Biofuels from WASTE TO ROAD transport

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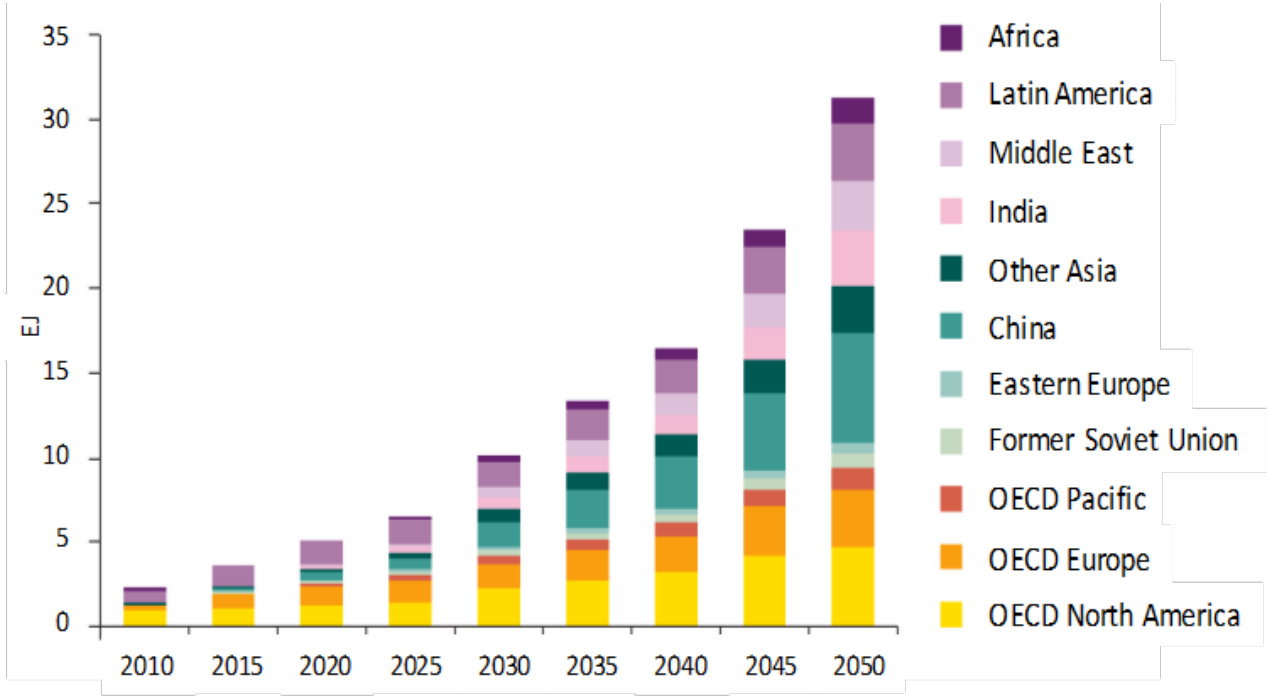
WASTE2ROAD

Background for project



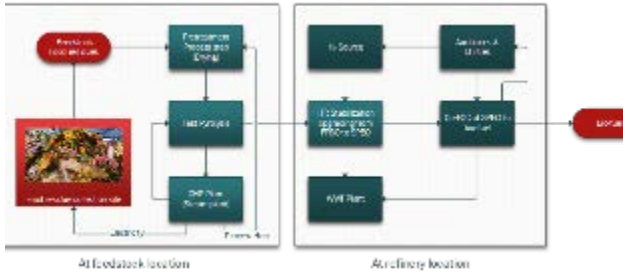
Biofuel demand by region 2010-2050 (source: IEA, 2010)

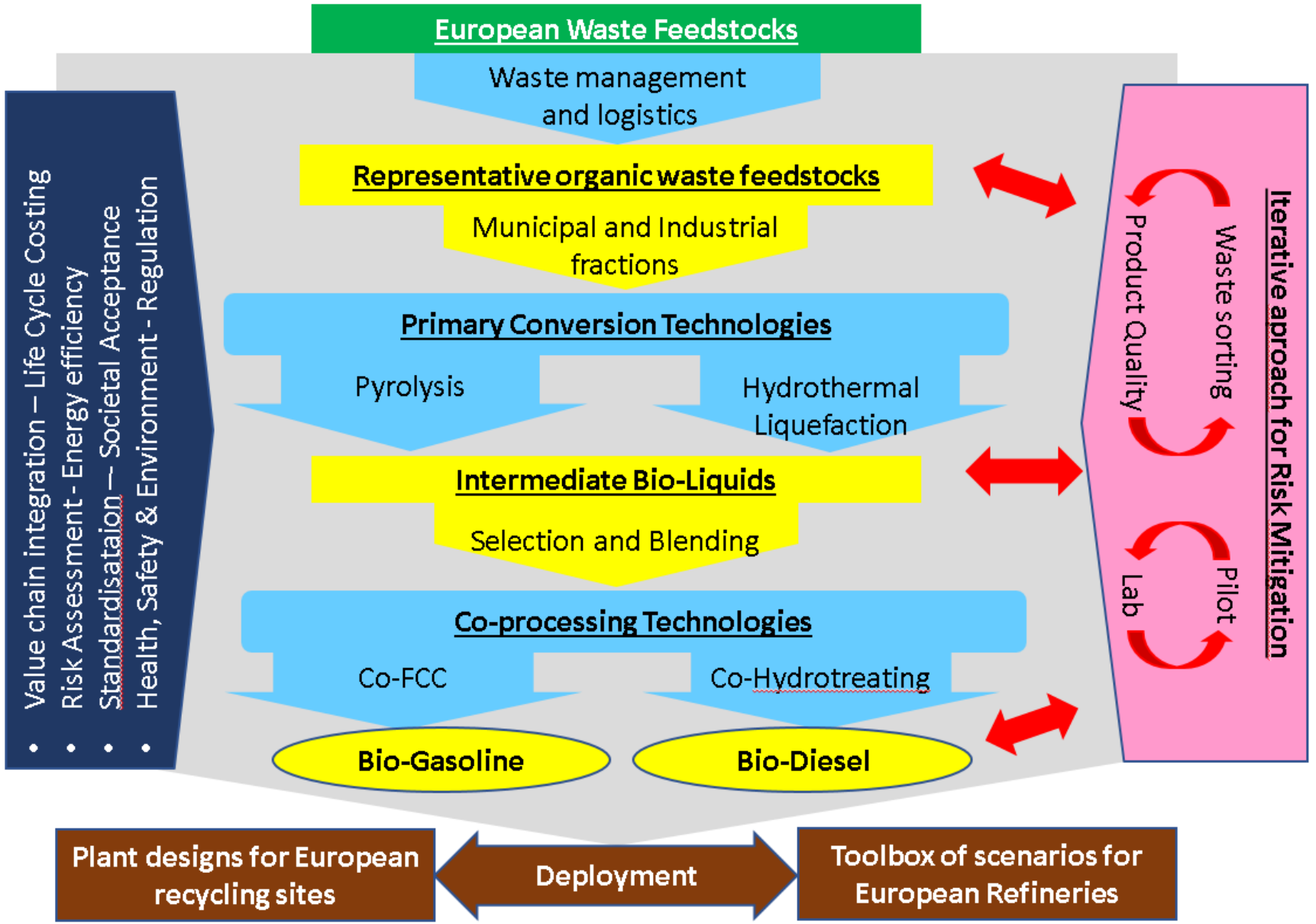
Waste and Residues as Resource - Challenges

- The wastes are diverse and not homogeneous throughout Europe.
- The conversion of wastes (due to heteroatoms, contaminants, geographic diversity and availability) is more complex compared to fossil oils.
- The overall costs and process performance (such as carbon yield).

Waste2Road Value Chain

Waste Sorting → Primary Conversion → Refinery Integration → Process Design





Concept

- **Cost-effective biofuels** from a carefully selected range of **low cost and abundant biogenic residues and waste** fractions.

- Cover the value chain from waste collection and recycling via
- co-refining through to road transport.

- Realise industrial implementation, yielding a potential demonstration unit achieving up to 40,000 tpa within 2022.

Objectives

1. To develop a representative and cost-effective waste supply and management system to reduce and optimise the supply costs while diversifying the (biomass) feedstock basis

2. To develop new biofuels production technology while increasing understanding and control of the whole value chain

3. To scale up materials and testing procedures to define scenarios for the best exploitation through implementation of process schemes in existing refineries

4. To develop solutions to answer key societal & environmental challenges

WASTE2ROAD KPIs

> 45 %

Increase overall carbon yield

> 80 %

GHG savings

diesel < 0.9 €/L

gasoline < 1.0 €/L

Minimum Fuel Selling Price

< 0.5 wt%

Residual oxygen content in product

Thank you for your attention!

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