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# Actualités du biodiésel

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## Nouvelles du Conseil québécois du biodiésel (CQB)

### Renouvellement des abonnements

Le Conseil québécois du biodiésel est présentement en période de renouvellement des abonnements pour l'année 2011. Les membres ont tous reçu un avis de renouvellement et ils sont invités à mettre à jour les informations du formulaire puis le retourner par courriel à [genevieve.bolduc@biodieselquebec.org](mailto:genevieve.bolduc@biodieselquebec.org) ou par télécopieur au 418-338-1338. Merci pour votre collaboration!

## Actualités québécoises

### Rivière-du-Loup – Du biodiésel avec des résidus de porc (13 janvier 2011)

La Ville de Rivière-du-Loup compte produire du biodiesel à partir des résidus des entreprises de transformation de porc, soit Viandes du Breton, Aliments ASTA et Groupe CNP. Une nouvelle usine devra être construite tout près de celle qui produira du biogaz à partir des déchets putrescibles des particuliers. Si le projet se réalise, la nouvelle production serait encore plus rentable que le biogaz fabriqué par la future usine de biométhanisation. « Le potentiel est encore plus grand qu'avec le biogaz parce qu'on parle d'une possibilité de faire 10 millions de litres sous forme liquide et non sous forme de gaz comme le biogaz », explique le maire de la municipalité, Michel Morin. Les coûts de production du biodiesel pourraient représenter près de 0,40 \$ le litre. De plus, la construction d'une seconde usine près de celle qui fabriquera du biogaz offrira certains avantages. « Ce qu'il y a de particulier, c'est que les résidus de cette usine de biodiesel pourraient être transformés en biogaz. Donc, il y aurait une synergie à faire avec cette usine-là qui pourrait se situer à côté de celle de biométhanisation », ajoute le maire. La construction de cette seconde usine pourrait s'amorcer dès 2012. (Diffusé sur [Radio-Canada](#))

## Actualités canadiennes

### Saskatchewan – Clean Power Concepts acquiert les droits d'une technologie développée chez Pêches et Océans Canada (22 décembre 2010)

Regina, Saskatchewan-based Clean Power Concepts Inc. has obtained rights to exclusive patent technology capable of extracting protein to make aquaculture and other value-added feed products out of lipid sources from biodiesel production plants. Originally developed as a result of scientific research conducted by the Canadian Department of Fisheries and Oceans, CPC President and CEO Michael Shenher said the patented technology is ideal for extracting proteins from canola meal where it then can be converted into livestock, chicken and fish feed products and sold into those respective markets. Deploying the newly-acquired patent technology, according to Shenher, would be ideal for financially distressed biodiesel manufacturing refiners or existing producers running on a reduced capacity basis seeking additional revenue streams. "We believe that this is going to be able to change the economics of biodiesel production because it's going to significantly supplement the revenue from the canola crush operations," Shenher said. "There's a lot of interest right now in value-added agriculture and aquaculture feed products." Shenher noted that the company is open to exploring partnership opportunities with existing biodiesel producers to sublicense the patented technology, both in North America and internationally. He said that the company has targeted potential opportunities in South America. "I would expect that we'll have [the technology] commercialized by the end of 2011 at the very latest," Shenher said. In addition to potential partnership deals, according to Shenher, the company intends to deploy the newly-acquired patented technology within its existing



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.

biodiesel production plant in Regina, a 20 MMly canola-based refinery operated by CPC's subsidiary General Bio Energy Inc. Although the plant has been idle for nearly a year, Shenher said the patents should revitalize its own canola operations significantly. Additionally, he said, plans are in the works to build a large-scale canola crush plant in a decentralized location away from its production plant in Western Saskatchewan to supply canola-based biodiesel producers canola oil feedstock. "The economics have been very strong in canola processing, and so we've continued to crush canola and have significantly grown our canola crushing enterprise," Shenher said. "We see that the fundamentals seem to be turning around more in favor of biodiesel again." Shenher added that he expects the recent tax package signed into law by President Barack Obama on Dec. 17 to be a catalyst for driving more growth in the canola oil markets. "I think it's only going to make the strong demand for our canola oil even stronger." (Diffusé sur [Biodiesel Magazine](#))

- **Alberta – Relocalisation d'une usine de biodiésel du Michigan en Alberta** (20 décembre 2010)

Alberta, Canada may soon be home to a pennycress-to-biodiesel plant. A project initiated by All Peace Industries and its owner, farmer Stan Peacock, is seeking to relocate an existing 17.5 MMgy biodiesel plant from Warren, Mich., to a location in the High Prairie region of northwestern Alberta. The idle facility is currently owned by The Power Alternative Inc. According to TPA President Jim Padilla Jr., the pennycress project began when Peacock began investigating the use of the plant as a biodiesel feedstock. A biodiesel research project recently undertaken by Alberta Environment and a local university inadvertently included some pennycress oil in a batch of biodiesel. According to Padilla, pennycress grows as a weed in Alberta. Some of the plant's seeds were picked up during the canola harvest and were included in oil used as biodiesel feedstock in the research. The resulting fuel showed superior cold flow capabilities, and spurred local interest in cultivation of the crop as a biodiesel feedstock. The High Prairie region has also been experiencing a drought in recent years, which has reduced the yields of locally planted canola crops. Since pennycress can be grown on marginal croplands, it may offer local farmers an alternative to canola cultivation. While the Alberta project is still pursuing financing opportunities, Padilla estimates the plant could be up and running within six to nine months. That timeframe is based on TPA's initial experience installing the plant in Michigan. "We started installing in January of 2008, were making spec fuel in April 2008, got our permitting completed in June 2008, and started selling in July," he said. Using that timeline as a basis, Padilla projects the Alberta plant could be complete during the third or fourth quarter of 2011. TPA will serve as a partner for the project. "We're already in partnership with All Peace as far as developing the pennycress feed and the potential for it," Padilla said. TPA is also actively pursuing a pennycress-to-biodiesel project in Michigan. "We've been working with a nonprofit called StartDetroit.org to develop pennycress as a potential urban farm crop," Padilla continued. According to Padilla, research conducted by both Michigan State University and the University of Detroit Mercy has studied the viability of roadside cropping and urban farming of pennycress. One interesting finding so far has been that pennycress shows potential as a remediating crop to help remove heavy metals from contaminated soil, Padilla said. "We already have crops planted, but it's on the scale of only a few acres," Padilla continued. "We are planning to put more acreage in this spring and gradually over the next few years grow that up to substantial levels." If the project goes as planned, TPA will bring 1 MMgy to 2 MMgy gallons of biodiesel capacity online to produce fuel. Padilla estimates that urban pennycress farming could supply 30 to 50 percent of the facility's feedstock needs, maybe more if research shows it is possible to complete multiple harvests each year. (Diffusé sur [Biodiesel Magazine](#))

- **NX Global investit au Canada** (12 janvier 2011)

NX Global Inc. has received a \$100 million funding commitment from a private U.S.-based organization. The financial support will be used to purchase property and fund construction on a waste-to-energy and algae facility in Canada. The project will be constructed and built by NX Global's subsidiary, Applied Concepts for Energy Corp. According to Norm Birmingham, spokesman for NX Global and ACEC, the Canadian project will be constructed at the site of an old paper mill. The project is a combination of waste disposal and algae production, Birmingham said. The facility will take in municipal solid waste. The waste is separated and the organic material is composted through a patented anaerobic digestion process, producing black dirt in seven days. "At that point we have to add some other dirt back in with it because it's too strong," Birmingham said. "The fourteenth day we are able to package it and sell it." Carbon dioxide that results from the composting portion of the project is used to fuel algae production. "The algae component of the project has two parts to it," Birmingham said. The intent is to

produce both blue-green algae and a species of red algae. The blue-green algae will be used as a feedstock for biodiesel production, while the red algae will go to produce a fish oil replacement. The development plan for the project currently calls for the establishment of 100 acres of algae production. "We're trying to decide if we are going to use an outside environment," Birmingham said. "We have two methods that we use in various scenarios. One is a bag that basically hangs in a greenhouse. They are 12 feet high and we are able to produce several thousand gallons per acre using that particular method. Everything is closed loop and each acre has its own harvesting method...and water supply. So, if anything goes bad, we are only going to lose one acre. That method seems to work very well for the faster-growing algae that are used to produce the lipids for making biodiesel." According to Birmingham, he is expecting to have the Canadian project fully permitted by the end of March. The facility will take between 9 and 12 months to develop once permits are in place. The company is also working to develop a similar project in U.S. A portion of the \$100 funding commitment could be used to fund the acquisition or lease of a 2 million square-foot greenhouse in Virginia. The greenhouse, which has been vacant for approximately 2 years, operated for nearly 2 decades growing food and bedding plants. Birmingham estimates the Virginia project could be operational 4 to 6 months after the greenhouse is bought or leased. Birmingham said that his company will not be producing biodiesel at either of its planned sites. Rather, algae feedstock will be supplied to existing biodiesel producers. While he said contracts will determine whether dried algae or extracted algae oil is supplied to biodiesel producers, NX Global prefers to provide dried algae. "Our goal is to preferably just to dry it, and bale it, and send it off, and let [the purchasers] take care of the final productions and whatever method of their choice to get the lipids out," Birmingham continued. The funding commitment received by NX Global requires the guarantee of a business with a BBB credit rating or a local, provincial or federal government entity in Canada. According to the company, it is diligently working on these requirements and does not presently expect any difficulty meeting them as local governments have expressed a willingness and ability to meet these requirements and participant in the ownership of the waste facilities. (Diffusé sur [Biodiesel Magazine](#))

▪ **Manitoba – La ville de Brandon vend ses équipements de production de biodiésel** (26 décembre 2010)

The City of Brandon is saying goodbye to its biodiesel processor. Getting the proper licensing from Manitoba Labour to run the processor proved too expensive and time-consuming, said Rod Sage, Brandon's director of operational services. The city hopes to sell the equipment and recoup its \$50,000 investment. "It was built in Rapid City by Celtic Power and Machining and they commissioned it out there and everything was running good," Sage said. "We brought it in here (to the Eastview landfill) and in order for us, the city, to hook everything up, we're now faced with a few obstacles that we weren't aware of." At least another \$50,000 would be needed just to secure designs and then seek the proper licensing. Sage said it's hard to justify spending that much when the city doesn't even know if it will get provincial approval to run the processor. "There may be additional changes in the design, there may be additional drawings required... To go back and spend \$50,000 on something that may or may not pan out, I'm not prepared to keep putting money into a project that may not work," Sage said. Another problem the city has run into is that there is no immediate use for the refined fuel. With the Brandon's only "french fry" bus written off in an electrical fire last summer and most of the other suitable pieces of landfill machinery and the city's new fleet of transit buses still on warranty, the city was left scratching its head on what to do with the end product. "We're not about to use a biofuel product in a brand-new engine that may compromise the warranty," Sage said. Ryan Kiesman, owner of Winnipeg-based Grease Man Jack, has been working with Brandon for the past several months to get rid of the stockpile of oil the city has not been able to process. He has committed to taking on the free pickup of used cooking oil for those restaurants that were part of the program. "I refine it and process it and it's going into animal feed," Kiesman explained. "I sell my product back to farmers." A similar Winnipeg business, Recycoil, also provides the same service. Sage doesn't look at Brandon's aborted attempt to produce its own biofuel as a failure. He said the city still hopes to use biodiesel somewhere. "For example, the City of Calgary uses a blended biofuel in some of their vehicles out there... Those are some things we could look at. We might not necessarily now be in the business of producing the fuel, but we would definitely be looking at options." (Diffusé sur [Winnipeg Free Press](#))

- **Chine – La Chine exempte de taxe à la consommation les biodiésels** (26 décembre 2010)

La Chine a exempté de taxe à la consommation les biodiesels purs fabriqués à base de déchets gras animaux et d'huiles végétales, selon le ministère des Finances et l'administration d'État des taxes. Cette nouvelle mesure est effective rétroactivement, à partir du 1er janvier 2009, et les taxes déjà payées seront remboursées, a annoncé le ministère des Finances sur son site Internet vendredi. Cette initiative vise à développer le secteur des énergies renouvelables, à limiter la demande en pétrole et à protéger l'environnement, selon le communiqué. La mesure devrait, selon les estimations, permettre aux producteurs de biodiesel d'économiser 900 yuans (135,14 dollars) par tonne. Elle devrait par ailleurs rendre ces producteurs plus compétitifs sur le marché des carburants et limiter les cas d'huiles de cuisson réutilisées (qui deviennent toxiques) afin de garantir la sécurité alimentaire. (Diffusé sur [French.China.org.cn](http://French.China.org.cn))

- **Belgique – Bruxelles livrera en juillet son analyse sur les changements d'affectation des sols** (22 décembre 2010)

La Commission européenne a annoncé, mercredi, qu'elle « présentera au plus tard en juillet 2011 » son analyse sur la prise en compte du changement d'affectation des sols dans l'évaluation de la durabilité des biocarburants. Bruxelles s'exprimait à l'occasion de la publication d'un rapport sur le sujet. Cette analyse pourra être « le cas échéant accompagnée d'une proposition législative concernant la modification des directives sur les énergies renouvelables (ENR). Cela pourrait se traduire par le relèvement du seuil minimal d'économies de gaz à effet de serre applicable pour les biocarburants », annonce la Commission. En effet, la directive ENR prévoit que les biocarburants promus par Bruxelles doivent remplir des critères contraignants en termes de réduction des gaz à effet de serre. Le rapport publié mercredi « admet que les changements indirects dans l'affectation des sols peuvent atténuer les réductions d'émissions de gaz à effet de serre associées aux biocarburants ». Cette prise en compte du changement d'affectation des sols vise notamment à « empêcher la conversion de zones de grande biodiversité et de puits de carbone, tels que forêts et zones humides », annonce Bruxelles. Concrètement, la Commission veut éviter par exemple que la culture de colza en Europe pour le biodiesel ne conduise à des importations de compensation d'huile alimentaire, lesquelles peuvent être issues de cultures non durables. (Diffusé sur [La France Agricole](http://La France Agricole))

- **Suède – Volvo Trucks vise un fonctionnement avec 80% de biogaz et 20 de biodiésel** (10 janvier 2011)

Volvo Trucks, qui a effectué des tests de terrain avec des moteurs utilisant un carburant composé à 70 % de gaz et 30 % d'un mélange de biodiesel, vise un fonctionnement avec 80 % de biogaz vert et 20 % de biodiesel vert utilisé comme agent de combustion, ce qui permettrait de diminuer de 80 % les émissions de dioxyde de carbone par rapport à un diesel traditionnel. Explications. Le constructeur suédois de camions Volvo Trucks considère le gaz comme l'alternative au pétrole la plus envisageable pour alimenter les moteurs diesel. Le gaz possède en effet un immense potentiel et constitue une passerelle vers une utilisation plus répandue du biogaz, combustible respectueux de l'environnement. « Le gaz nous offre une opportunité unique de nous atteler de manière adéquate au problème le plus urgent : la réduction des émissions de dioxyde de carbone », déclare Lars Martensson, directeur des affaires environnementales chez Volvo Trucks. Dans l'industrie du transport, qui dépend à 97 % du pétrole, il est aujourd'hui indispensable de trouver des carburants alternatifs. L'une des options que beaucoup d'experts considèrent comme la plus prometteuse est le gaz naturel. « Le gaz naturel fait partie des différentes options envisageables. Il peut s'avérer plus efficace que le pétrole car son utilisation génère moins d'émissions de dioxyde de carbone », déclare Magnus Swahn, président de Conlogica, cabinet-conseil qui travaille sur le développement de solutions logistiques durables. En effet, la combustion du gaz naturel qui se compose principalement de méthane, émet un taux de dioxyde de carbone de 30 à 50 % inférieur à celui du pétrole et un taux d'oxyde d'azote environ 40 % inférieur. De plus, à la différence du pétrole, le gaz naturel ne rejette ni soufre, ni métaux lourds ou cendres dans l'atmosphère. Toutes les réserves de gaz naturel présentes sur Terre n'ont pas encore été recensées mais celles qui ont été découvertes sont bien plus importantes que les réserves de pétrole cartographiées sur la planète. Le passage au gaz naturel pourrait nous libérer de notre dépendance au pétrole, et permettrait de réduire considérablement l'impact de l'industrie du transport sur l'environnement. « Toutefois, si la combustion intervient

avec un rendement énergétique plus faible dans un moteur quatre temps, cet avantage est réduit à néant », souligne Magnus Swahn. Le constructeur suédois de véhicules commerciaux Volvo a conscience de ce fait : « Le rendement énergétique du moteur diesel dépasse de 30 à 40 % celui des véhicules actuels alimentés au gaz et utilisant la technologie à allumage par bougie, selon le cycle d’Otto », explique Lars Martensson, directeur des affaires environnementales chez Volvo Trucks. Le méthane-diesel, utilisation combinée du gaz et du diesel, est une technologie énergétique porteuse d’énormes espoirs pour Magnus Swahn. L’énergie principale provient du méthane, mais une petite quantité de gazole fait office de « bougie d’allumage sous forme liquide » afin d’enflammer le gaz. De plus, l’utilisation du gaz liquéfié à la place du gaz comprimé permet de bénéficier d’une autonomie bien plus importante. « Cette solution est extrêmement séduisante. Elle offre toute l’efficacité énergétique du moteur diesel associée aux faibles émissions du méthane. J’apprécie vraiment cette association », déclare-t-il. Il y a trois ans, Volvo Trucks a présenté sept camions, tous exclusivement conçus pour fonctionner avec un carburant alternatif. La technologie méthane-diesel faisait partie des approches sur lesquelles Volvo Trucks avait décidé de concentrer ses efforts continus de développement. « Un camion fonctionnant au gaz et exploitant l’efficacité énergétique du moteur au méthane-diesel est un réel atout car il peut tout aussi bien fonctionner uniquement au diesel, explique Lars Martensson. C’est à la fois très pratique et rassurant, puisque les infrastructures délivrant du gaz dans les stations-service ne sont pas encore omniprésentes. » Cependant, même le gaz naturel est un carburant fossile limité, et le fait de remplacer une énergie fossile par une autre n’est pas la plus clairvoyante des stratégies, d’après les critiques. Lars Martensson rétorque que nous devons considérer le gaz naturel comme une passerelle vers une production largement répandue de biogaz, carburant non fossile pouvant être récupéré à partir de déchets ménagers par exemple. Le gaz naturel et le biogaz sont tous deux principalement constitués de méthane : les deux gaz sont donc totalement compatibles l’un avec l’autre, et peuvent être mélangés tout à fait librement. La grande différence repose sur l’effet quasi-neutre du biogaz sur l’environnement, c’est-à-dire que les émissions de dioxyde de carbone générées par sa combustion proviennent du dioxyde de carbone présent dans l’air ambiant, qui a été piégé dans les plantes au cours du processus naturel de la photosynthèse. Par conséquent, la combustion du biogaz n’augmente pas la quantité de dioxyde de carbone déjà présente dans l’air. Au cours de l’année 2010, Volvo Trucks a effectué des tests de terrain avec des moteurs au méthane-diesel alimentés avec du carburant composé à 70 % de gaz, le reste étant constitué d’un mélange de biodiesel, c’est-à-dire du diesel fossile mélangé à du diesel vert, issu de matières premières renouvelables. « L’objectif est de fonctionner avec 80 % de biogaz vert et 20 % de biodiesel vert utilisé comme agent de combustion. Cela permettra de diminuer de 80 % les émissions de dioxyde de carbone par rapport au diesel traditionnel », conclut Lars Martensson. (Diffusé sur [Techniques de l’Ingénieur](#))

#### ▪ **États-Unis (New Jersey) – RBL vend son premier extracteur d’huile à échelle industrielle** (5 janvier 2011)

New Jersey-based Renewable BioSystems LLC sold its initial industrial-scale oil extraction machine into the North American market. The customer who purchased RBL’s system supplies oil feedstock to the biodiesel industry. The machine, which is scheduled to be installed during the first quarter of 2011, will extract oil from food manufacturing waste that is currently being discarded. The system will create a new source of feedstock for biodiesel producers. According to RBL, the system will initially be able to generate approximately 500,000 gallons of yellow grease equivalent annually. However, the technology can be scaled-up in the future to produce more than 5 million tons of oil per year, per machine. The oil extraction technology supplied by RBL was originally developed in England. “Our company [formed] at the end of 2008,” said RBL CEO Peter Behrle. “My partner and I came from the biodiesel business, where we were continually frustrated by the high cost of feedstocks...We had gone in search of technologies that might provide less expensive feedstocks. We bumped into this technology in England and we licensed it for exclusive sale and manufacture in North America.” The process is specifically designed to extract oils from organic waste streams, such as food factory waste, livestock offal, fish residuals and various sludges. While Behrle noted that some of these materials are already being deoiled through rendering processes, he said RBL’s process is able to extract oils more efficiently, more completely, and less expensively. The process essentially reduces the size of incoming organic waste streams and heats the material through a proprietary process. The material is then put through a proprietary centrifuge process, which separates it into three streams: oils, solids and water. According to Behrle, the quality of oil that comes out of the process depends on the organic material that is introduced into the machine. “We don’t change the quality of the oil,” he said. “We just extract the oil.” For example, an RBL machine that takes in fresh offal would

produce a high-quality oil with extremely low free fatty acid (FFA) content. However, if the machine is processing an organic waste material that has been allowed to degrade over a long period of time, the resulting oil will be higher in FFAs. "We'll always have very low water and very low impurities," Behrle continued. "The oil will be good in that respect, but the FFAs will all depend on how quickly the material can be processed." RBL is seeing significant interest in the technology from both the livestock industry and biodiesel producers. While he cannot release specific company names, Behrle noted that poultry processors in particular are showing a great deal of interest in adding the process to their operations. "We have also been in good dialogue with swine and cattle processors," he said. "We've been in dialog with some of the largest waste haulers in the United States, who are interested in diverting food waste and de-oiling it before it is landfilled or composted...We are also working very closely with a number of biodiesel and renewable diesel producers, who are interested in working with us to fund our machines to provide inexpensive sources of feedstock for their processes." With the 800 million gallon biomass-based diesel requirement set by RFS2 for 2011, scaling up to at least 1 billion gallons in 2012, Behrle said there is a need to develop more plentiful, less expensive biodiesel feedstocks in the U.S. "We're in need of new feedstocks, and that is the concept behind what we do," he said. "We search out waste streams that have oil that is not currently being extracted. We believe that by finding those waste streams and installing our technology, we'll be able to help meet the RFS2 requirements for years to come." (Diffusé sur [Biodiesel Magazine](#))

- **Inde – Une étude recommande une hausse du prix du biodiésel** (11 janvier 2011)

A study conducted by the Indian government has determined the price of jatropha-based biodiesel needs to be increased to create an economically sustainable biodiesel industry within the country. The study, titled, "Realistic Cost of Biodiesel in India," was completed by The Confederation of Indian Industry and the Ministry of New and Renewable Energy. The two organizations ultimately found that the price of jatropha-based biodiesel needs to be increased from 26.5 Indian rupees (Rs.)-per-liter (\$2.21 per gallon) to Rs. 36 per liter (\$3.01 per gallon) under the country's biodiesel policy. If a 2 percent jatropha-based biodiesel blending initiative is achieved during the 2011-2012 timeframe, the study found that India would save approximately Rs. 3000 crores (\$660 million) while generating a revenue of nearly Rs. 5500 crores (\$1.2 billion) in the rural economy, with an annual investment opportunity of Rs. 1700 crores (\$374 million). According to the study, the Rs. 26.5 per liter procurement price set by the government's biodiesel policy should be reviewed and corrected. This will create a realistic possibility to sustain investment and necessary growth in the biodiesel industry, the study notes. The study further recommends that the Indian government create a policy framework to make the price of biodiesel self-sustaining. This includes the development of incentives and grants. In addition, the study noted that an Rs. 6000 (\$132) per ton price for jatropha seeds would ensure that croplands used for food production are not used to produce biodiesel feedstocks while creating a viable business opportunity for the conversion of jatropha seeds into biodiesel. "This will create a pull for biodiesel demand to accelerate the development of the industry, which requires periodic revisits (biannually)," said the organizations in a statement. "These immediate actions will make 'biodiesel blending' a sustainable proposition." The organizations also state that record fluctuations in the price of oil during recent years have created a threat to India's crude oil imports, resulting in a financial burden to the economy. However, these events have also created an opportunity to expedite the adaptation and integration of biofuels into the country's energy portfolio. "To counter and mitigate the security threat in dieselized economy like India, biodiesel may be used as a true supplement to fossil diesel with appropriate technological, financial and policy interventions," the organizations continued. (Diffusé dans [Biodiesel Magazine](#))

- **Argentine – L'Argentine devient le 4<sup>e</sup> producteur mondial de biodiésel** (14 janvier 2011)

L'Argentine a produit près de 2 millions de tonnes de biodiesel en 2010 ce qui a permis au pays de devenir quatrième producteur mondial de biodiesel, indique la chambre argentine des énergies renouvelables (CADER). Selon CADER, l'Argentine a clôturé l'exercice précédent sur une production de 1,9 millions de tonnes, soit une hausse de 51 pc par rapport à 2009, tandis que la valeur totale du produit commercialisé s'est élevée à 1,9 milliards de dollars. La capacité installée des usines du secteur en Argentine permet une production de 2.487.000 de tonnes, indique la chambre dans son rapport sur "l'État de l'industrie de biodiésel 2010", présenté jeudi lors d'une conférence de presse par le président de CADER, Carlos St. James. Pour les projections de 2011, la chambre argentine des énergies renouvelables prévoit une demande

dépassant les 3 millions de tonnes, ce qui pourrait promouvoir, selon la chambre, de nouveaux investissements afin de répondre à la demande croissante. Selon le rapport, l'industrie argentine de biodiésel a enregistré une croissance de 2250 pc entre 2006 et 2010. Le pays sud-américain dispose des usines les plus grandes du monde avec une moyenne de 108.000 tonnes, face à une moyenne de 89.000 tonnes en Europe et 70.000 tonnes au Brésil. (Diffusé dans [AuFaitMaroc.com](http://AuFaitMaroc.com))

- **États-Unis (Nebraska) – South Sioux City finance un projet de biodiésel** (3 janvier 2011)

In Nebraska, South Sioux City officials have given the green light to the issue of \$25 million in municipal bonds to support a 60 million gallon biodiesel plant proposed by Nature's BioReserves, which will use beef tallow from the Beef Products Inc rendering plant. The \$100 million project is expected to provide between 30 and 40 jobs, and the plant is expected to open in early fall 2012 after a construction start this summer. (Diffusé dans [Biofuels Digest](#))

- **États-Unis (Californie) – La transition au B20 se fait plus lentement que prévu à San Francisco** (4 janvier 2011)

In California, despite the mayor of San Francisco's declaration that the City's diesel fleet had switched to biodiesel—in 2007—now only half of San Francisco's city buses are running on B20 blends despite all of them carrying biodiesel marketing stickers. Only 40% of the City's diesel fleet is running on B20 while the rest are running on B5. (Diffusé dans [Biofuels Digest](#))