

PRESS INFORMATION

Pure vegetable oil as an engine fuel – The Biofuel Cities European Partnership helps meet the challenge

Freiburg, 22 August 2007 – As part of its aim to support biofuel stakeholders through the provision of information, the Biofuel Cities European Partnership presents a frank analysis of the perhaps most controversial biofuel, Pure Vegetable Oil (PVO), in the first issue of its *Biofuel Cities Quarterly* newsletter.

In the world of biofuels, PVO has often been portrayed as a practical, yet problematic option to meeting the needs for transport biofuels and this is reflected in its widely varying uptake across Europe. For example, in France and Italy use of PVO is more or less prohibited, while in Germany and Austria, it is the fuel of choice for a fleet of approximately 10,000 vehicles.

The primary arguments for the promotion of PVO as a fuel include the fact that it can be produced decentrally, even by small farms or other agricultural units and it is immediately usable. Energy losses in the well-to-wheel chain are, therefore, low. Technology, also, has come to a level where vehicle modifications, necessary for emission reduction and engine protection, can be easily undertaken.

However, as a result of biofuels recently high profile, much discussion has been raised regarding emissions and engine compatibility. For example, under certain test conditions, PVO generates unacceptably high levels of carcinogenic emissions. Still, when asked about this in the Biofuel Cities Quarterly interview, Dr. G. Gruber of the United Workshops for Plant Oil Technology stated that, 'emissions from vegetable oil fuelled adapted engines are most probably less carcinogenic than emissions from diesel engines fuelled with conventional diesel or with biodiesel'.

Such controversies discussed across the entire biofuels community, show the relevance of PVO as a fuel, but also illustrate the various aspects under which biofuels must be analysed and compared, not only against conventional transport fuels, but also other biofuels.

These issues are examined in detail in *Biofuel Cities Quarterly* by experts in the field, in order to present a balanced perspective to all stakeholders interested in biofuels for transport. Each issue of this newsletter will focus on a different facet of biofuels production and use, as well as provide information on helpful publications and new events.

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www.biofuel-cities.eu

Background Information:

The Biofuel Cities European Partnership is a forum for the application of biofuels. Open to all stakeholders in the area of biofuels for vehicles, it offers www.biofuel-cities.eu - a one-stop-shop for information on biofuels application; online facilities, workshops and study tours to exchange and network with your peers and learn from experts; news, publications and tools to provide information, guidance and support.

Biofuel Cities European Partnership participants have full access to all features and participation is free. The Partnership was unofficially launched in August 2007 and 625 biofuels professionals and other interested stakeholders have already signed up. The official launch of the European Partnership will take place at the Clean Vehicles and Fuels Symposium in Stockholm this November.

The Biofuel Cities European Partnership was created and is managed by the Biofuel Cities project, which aims to demonstrate the broadscale use of new and innovative biofuel technologies. Biofuel Cities covers the complete chain from feedstock to biofuels production, distribution and utilisation in vehicle fleets. The project is co-ordinated by seven partners* that share unique and extensive experiences, not only on biofuels research and application and sustainable mobility, but also on the specific needs of local governments and private enterprise. It is supported by the European Commission under the EU's Sixth Research Framework Programme.

*SenterNovem, Exergia, ICLEI – Local Governments for Sustainability, INEM – International Network for Environmental Management, IPIEO – Institute for Fuels and Renewable Energy, NEN – Netherlands Standardisation Institute, VITO - Flemish Institute for Technological Research

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