations will include best practice from Sweden, France, Switzerland, Italy and beyond, insights into the gas vehicle market, on the forthcoming European Commission policies and vision, expertise in the production, upgrading and distribution of biomethane, and details of assistance available for those considering biomethane projects.

The conference also offers the opportunity to participate in study visits to see projects first hand, and to discuss with those having hands-on experience. Above all, the event will represent an excellent opportunity to meet and network with a wide range of stakeholders involved in the production and use of biomethane, both informally and also through our expert panel sessions.

To find out more:
www.biogasmax.eu



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A DRIVING FORCE



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COMMISSION

Special issue

QUESTIONS TO ANNE HOUTMAN

Director, Directorate-General for Energy and Transport of the European Commission.

ADOPTION OF THE CLIMATE AND ENERGY PACKAGE, THE EUROPEAN PLAN FOR ECONOMIC RENEWAL ... A NEW PROCESS HAS BEEN LAUNCHED AT THE HEART OF THE EUROPEAN UNION. TO FIND OUT MORE AND TO UNDERSTAND WHAT PART BIOGAS FUEL WILL PLAY IN THIS, THE BIOGASMAX TEAM WENT TO MEET ANNE HOUTMAN ...



adopted by the European Parliament (after agreement with the Commission) on 17th December 2008. It establishes a mandatory proportion of 20% of renewable energies in the total energy consumption of the EU between now and 2020. Fuels used in transport will have to integrate a minimum proportion of 10% of renewable energies.

And for biogas in particular?

Discussions at the European Commission level are going in the direction of developing biogas fuel. Following the adoption of the Green Paper « Towards a secure, competitive and sustainable European energy network », the scope of the Trans-European Energy Networks (TEN-E) could be extended to transport infrastructures linked to new technologies, notably those concerning CO₂ sequestration projects. Other options could include adapting the networks to biogas for the combined production of heat and electricity or for applications relating to vehicles using compressed natural gas.

As far as the natural gas distribution grid is concerned, the committee on Industry, Research and Energy of the European Parliament (ITRE committee) had a discussion about the directive on the promotion of renewable energies and wished to widen the regulations governing access to natural gas by integrating biogas.

BIOGASMAX

Things are moving for biogas in terms of regulations in a certain number of European countries: increase in the biogas purchase tariffs, injection into the natural gas grid, green certificates ... Is Europe planning to harmonise the rules of the game across the member states?

ANNE HOUTMAN

Biogas fuel is not at the moment under consideration for harmonisation measures on the European level. However, a whole series of framework agreements is going to create impetus as well as the conditions for use of renewable energies in Europe. And biogas fuel has its place in this.

First of all, the legislative framework to bear in mind is the European Directive for the promotion of renewable energies which was

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HOUTMAN Anne - Director of «Internal Market and Sustainability», Directorate General for Energy and Transport, European Commission, Brussels

Graduate degree in Mathematics and Ph.D. in Statistics, she has held various positions in the European Commission since 1985, dealing with employment statistics, state aid for research and development and economic studies in competition policy. From September 1999 until November 2004 she was Deputy Head of Cabinet of President Romano Prodi.

This proposal was in the end retained in the new directive. However, this does not include any uniform regulations on biogas use, for example the quality of biogas injected into the natural gas grid or the support systems used to promote biogas.

But harmonising measures for supporting biogas doesn't necessarily mean putting standards in place. For the moment there are no specific initiatives for drawing up standards for biogas. It is clear though that the Biogasmax project, which derives strength from its numerous trials, could serve to establish quality criteria. If the opportunity arises to work in this direction, that could be envisaged in the future.

The commission has given a mandate to the ECS, the European Committee for Standardization, to draw up the quality standards for natural gas, which should allow free circulation of gas in the European network to be made easier. Drawing up these standards is difficult, in the sense that the upstream and downstream effects (for example on household appliances) of possible changes in the quality of gas must be analysed.

In the end these standards will indirectly help the development of markets for vehicles using natural gas and biogas.

Can we nevertheless envisage a sort of green European certificate for purchasing biogas?

The European directive on the promotion of renewable energies has prescribed a type of green certificate, called a guarantee of origin, for the production of heat and electricity from renewable resources such as biogas.

For transport, biogas will also have to conform to the sustainability criteria established by this same directive.

We have seen certain member states adopt policies of support for renewable energies but these policies have proved to be very changeable. Short term views have sometimes had the effect of damaging the economic viability of certain infrastructure projects which are themselves based on the medium to long term.

Can the European Union intervene to ensure a certain stability in the support policies?

The restrictive objectives set out by the European Union do create a guarantee of a certain amount of stability in supporting the sector of renewable energies. The member states are under an obligation to attain them and consequently to employ all possible means to this end.

Furthermore, under the framework of the directive, the member states will have to provide an action plan in 2010 giving

their strategy for the next ten years for promoting renewable energies.

Will there be any measures encouraging the development in Europe of NGV networks at the pump and offering biogas as part of this?

The existing directives already support the use of NGV in vehicles. The Directive of 27th October 2003 on energy products and electricity authorises the member states to totally or partially exempt from tax "natural gas" fuels or fuels produced from renewable resources.

“ **Creating an internal market for gas vehicles ...** ”

The « clean vehicles » directive aims to promote the development of a market of efficient and clean vehicles in order to improve the energy efficiency of transport. Energy consumption, emissions of CO₂ and other pollutants from a vehicle for the entire length of its

life will be taken into account in the allocation of procurement contracts for vehicles. As a result, any environmental advantage attributed to natural gas or to biogas will be promoted by this directive. The impact of this directive is even stronger given that it also applies to private companies performing contracts for public services.

There is also financial incentive, for example with the 6th and 7th framework programmes of research and technological development (RTD) launched by the European Commission, as well as their initiatives such as CIVITAS, « BIOFUEL CITIES », « HYDROGEN FOR TRANSPORT ». There are also the ALTENER and STEER programmes (which are part of the Intelligent Energy Europe programme).

And what part does biogas play in the European economic recovery programme? Could there be technological innovation for gas vehicles following the example of what has happened with diesel engines in recent years?

It is clear that the economic recovery programme adopted on the 26th November will certainly have a positive impact on the development of biogas fuel in Europe. I could mention the « European initiative in favour of green cars » which will contribute to this.

One of the interesting initiatives of this programme is the new partnership between the European Investment Bank, the European Commission and the member states, which has been granted a budget of five billion Euros. A large proportion of this amount will be used to help automotive manufacturers to take out loans in order to set up innovative projects for manufacturing more efficient and cleaner vehicles.



It is necessary to act according to supply but also to demand, for example by means of a VAT rate which will be reduced for the purchase of vehicles which consume less energy.

Since 2006, BIOGASMAX has had more and more visitors to its website. Will the virtuous circle of « waste management > biomethane fuel > urban transport » be part of new European initiatives? For example, can support for local regions much smaller than those involved in the BIOGASMAX project at present be envisaged?

First of all, it should be said that technological research and development projects like Biogasmax are open to all types of area, both large and small conurbations.

For small regions, a very interesting tool is going to appear soon. The Commission is going to create an internet site on which local areas will be able to make group purchases of clean vehicles. This tool will be simple but very useful: by grouping purchases together, they will obtain more competitive prices. The development of the site is planned for the 2009 schedule of work.

Will the current reduction in the price of oil have implications for European priorities in terms of energy?

The answer is clearly no! This reduction in the price of a barrel is purely temporary. It is linked to the economic slowdown.

There is a risk of seeing the oil producing countries reduce their investment as a result of the reduction in their revenues. Once the economy takes off again, the price of petrol could then become astronomical as these countries will not have prepared their production capacity.

The worst thing for Europe would be to not anticipate this prospect, by for example slowing down investment in alternative fuels and renewable energy resources.

The Commission's view is really very clear: the challenges remain the same, our objectives are going to stay the same. They are those set out by the Council in March 2007, namely: 20% reduction of greenhouse gas emissions, 20% of renewable energy and 20% reduction in energy consumption by 2020. Resources are limited, the challenges of climate change will increase.

And these challenges are also an industrial opportunity, as the Commission explains in its report « Climate Change: an Opportunity for Europe ». The report « From financial crisis to

“ For small regions, a very interesting tool is soon going to appear ... ”

recovery – A European Framework for Action » reiterates that an economy with low CO₂ emissions is still a priority as it is a means of creating new jobs and new technologies, of overcoming the constraints of energy security and of

achieving our environmental objectives. One of the reasons for the crisis has perhaps been that of using savings for risky and non-productive investments. We must no longer continue in this manner. On the contrary, the focus is to reinvest in infrastructure and technology for the future.

What will be the impact of the financial and economic crisis which we are currently undergoing on projects linked to alternative energies: a freeze on investments or expansion of projects linked to green industries

I think that when you have good projects, there is money. The Commission is hoping that the EIB will be able to accelerate the financing of projects to do with climate change, energy security and infrastructure. Here too, the initiatives on urban mobility planned for 2009 will add extra impetus.

Do you want to build a biomethane project?

Local representative, waste management operator, transport operator or biogas stakeholder: are you interested in setting up a local biomethane production plant with the aim of fuelling vehicles or injecting biomethane into the grid? You don't know how to start? Biogasmax can help you!

Get connected on www.biogasmax.eu

We provide concrete information, specialised and targeted training, decision tools and guidelines to help implement and market biogas projects at the local level.