

Registration 15.09.2008

Registration is necessary and will be confirmed by E-mail. Participation is free of charge.

How to register:

- via internet at:
www.renew-fuel.com
- by fax to: +49 4222 947 988-9
(please use this form)
- by email to:
office@syn-com.com

Registration Form

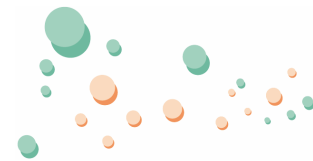
Answers from the RENEW project to the biofuel debate

name (surname, first name, title)

company name / name of institution

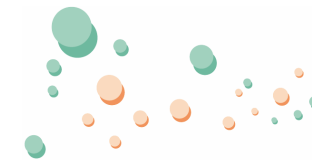
e-mail

phone no



Partners of the RENEW project

Volkswagen AG, Germany, Co-ordinator
Abengoa Bioenergia S.L., Spain
BKG GmbH & Co. KG, Austria
Deutsche BP AG, Germany
CERTH, Greece
Chemrec AB, Sweden
UET Freiberg GmbH, Germany
STFI-Packforsk, Sweden
CRES, Greece
CUTEC Institut GmbH, Germany
Daimler AG, Germany
Instytut Paliw i Energii Odnawialnej, Poland
National University of Ireland, Ireland
Electricité de France, France
EEE Güssing GmbH, Austria
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ESU-services Ltd., Switzerland
Forschungszentrum Karlsruhe, Germany
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Instytut Nafty i Gazu, Poland
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Ecotrafic ERD³ AB, Sweden
Total France, France
SYNCOM F&E Beratung GmbH, Germany



Motivation

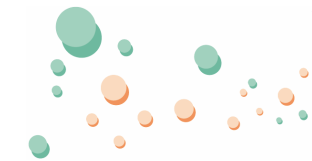
In the ongoing public discussion biofuels are often considered a homogeneous group with similar properties. However there are substantial differences between the fuel types.

Biomass feedstock can differ in a wide range of properties as well as its availability and sustainability. Fuel type and quality of fuel production as well as the suitability of the biofuel to be applied in today's and future engines can vary widely.

Within the RENEW project different production processes for 2nd generation biofuels were investigated and compared. RENEW showed the potential for biofuel production in Europe and evaluated most suitable technologies and costs for the production of synthetic biofuel.

The results achieved in the RENEW project are of high relevance in the present debate on biofuels. Question on the European substitution potential of second generation biofuels like BtL (Biomass to Liquid) and DME (dimethylether), the sustainability of fuel production pathways, maturity of production and market implementation measures will be addressed.

The overall target of the RENEW project is to give clear recommendations for political and financial stakeholders as a basis for decisions in the field of synthetic biofuels.



Answers from the RENEW project to the biofuel debate

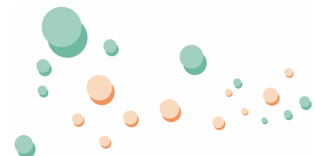
Brussels, Belgium

15th. September 2008

12:00 – 17:00

Supported in FP6 by
European Commission,
Thematic priority Renewable
Energies, Contract 502705

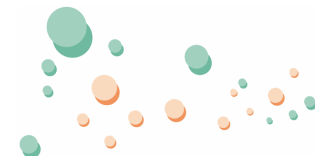




The RENEW project

In 2003 a European consortium of 32 partners including automotive manufacturers (Daimler, RENAULT, VOLVO, VW), the oil industry (BP, TOTAL), plant contractors (CHOREN, CHEMREC, REPOTEC) and R&D institutes from all over Europe joined forces to cooperate in the four year integrated project RENEW in an attempt to enhance and assess production routes for 2nd generation biomass-to-liquid (BtL) fuels. RENEW proved to be an excellent example of the positive impacts EU research can achieve.

This project identified processes which support the major objectives of the EU energy policies on the reduction of green house gases and on the security and diversification of energy supply, without affecting the food supply chains. It showed that the gasification of lignocellulosic biomass with subsequent synthesis of fuels combines little primary energy input with the production of excellent fuels. Several thousand litres of Fischer-Tropsch diesel obtained from wood and straw were produced in the project. Along with dimethylether (DME) in engine tests the fuel exhibited superior combustion and emission properties. The outcome is reliable knowledge on different BtL-production pathways, open to all stakeholders in the EU and commonly agreed strategic recommendations on future technology options. The accompanying thorough assessment revealed that:

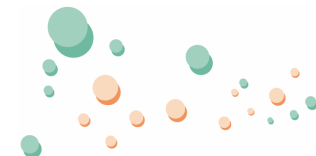


The RENEW project results

- Lignocellulosic biomass may cover up to 17% of 2020 EU diesel demand with sustainable feedstock from European fields and forests not affecting food supply
- BtL fuels lower the tail pipe emissions (pollutants and CO₂) with no need for additional technology
- BtL fuels lower the overall CO₂ emissions significantly
- Two BtL-production concepts are ready for demonstration
- A primary energy efficiency of up to 69% can be achieved
- European large-scale market implementation needs public support
- Demonstration of the most advanced BtL concepts (centralized FT-diesel production via entrained flow gasification and black-liquor based DME production) is of utmost importance
- Today and in 2020 FT-Diesel and DME could be produced from available biomass for costs of less than 1 €/l_{Diesel Eq.}

The project results, published recently, can make a substantial contribution to the ongoing bio-fuel debate.

More details: www.renew-fuel.com



Program 15-09-08 - Résidence Palace

- 12:00 Registration and lunch
- 13:00 Introductory notes
Jürgen Leohold, Executive Director Group Research, Volkswagen AG

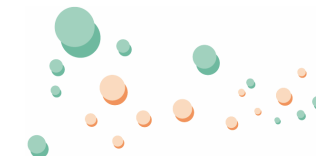
The Future of 2nd generation biofuels in Europe

- 13:05 **José Manuel Silva Rodríguez**, Director-General of Research in the European Commission (tbc)
Anders Wijkman (EPP-ED), Member of the Environment Committee in the European Parliament
Guido Peruzzo, Ambassador Deputy Permanent Representative of Germany (tbc)
Tom Blades, Chief Executive Officer, Choren Industries GmbH
Jonas Rudberg, Chief Executive Officer, Chemrec AB

- 14:15 Coffee break

Technical answers to the biofuel debate

- 14:45 The results of the RENEW project,
Frank Seyfried, Volkswagen AG, coordinator RENEW
- 15:15 The Choren Process – Status, progress and future prospects
Matthias Rudloff
CHOREN Industries GmbH
- 15:45 The BLGMF Process - Status, current progress and future prospects
Ingvar Landälv, Chemrec AB
- 16:15 RENEW answers to the biofuel debate
Frank Seyfried, Volkswagen AG
- 16:45 Discussion



Meeting Location

Location Résidence Palace
Rue de la Loi 155

**1040 Brussels
Belgium**

phone +32 2 2352111
fax +32 2 2352110

Arrival by public transport train or metro:

Schuman train and metro station is underneath the Résidence Palace and is the ideal place to alight for the International Press Centre. When you arrive in the station, just follow the arrows to the "Résidence/Residentie" and opt for the Rue de la Loi exit, which will lead you to the main entrance to the International Press Centre.

Arrival by car:

The nearest car park is the "Loi parking". The entrance is located at chaussée d'Etterbeek 25, 1040 Brussels.

Contact organiser

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