

A network of strong partners

Our well-established network has learned what we need to do to increase the percentage of renewable fuel used by heavy vehicles in the region. Strong, ambitious partners support these efforts together with many companies, organisations and municipalities. That is a fantastic strength.

ABOUT US

Biofuel Region was founded in 2003 and is a member-owned, non-profit organisation. Our mission is to collect and disseminate expertise, to contribute to a fossil-free vehicle fleet and a developed bioeconomy, and to initiate, coordinate and collaborate on projects.

Our members are located in the four northernmost counties, and we collaborate with the public and private sectors, and research and development. Funding is through membership fees, regional funding and project funding.

BioFuel Region™

biofuelregion.se

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EUROPEAN UNION
European Regional Development Fund

PARTNERS
IN CEF APPLICATION
BOTHNIA GREEN FUELS
2016

SWEDEN

BioFuel Region
Volvo Trucks
Scania-Bilar Sverige
Sundfrakt
Skelleftebränslen
AGA
SEKAB
Luleå municipality

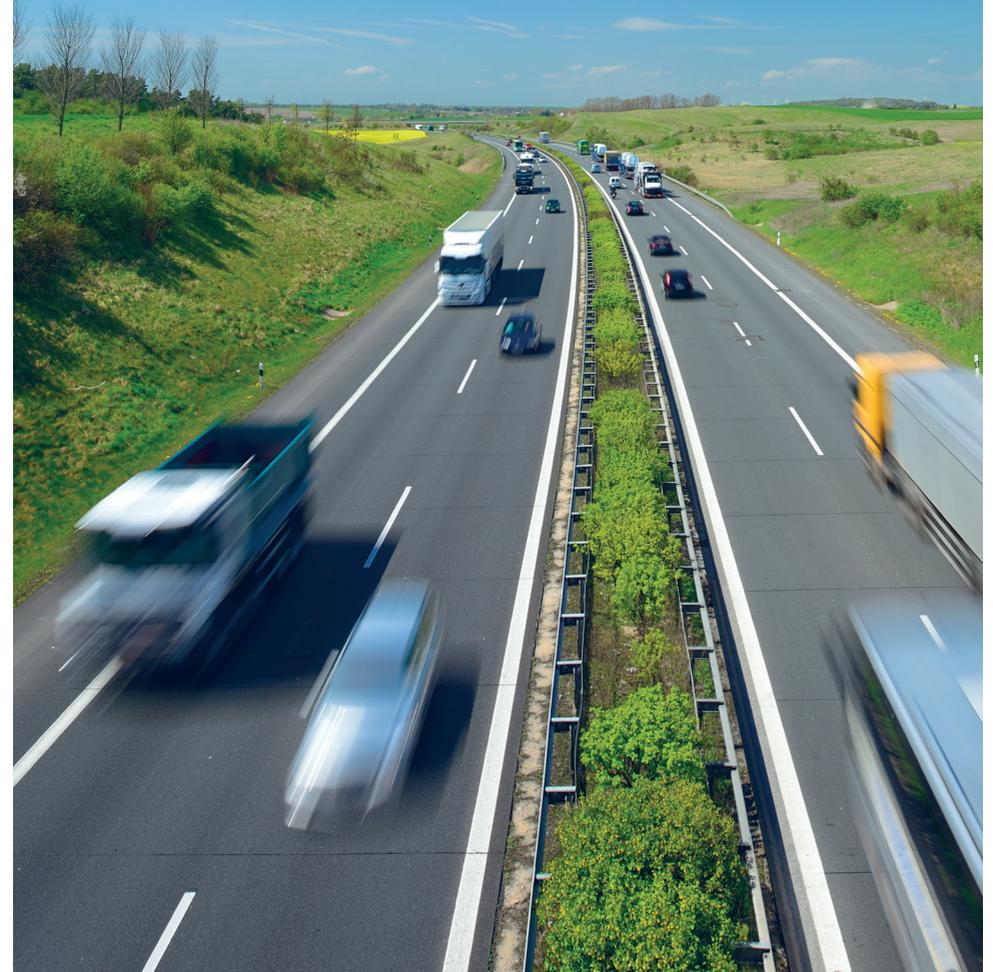
FINLAND

Micropolis
SEO
GASUM
Mustankorkea
Regional Council of
Central Finland



Bothnia Green Fuels

Stakeholders in northern Sweden and Finland agree on why heavy traffic should use renewable fuels and we have a plan for how to make it happen. We want to create the prerequisites for a corridor of green multifuel filling stations in Sweden and Finland – and to improve the potential for hauliers to replace their vehicles. BioFuel Region is continuing to drive the realisation of the project idea from the CEF application “Bothnia Green Fuels” 2016.





Moving forward with renewables

After the successful BioGaC* project, we are working now on finding funding to convert heavy vehicles to renewables. The goal is to provide heavy vehicles with access to green multifuel filling stations in northern Sweden and northern Finland – and eventually all the way to the Mediterranean Sea.

This would help to reduce emissions in 13 municipalities along the TEN-T Core Roads in northern Sweden and Finland. The project's goals and proposals for action are an important step towards implementing the directive on alternative fuels for infrastructure.

* Read more at biogac.eu

THERE IS A DEMAND FOR THE GREEN CORRIDOR

The County Administrative Board in Västerbotten has conducted an interview study which demonstrates that hauliers from northern Sweden are well aware of their role in emissions and air quality. But hauliers do not see how they will be able to achieve the policy objectives for 2030 and 2050.

“Nah, it's not going to happen, not as things stand today”, the haulage contractors say.

The hauliers' margins are too small today for them to take the risk involved in switching to a vehicle with other fuels than diesel. To dare to invest, they need a well-developed filling station infrastructure and clients that recognise the added value of transports with a lower climate impact.

PROJECT SCOPE

The main target groups are carriers, buyers of carrier services and fuel suppliers, but transport authorities at local, regional, national and the EU level are also important.

Decision-makers need to understand the barriers and opportunities – as well as their own role in facilitating the transition to alternative fuels. There must be political incentives for long-term tax rules, requirements for reduced emissions from customers and filling stations for renewable fuels.

“The work with Bothnia Green Fuels should be able to both improve filling station infrastructure and increase the number of vehicles”, says Anna Säfvestad Albinsson, project manager at BioFuel Region. “This, in turn, can quickly reduce emissions of carbon dioxide.”

FOUR STEPS TO SUCCESS

- ▶ To reach the goal, we propose to build green multifuel filling stations in eight locations in Sweden and five locations in Finland, where we provide access to compressed and liquefied biogas/natural gas, ethanol (ED95) and hydrogenated vegetable oil (HVO)
- ▶ Then we want to roll out a regional test fleet of at least 100 heavy vehicles powered by biogas/natural gas or ED95
- ▶ In parallel, we need to increase awareness of the opportunities and benefits of lorries powered by these alternative fuels. This is a significant challenge since diesel use is deeply rooted in the industry.
- ▶ We also want to examine how the heavy vehicle sector can be converted to renewables in the most effective way through collaboration between the public and the private sectors and how development of infrastructure and new vehicles can be funded in the long term.