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Actualités du biodiésel

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Nouvelles du Conseil québécois du biodiésel (CQB)

▪ Nouveau membre régulier : Soya Excel



Le Conseil québécois du biodiésel est fier d'accueillir l'entreprise Soya Excel à titre de nouveau membre régulier. Soya Excel est une entreprise fondée en 1999 dont les actionnaires sont M. Richard Williams, M. Alain Lafrance, et M. Pierrot Brosseau. Située à Beloeil, elle produit 6 millions de litres d'huile de soya par année sur un potentiel de 10 millions de litres. Sa production actuelle de tourteau de soya issue de la trituration est de 30 000 tonnes métriques par année. Cette entreprise se démarque depuis plusieurs années dans le monde de l'alimentation animale par l'uniformité et la stabilité de son produit et elle a, depuis plusieurs mois, commencé l'approvisionnement d'une usine de biodiesel où il a été constaté que la qualité du produit convenait fort bien à cette industrie. www.soyaexcel.com

▪ Nouveau membre associé : Société de transport de Laval



Le Conseil québécois du biodiésel est fier d'accueillir la Société de transport de Laval comme nouveau membre associé. Créée en 1971, la Société de transport de Laval est administrée par une équipe de sept administrateurs qui siègent au conseil d'administration. Plus de 747 employés travaillent pour s'assurer que ses 237 autobus, parcourant plus de 14,5 millions de kilomètres par année, soient au rendez-vous. La STL offre un réseau de 1 340 kilomètres couvrant l'ensemble du territoire de Laval. Desservie également par trois stations de métro de la Société de transport de Montréal (STM), on retrouve quatre gares de train de banlieue, coordonnées par l'Agence métropolitaine de transport (AMT), qui accueillent chaque jour des résidents de la couronne Nord vers Montréal.

La STL est une entreprise performante, reconnue comme un leader dans son domaine. De plus, elle contribue activement à la promotion et au développement du transport durable sur le territoire lavallois. Ses employés sont mobilisés et utilisent des outils à la fine pointe de la technologie afin d'offrir un service de qualité qui répond aux besoins de mobilité et d'information de la clientèle. Ses activités se font avec un souci constant d'amélioration de son efficacité énergétique et de réduction de son empreinte écologique. La STL a développé et maintient, avec l'ensemble de ses alliés gouvernementaux et ceux de la communauté lavalloise, des partenariats lui permettant de s'assurer d'un financement stable de ses investissements et de l'exploitation du service, et de participer activement à la planification et au développement de la collectivité. www.stl.laval.qc.ca

▪ Joyeuses fêtes !

En mon nom personnel et en celui de tous les membres du conseil d'administration du Conseil québécois du biodiésel, je souhaite vous exprimer mes meilleurs vœux pour la période des fêtes. Veuillez prendre note que nos bureaux seront fermés du 24 décembre 2010 au 2 janvier 2011 inclusivement.

Geneviève Bolduc, Directrice générale

Actualités canadiennes

▪ Biocarburants avancée au Canada : le futur c'est aujourd'hui! (30 novembre 2010)

La publication aujourd'hui d'un bulletin sur l'industrie canadienne des carburants renouvelables prouve que l'utilisation de l'éthanol et du biodiesel au Canada apporte des résultats économiques

Pour faciliter l'identification des informations les plus innovantes ou percutantes contenues dans le bulletin du CQB, nous utiliserons dorénavant le pictogramme (illustré à gauche) pour vous indiquer les parties les plus intéressantes dans les différents articles proposés dans le bulletin.



Avertissement : Veuillez prendre note que les articles de ce bulletin ne sont proposés qu'à titre informatif seulement et le fait de les référencer ne constitue en aucun cas l'endossement de leur contenu de la part du Conseil québécois du biodiésel.

et environnementaux réels. Il montre également que le Canada « trace désormais la route dans le développement et la commercialisation des biocarburants avancés, ce qui promet encore plus d'avantages pour notre économie et notre environnement. » Le bulletin publié par l'Association canadienne des carburants renouvelables, intitulé « Au delà du pétrole : assurer notre avenir énergétique, » est la première étude nationale complète sur l'état de l'industrie nationale des biocarburants. « Qu'il s'agisse de création d'emplois ou de baisse des niveaux de GAS, le secteur canadien actuel des biocarburants a réellement tenu ses promesses, » a indiqué Gordon Quaiattini, président de l'Association canadienne des carburants renouvelables. « Nous sommes désormais uniquement placés pour devenir un chef de file mondial en production de biocarburants avancés et en commercialisation de technologies de biocarburants avancés de nouvelle génération. Pour les biocarburants avancés au Canada, le futur c'est aujourd'hui. » Le bulletin indique que dans les cinq dernières années, 2,3 milliards de \$ ont été investis dans la construction de nouvelles installations de production de biocarburants au Canada, représentant une capacité productive canadienne de près de 2 milliards de litres par an. La construction d'installations de biocarburants a généré approximativement 3 milliards de \$ d'activité économique. Le secteur des biocarburants a également augmenté l'assiette fiscale aux niveaux régional, provincial et fédéral de 1,5 milliards de \$ par an. Les biocarburants canadiens ont également un impact écologique significatif. Sur une analyse de cycle de vie, l'éthanol au Canada a réduit les GAS de 62% par rapport aux combustibles fossiles classiques, alors que le biodiesel les a réduits d'un remarquable 99%. L'industrie canadienne est sur le point de commercialiser pas moins de quatre technologies de nouvelle génération en éthanol, aussi bien que plusieurs nouveautés en biodiesel. De plus, une diversité de biocarburants avancés prend forme. Par exemple, le secteur forestier canadien est sur le point de devenir un chef de file mondial en récupérant la biomasse des rebuts de bois et des sous-produits pour fabriquer des carburants renouvelables. De même, une série d'autres technologies se montrent prometteuses dans la production de biocarburants dérivés de charges d'alimentation de biomasses diverses telles que les épis de maïs, le panic raide, la paille, les déchets municipaux et les algues. Afin de profiter des occasions offertes par les biocarburants avancés, l'ACCR invite le gouvernement fédéral à créer une nouvelle mission interservices sur les combustibles biocarburants avec des fonctionnaires responsables de services fédéraux clés sous surveillance du Conseil des ministres. Ce groupe serait au cœur du développement et de la coordination des politiques du gouvernement fédéral, et insisterait sur la redevabilité et sur les résultats concrets des politiques mises en place. (Diffusé sur [Marketwire](#))

- **Saskatchewan – La recherche sur le biodiésel montre des résultats positifs** (13 décembre 2010)

Nous avons reçu les résultats d'un projet de démonstration du biodiesel d'un an entrepris par le Conseil de recherche de la Saskatchewan (SRC) avec l'appui de Ressources naturelles Canada (RNC) dans le cadre de l'Initiative nationale de démonstration du diesel renouvelable (INDDR). Cette étude avait comme premier objectif d'évaluer l'efficacité de mélanges de biodiesel dans le secteur agricole avant d'appliquer le règlement proposé sur les carburants renouvelables qui exigerait une moyenne annuelle de deux pour cent de contenu renouvelable dans le carburant diesel. Au cours de la période de démonstration de 16 mois, d'août 2009 à novembre 2010, huit producteurs agricoles ont fait fonctionner leur équipement avec un mélange de diesel et de biodiesel à base de canola pour établir si ce mélange de carburant nuisait au rendement des moteurs. Au total, ils ont utilisé plus de 30 000 litres de biodiesel pur pour produire des mélanges de biodiesel de B2 à B10 qui ont été consommés durant plus de 18 000 heures d'opération. « Les projets de ce genre représentent une étape importante dans la création d'un processus d'intégration harmonisé du diesel renouvelable au marché des carburants canadien, a déclaré l'honorable Christian Paradis, ministre des Ressources naturelles. Le gouvernement du Canada appuie les biocarburants et les autres carburants de remplacement dans le cadre de son engagement à réduire nos émissions de gaz à effet de serre et de créer des emplois pour les Canadiens. » Le SRC a évalué 72 pièces de machinerie agricole, y compris des tracteurs, moissonneuses-batteuses et réservoirs de carburant sur la ferme. Les producteurs agricoles observés dans cette étude n'ont connu aucun problème de rendement ou d'entretien de leur équipement attribuable à l'utilisation de carburants contenant du biodiesel. Le carburant biodiesel a été surveillé de près et testé au Biofuels Test Centre™ du SCR de Regina, en Saskatchewan, pour en assurer une qualité convenable et constante durant tout le cycle annuel d'exploitation agricole. Que l'équipement ait été entreposé à l'intérieur ou à l'extérieur et que son réservoir de carburant ait été plein ou presque vide durant la saison morte, l'étude a démontré que le mélange de carburant continuait de respecter les normes prescrites par l'Office des normes générales du Canada (ONGC) et par l'American Society for Testing and Materials

(ASTM). « Les fermiers de l'Ouest canadien font face à des conditions météorologiques extrêmes au cours d'une année, affirme Grant McVicar, directeur du Service de la conservation de l'énergie au SRC. Ce projet de démonstration a permis de confirmer qu'un biodiesel à base de canola, mélangé à un carburant diesel à très basse teneur en soufre, peut conserver sa qualité durant l'entreposage et peut être utilisé directement par les agriculteurs sans qu'il leur soit nécessaire de modifier leurs méthodes d'opération et sans que les agriculteurs ou distributeurs de ce carburant aient à résoudre des problèmes d'utilisation. » L'étude indique que l'utilisation du biodiesel jusqu'au niveau B10 durant les mois les plus chauds et jusqu'au niveau B5 durant les mois les plus froids a peu de répercussions sur le fonctionnement normal du matériel agricole et n'exige pas nécessairement de changements aux méthodes d'entreposage à long terme du carburant, pourvu que le mélange soit conforme aux spécifications de température recommandées par l'ONGC. « Ce projet a démontré, en situation réelle, ce que plusieurs producteurs croyaient depuis déjà un certain temps, de dire Zenneth Faye, directeur exécutif de Milligan Bio-Tech Inc., à savoir qu'il est possible de produire un carburant renouvelable écologique de haute qualité à partir de graines de canola jugées inutilisables par l'industrie alimentaire et de l'utiliser durant toute l'année dans des mélanges servant à du matériel alimenté au diesel. » (Diffusé sur le site web de [Ressources naturelles Canada](#))

- **Ontario – Projet d'usine de biodiésel à Toronto** (15 décembre 2010)
With support from Invest Toronto, Energy Innovation Corp. has proposed to repurpose an 8,600 square-foot building into a biodiesel production facility with an initial annual output volume of 5 MMly (about 1.3 MMgy). Located in the downtown core in the port lands area, the future facility will be located on a site with existing ship, truck and rail transportation infrastructure that could be leveraged for feedstock sourcing and biodiesel marketing. According to Patrick Dwyer, EIC vice president of communications, the company is shooting for full operation by spring 2011. Locally grown flax seed initially would be the feedstock of choice for the planned facility. Utilizing a hybrid continuous flow/batch system, the company plans to extrude the flax seed into oil for biodiesel production and take the remaining meal for use as animal feed, or have it further milled into flour to be sold in the Ontario food market, according to Dwyer. "Everyone said you can't grow flax in Ontario," Dwyer said, adding that, through a partnership already established with an area farmer, EIC would have access to about 1,200 acres of flax. "We said we don't think that's true. Areas not too far from us used to be known as the flax capital of Canada 100 years ago before people started moving out to the prairies and different crops started to replace flax. We're looking to bring flax back and grow it ourselves or through partnerships." In addition to flax, EIC intends to use locally collected coffee grounds as feedstock. "The feedstock has to be viable and it can't just be a waste feedstock," Dwyer said. "It has to have value-added market potential." Potential customers for EIC's biodiesel are expected to be municipalities, fleet users or waste management companies. The proposed biodiesel production facility in Toronto will be privately funded and is one of eight similarly-sized projects planned in the next four to five years by EIC, according to Dwyer. He noted that EIC decided to deploy a string of small to mid-sized production facilities rather than building one large production plant because, "we don't want to run into the economic problems of having a large facility and having to find massive amounts of feedstock to keep it running and profitable," he said. According to the Canadian Renewable Fuels Association, as of November 4, Canada houses 12 operating biodiesel plants with a combined installed capacity of 200.9 MMly. In 2011, the country's demand will expand to over 650 MMly to meet projections based on the Canadian government's new regulation requiring diesel fuel and heating oil to contain at least a 2 percent biodiesel blend. According to Dwyer, "We're going to be in a weird deficit relationship between Canada and the U.S. in that we'll be one of the U.S.'s largest exporters of fuel from the oil sands, but we'll end up in a situation where we'll have to import our own renewable fuel like biodiesel. One of the impetuses for creating this company was to sort of balance out this trade deficit." (Diffusé sur [Biodiesel Magazine](#))
- **Ontario – Le crédit de taxes américain apportera des revenus supplémentaires pour Biox** (17 décembre 2010)
Biox Corp, a Canadian biodiesel producer, said it could add about C\$3.5 million to revenue on products sold in the third and fourth quarters, as a result of the reinstatement of the biodiesel tax incentive. Biox, which posted losses in the third and fourth quarters, had said in July the delay in reinstating the U.S. biodiesel tax incentive -- which expired in December last year -- would hurt results. Biox said the tax incentive, passed into law on Friday, will strengthen its earnings and cash position in first quarter of 2011. The incentive gives companies that blend biodiesel with petroleum diesel a \$1 refundable tax credit for each gallon of biodiesel blended in the United States. The act includes provisions for the reinstatement of the biodiesel tax incentive

through to Dec. 31 next year and makes it retroactive to Jan. 1, 2010. Shares of the Toronto-based company, which have shed about 26 percent since it forecast losses in July, closed at C\$1.11 on Friday on the Toronto Stock Exchange. (Diffusé sur [Reuters](#))

Actualités internationales

• États-Unis (Illinois) – Un terminal de la région de Chicago offrira bientôt du biodiésel (1^{er} décembre 2010)

Beginning later this month, Renewable Energy Group Inc. will offer its branded REG-9000 biodiesel for splash blending at a Kinder Morgan terminal site near Chicago, in Agro, Ill. According to Jon Scharingson, REG's director of marketing, the new terminal will expand REG's downstream capabilities that will allow petroleum marketers to continue to supply biodiesel to a healthy B11 market. Illinois has excise tax abatement for biodiesel blends of B11 or higher sold in the state, which is in effect through Dec. 31, 2013. Created in 2003, the sales tax incentive provides a partial sales tax exemption of 20 percent on biodiesel blends from B1 to B10. Blends above B10 receive a total exemption from the state sales tax of 6.25 percent, effectively creating an Illinois-specific market for B11. "Illinois petroleum distributors blend more biodiesel than any other state due to the B11 incentive," Scharingson said. "Kinder Morgan's Agro terminal is one of the most active terminals in the state of Illinois. REG is excited to offer its customers the opportunity to pull transport loads from this terminal." The Kinder Morgan terminal is equipped to handle large volumes of various fuel and chemical commodities that feature a total storage capacity of nearly 2.5 million barrels from 218 tanks with each tank having a storage capacity range between 50,000 to 80,000 barrels. Located along the shore of Lake Michigan, the terminal has access to multiple forms of land and water transport. REG expects biodiesel from its two production facilities in Seneca and Danville to be the primary suppliers for the new terminal location. (Diffusé sur [Biodiesel Magazine](#))

• États-Unis (Californie) – Approbation d'un projet d'usine de biodiésel au Port de San Francisco (8 décembre 2010)

The Port of San Francisco may be the new home to a 10 MMgy biodiesel production facility. After nearly two years of multiple reviews and environmental analysis assessments, the Port Commission of San Francisco approved a proposal by Darling International to convert part of a tallow rendering plant into a biodiesel facility. In 2006 there was interest in biodiesel, according to Richard Berman, regulatory specialist for the real estate division of the Port of San Francisco. At the time, Darling International was sending tallow products off to cosmetics and soaps manufacturers, and then the company proposed to divert some of that to biodiesel, Berman said. "We agreed upon a set of terms for them to modify their lease, which would allow them to make biodiesel." The Port initially approved the project, but due to objections by members of the community, the process was stalled. "It was not an objection to the proposed project," Berman said, but rather to the process, "which they felt was a little quick for a project of this size." After roughly a year-long review process that started nearly two-and-a-half years later, "We got through all of that reanalysis, and the determination was that there would be no significant environmental impact or no additional required mitigation." During that time, Darling also hired a health risk consultant over concerns of odorous emission from the tallow. The consultant developed a sampling and analysis plan and a health risk assessment. The plan was then reviewed by several members of the community including staff from the Port, the city, the department of public health and others. Berman said, "After everybody agreed to the analysis, Darling conducted the sampling and analysis and the health risk assessment, and the results were really quite good—and reassuring." Essentially, the results showed there were no significant risks associated with exposure to odorous emissions, Berman said. "Darling took a good-faith step with being a good neighbor here," he added, "and generated some really novel data." Now, although Darling has no obligation to produce biodiesel under the approved amendment, Berman said the Port Commission is hopeful that any biodiesel produced at the facility will be blended and consumed in the community. "There has been some talk of a fuel dock for biodiesel for water vessels," he said. "That was our primary, next step, but we are still working on that." The facility will remain in the current Darling location located on Pier 92, in an industrial setting. "Darling International's expansion into a biodiesel production facility at Pier 92 is another example of the commitment San Francisco is making to ensure a clean energy future," Mayor Gavin Newsom said of the possible plant. "With this facility, we will be able to transform a locally generated waste into a low-carbon fuel to power local vehicles and create

local green jobs. It doesn't get much greener than that." A local ferry fleet that provides tours of the Bay currently uses B20 for all passenger vessels, and 98 percent of San Francisco and the county's diesel fleet operates on a biodiesel blend, roughly 1,600 vehicles. Port executive director Monique Moyer said the project is consistent and supportive of the city's policies "to increase the recycling value of fats, oils and grease and promote the use and availability of alternative fuels." (Diffusé sur [Biodiesel Magazine](#))

- **États-Unis (Arkansas) – OGM méthanogène pour la digestion de la glycérine** (15 décembre 2010)

A researcher at the University of Arkansas has created the first methane-producing microorganism that can metabolize complex carbon structures. The project could lead to the development of a microbial process to recycle waste products, such as glycerin from biodiesel plants, into a renewable form of natural gas. According to David Lessner, an assistant professor of biological sciences who is leading the research, the project focused on methanogens, which are methane-producing anaerobic microorganisms. "These are microorganisms that grow only in anaerobic—or oxygen free—environments, but they are found in very diverse environments," he said. "They grow by producing methane gas as an end product." One of the primary limitations of methanogens in methane production is that they are only able to digest a very limited range of substrates, Lessner said. To produce methane in nature, these microorganisms must work in a consortium with other microorganisms that break down complex carbon sources into compounds they can consume. The basic premise of the study, Lessner continues, was to provide a methanogen microorganism with the genetic ability to break down more complex compounds and produce methane. The research conducted by Lessner and his colleagues focused on a strain of methanogen known as *Methanosarcina acetivorans*. According to Lessner, this particular strain was used because it can naturally consume more substrates or chemicals than most other methanogens. "But, it's still limited," he continued. "We thought it would be a good platform to begin adding to the catabolic capabilities of the organisms, so we used that as our starting microorganism." The project involved isolating a gene from a strain of bacteria that is able to consume a wide range of substrates, but cannot produce methane. The gene was transferred from the bacteria to the methanogen. "We were able to show that the methanogen could recognize that gene and make the enzyme, and then that allowed the methanogen to consume more complex esters and convert them into methane gas, where the original parent strain is unable to do so," Lessner said. While Lessner noted it is not feasible to genetically modify methanogens to the extent that they could be used to convert complex mixes of biomass feedstocks into renewable methane, he notes that it might make sense to specifically modify the microorganisms to convert specific biorefining waste streams into methane, which could then be used as renewable natural gas. One specific example of this type of application is the conversion of glycerin coproduced at biodiesel plants. The next step in the research will involve further modifying the methanogen to digest more slightly more complex substrates. In addition to investigating the potential for renewable natural gas production, Lessner said the research his team is conducting might provide technology developers with new insight into the use of methanogens in industrial processes. While the use of bacteria in industrial processes has been widely studied and is well understood, there has been much less investigation regarding the use of methanogens in industrial processes. (Diffusé sur [Biodiesel Magazine](#))

- **États-Unis (Tennessee) – Des recherches démontrent que les ultrasons réduisent la formation de précipités** (8 décembre 2010)

Researchers at Oak Ridge National Laboratory have discovered that treating biodiesel with a high-intensity dose of ultrasonic energy can remove and prevent the formation of precipitates. The project, led by Michael Kass, a researcher in ORNL's Energy and Transportation Science Division, could help overcome one of the primary problems associated with the use of biodiesel in cold climates. The project was funded internally by ORNL through \$20,000 in seed money. Although the project included small-scale preliminary work, Kass said the results have been very intriguing. Precipitates form in biodiesel when the temperature of the fuel drops to near the cloud point. Although they are not visible, Kass said that those precipitates remain in the fuel even when its temperature increased. In other words, they do not reabsorb into solution. "There are still there," Kass said. "They cause issues with filter plugging and other concerns." Robert McCormick, a principal engineer with Golden, Colo.-based National Renewable Energy Lab, provided Kass and his team with a paper that summarized the latest work on precipitates. The resulting experimentation revolved around ultrasonically treating soy-based biodiesel samples to determine the effect on precipitates. "It's a very simple experiment," Kass said, noting that it addressed both preventative precipitate treatment and rehabilitative precipitate treatment.

Untreated biodiesel was placed in a beaker and treated with an ultrasonic probe. The sample was then tested under ASTM D6162 to measure filtration time. The results of the initial treated sample showed improvement over the untreated sample. The sample was then spiked with precursors to precipitate formation and refrigerated to drop the temperature. A portion of the sample was then treated with the ultrasonic probe. The study found improved filtration test times with the treated sample. In fact, Kass said the amount of precipitates dropped to nearly the same level as the initial sample. Since ultrasonic treatment results in localized heating, the researchers also did a control experiment where a biodiesel sample was heated to the same temperature, but without ultrasonic treatment. "When you just heated it up, it did not improve the filtration time," Kass said. "We know that ultrasound can create localized heating at an interfacial boundary, and if an interfacial boundary exists between the precipitate and the bulk fluid, that would be a point of localized heating, and we thought if we have localized heating, then perhaps we can get that stuff to go back into solution without having to heat the whole sample up, potentially to high temperatures," Kass said. Although the research did not address the potential impact of ultrasonic treatment on cloud point, Kass said that, in theory, it should. "The other advantage is that if you can [heat the molecules] locally, you can also theoretically keep it from oxidizing as well," he continued. ORNL has filed a patent on the process. While Kass and his team are not currently working to further research into the process, he said that he thinks it would be good for someone to take the research to the next level. Additional members of the team include ORNL researchers Maggie Connaster and Samuel Lewis. (Diffusé sur [Biodiesel Magazine](#))

- **Suisse – BioPetrol achète Dutch Biodiesel** (1^{er} décembre 2010)
In Switzerland, BioPetrol has signed an agreement to acquire the entire issued share capital of Dutch Biodiesel BV. The transaction is subject to shareholder approval and the customary closing conditions being satisfied by BIOPETROL and Dutch Biodiesel shareholders. Dutch Biodiesel shares are held by Glencore (60%) and Argos Groep BV (40%). Following the satisfaction of these conditions, it is anticipated that the transaction will close before the end of December 2010. To underline their commitment, Argos and Glencore combined will buy additionally 7,433,499 existing shares of BioPetrol from majority stockholders. Dutch Biodiesel BV is a joint venture between Argos (40%) and Glencore (60%). With a facility in Rotterdam, Dutch is able to use multiple feedstock such as rapeseed oil and soybean oil, with a capacity of 250,000 t/a. A formal invitation to an extra-ordinary meeting of the shareholders of BIOPETROL will be published in the coming days. (Diffusé dans [Biofuels Digest](#))
- **États-Unis (Ohio) – La ville de Columbus lance un programme de récupération des huiles usées** (1^{er} décembre 2010)
In Ohio, the City of Columbus has initiated a waste cooking oil to fuel program, similar to the San Francisco program we previously reported on October 8, and for pretty much the same reasons. According to Columbus' website, the program was started because: " When residents improperly dispose of fats, oils and grease down the kitchen sink, it coats the inside of pipes and causes blockages. These blockages cause sewer back ups in homes and businesses, and they also create overflows into our streams and creeks. Since October of 2009, 92% of grease related overflows were due to improper grease disposal by residential customers. Each year, the City spends an average of \$1.5 million and 4,500 staff hours unclogging and cleaning waste water collection lines." The waste oil is then converted into biofuel for use in City vehicles – garbage trucks were specifically mentioned. (Diffusé dans [Biofuels Digest](#))
- **États-Unis (Nouveau-Mexique) – Nouveau centre dédié à la commercialisation des algues** (2 décembre 2010)
In New Mexico, Sustainable Resources has agreed to contract with OriginOil to plan and deploy the new Advanced Algae Center devoted to algae commercialization. The Center will be located on the site of the original Aquatic Species Program in Roswell, New Mexico. Once deployed in mid-2011, the Center will give algae researchers, engineers and producers a uniquely secure and unbiased environment to test their technologies and processes on a wide variety of algae species before commercial deployment. The planned Advanced Algae Center was once the headquarters for the US Department of Energy's Aquatic Species Program from 1978 to 1996. With its abundant sunshine and low production costs, the location offers an ideal setting for algae growth. (Diffusé dans [Biofuels Digest](#))

- **Espagne – Baisse de la production de biodiésel** (2 décembre 2010)
In Spain, biodiesel production during 2010 is seen at about 4.6 million metric tons, about 3% lower than the year before. The number of plants operating has fallen by 13% to 46 from 53 operating last year. Only about 10% of the country's installed capacity is actually being used with 75% of the facilities operating during the first quarter of 2010 'practically stopped' while roughly 60% of the biodiesel consumed nationally was imported. (Diffusé dans [Biofuels Digest](#))
- **Language commun pour l'industrie des algues** (3 décembre 2010)
The Algal Biomass Organization released its "Algal Industry Minimum Descriptive Language" document — the first attempt at establishing a "common language" for the algae industry. The document, which is intended to help facilitate life cycle analysis, unify research and spur the deployment of algae demonstration facilities, is currently available for viewing and public comment on the ABO website. "The absence of common descriptive language has led to a lack of harmony among technologists, researchers, life cycle analysis specialists and entrepreneurs as they evaluate and promote algae technologies," said Mary Rosenthal, Executive Director of ABO. The newly-released document was authored by the ABO's Technical Standards Committee chaired by Jim Sears of A2BE Carbon Capture. (Diffusé dans [Biofuels Digest](#))
- **États-Unis – SBI Energy publie le rapport "Specialty Pipelines for Renewable and Alternative Energy Substances"** (13 décembre 2010)
In Washington, SBI Energy has published a report on specialty pipelines on "Specialty Pipelines for Renewable and Alternative Energy Substances." Noting that since a number of renewable fuels can be corrosive and because of concerns regarding contamination, SBI Energy expects the specialty pipeline market to expand 30% per year, to reach \$3 billion worldwide by 2015. This includes CO2 pipelines, for such uses as enhanced oil recovery in Texas oilfields. Due to the corrosion inherent in either ethanol or CO2, this will provide a market for products not normally associated with say, petroleum pipelines, such as protective coatings, large diameter plastic and resin pipes, compressors and pumps designed for use with corrosives, as well as leak detection technologies. (Diffusé dans [Biofuels Digest](#))
- **États-Unis – Prolongation du programme de crédits de taxe pour les biocarburants** (17 décembre 2010)
Extrait : Washington, the US House of Representatives voted by a 277 to 148 margin to approve the Obama tax deal, which extends the ethanol tax credit through 2011, and retroactively extends the biodiesel tax incentive and the renewable diesel incentive through 2011. The bill also renewed the 54-cent tariff on Brazilian ethanol through 2011. The bill will now be sent to the President for signature. (Suite dans [Biofuels Digest](#); Autre [article](#) sur le sujet)
- **Thaïlande – Programme de B5 mis en veilleuse en raison de la pénurie d'huile de palme** (20 décembre 2010)
In Thailand, the government's B5 blending program has been put on hold due to a palm oil shortage with local supply only around 70,000 metric tons, compared to usual levels of around 120,000 tons. The country's production this year was seen at 1.7 million tonnes of crude palm oil this year, of which 1 million tonnes are used in the food industry, 600,000 tonnes for biodiesel and the rest for export. The country's current B3 program requires 900,000 tons of palm oil. (Diffusé sur [Biofuels Digest](#))