

Introduction to workshop

IEA Bioenergy held its biannual workshop in Copenhagen on the 20th May 2014 in conjunction with the Executive Committee meeting (ExCo73). The workshop on 'Infrastructure compatible transport fuels' was organized jointly with the Advanced Motor Fuels Implementing Agreement (IEA AMF). More than 80 attendees, including representatives from government, industry and academia, heard presentations from twelve leading experts on this important topic.

The workshop was opened by the Chairs of both the IEA Bioenergy and AMF Implementing Agreements. There then followed three distinct sessions on *Transport policies*, *Production technologies for drop-in biofuels* and *Transport sector specific fuel requirements* with a final summary and conclusions session to close the workshop.

In the session on *Transport policies*, the workshop was informed of the current level of biofuels utilization and the sectoral challenges and opportunities. The Task 39 drop-in biofuels report was reviewed and some of the issues were elaborated. From a review of developments in Sweden and Brazil the importance of effective policies was underlined.

In the session on *Production technologies for drop-in biofuels*, a number of promising technologies were described, including the production of green gasoline which was compatible with conventional gasoline, the recycling of waste gas streams including carbon dioxide to provide fuels and materials, a biorefinery concept producing second generation biofuels and a technology to convert sugars to advanced biodiesel using micro-organisms.

The third session on *Transport sector specific fuel requirements* dealt with end-use issues. It covered the interplay between electricity in transport and biofuels and the transport segments that might favour one or the other. Methanol engines and the methanol-diesel concept were discussed. Engine operation with biofuels and leaner operation with ethanol was described and the important influence of upstream fuel properties on GHG emissions and overall energy consumption compared to the impact of the choice of vehicle engine was presented.

In the summary and conclusions session there was a call for policy that was predictable and reliable over a long time horizon. Closer cooperation between biofuel developers and car manufacturers was also seen as important to go forward in the most efficient manner.

The PowerPoint presentations can be downloaded from IEA Bioenergy's website.¹

¹ <http://www.ieabioenergy.com/publications/ws18-infrastructure-compatible-transport-fuels/>