



Refined transition strategy Veneto Region

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Author: Andrea Ballarin
Co-Authors:
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1. Introduction

1.1. The BIOSIRE project

BIOSIRE aims to establish a shift towards bio-diesel and electric propulsion for fleets, ships and special vehicles in tourist areas in Spain, France, Greece, Italy, Croatia and Austria. The consortium is composed of regional authorities of tourist areas, energy agencies and research and consultancy organisations specialised in energy, agriculture and transport.

BIOSIRE local actions are directed at market transformation and changing the behaviour of fleet operators, tourists and residents, farmers and the potential suppliers of used cooking oils. These actions cover the full production and distribution chain.

During the first project year, on the regional level, the stakeholders have been identified and local working group meetings and a local workshop were organised to prepare the market transformation

This Refined Transition Strategy has its focus on the Veneto Region. A similar strategy is produced for the other five regions in the BIOSIRE project.

All deliverables and other information on the BIOSIRE project can be found at www.biosire.eu.

1.2. Goal of this document

The goal of this document is to refine the transition strategy towards cleaner transport in our region. The refinement is based on the lessons learned during the first year of the BIOSIRE project.

There are two main sources for these lessons.

The **first source** is formed by the lessons from previous projects and implementations in tourist areas that have been studied in Workpackage 2 and are included in two deliverables:

D2.1 Database of Case Studies

D2.2 Draft Implementation Handbook

Within BIOSIRE the implementation of the transition towards biofuel and electric vehicles in tourist regions is divided into three phases:

3.1 Activating Enabling Strategies

3.2 Market Transformation

3.3 Change Behaviour

The **second source** of lessons is provided by the conclusions from the work on Activating Enabling Strategies in our region that was finalised in the first part of 2010.

The lessons from the two sources are used to refine the planning for the BIOSIRE implementation for the period September 2009 – February 2011.

1.3. Structure of document

At first, the original plan for the regional implementation is presented in Chapter 2. This is the plan as it was formulated in the contract of the BIOSIRE project within the Intelligent Energy Europe Programme.

In chapter 3 we present the lessons for our region from the first year of work in the BIOSIRE project.

Finally the lessons are used to prepare the refined strategy for the next two phases of the BIOSIRE project in chapter 4.

2. Initial regional plan

2.1. Demonstrator description

Veneto Region is a densely populated and highly productive region, with more than 400.000 SMEs. To this productive vocation, contrasts the strong tourist attractions to artistic cities, mountains and seaside landscapes. Approximately 13 million tourists visit the Region each year and Venice, with 7 million tourists per year has obviously a primary role in attracting people from all over the world.

Such characteristics inevitably produce situations of traffic congestion, pollution and high energy consumption. Therefore, these factors become particularly critical in the Venice Lagoon, where the delicate and unique environment has to coexist with the large amount of tourists that flow every year to Venice and with the needs of the industrial area that involves several huge mechanical and chemical companies located in the nearby Porto Marghera.

From this point of view, Venice Lagoon is a suitable area for the implementation of a mobility based upon sustainable criteria such as suggested by the BIOSIRE project. Furthermore, an implementation in Venice would act as a real international showcase because of the high affluence of tourists all the year long.

Veneto Region will produce a feasibility study providing information on the possibility to run ships used for tourist purposes in the city of Venice and its surroundings on two different kinds of biofuels:

- Biodiesel derived from the transformation of Used Cooking Oil (UCO) collected both from private households and restaurants of the old city (Venice) and on the mainland (Mestre), to be used blended with traditional diesel in normal diesel engines;
- Pure Vegetable Oil (PVO) mainly derived from locally cultivated rapeseed from the mainland near to Venice and used 100% (no blending) in modified diesel engines;

In both cases the overall concept is the short chain approach, which should ensure the sustainability of the entire process of production, transformation and utilization.

The choice of concentrating interest on boats and not on other (busses, cars ...) is related to the fact that no other transport options exist for the city of Venice and at the same time it is a particular means of transport which markedly characterizes mobility in the old town.

The actions address both larger fleets (boats named "vaporetti") and other specific boats and ships utilized mainly for tourists not only in the town but also all along the lagoon.

The actions carried out in the BIOSIRE project by the Veneto Region will make use of previous and ongoing studies. The actions will be implemented in cooperation with other institutions such as the Venice municipality and in particular with two departments (environment and water

mobility), previously involved in the CIVITAS_MOBILIS project, and also with AGIRE (Venetian association for energy) that was involved in the IEE project called Biodienet. This way, Veneto Region will ensure that the BIOSIRE actions will use the different examples of previous experiences as starting point..

Two kinds of biofuels will be investigated in the study because it is expected that UCO only will not be sufficient to satisfy the potential demand. If on the one hand the potential volume of collected UCO could be easily reached on the mainland, UCO collection in the old town, on the other hand, will be much harder. For this reason, PVO production on marginal land near Venice will be necessary to reach the amount of biofuel required for the high energy-demand of vessels in the whole area.

The core of BIOSIRE study will not be the technological aspects of the use of biofuels in different kinds of ships, but the way to approach the different stakeholders and local actors and make them work together to develop a business case demonstrating sustainability from environmental, ecological and economical points of view..

Regione Veneto aims to investigate the possibility of using biofuels that are strictly produced at local level, with particular attention to a short supply chain. This study will pay particular attention to the following aspects:

- Economic: analyzing the cost-benefits for different options of production/use of biofuels in local market;
- Environmental: analyzing the availability of land and of raw material to be used;
- Logistics: problems regarding the continuity of supply and compatibility with the territory;
- Ecological: assessing the operational yield, the emissions and energy savings;
- Legislative: availability of UCO and problems related to their collection and re-use, possible changes in regional laws and possibilities for financing the chain;

For these purposes Veneto Region will conduct a series of consultations with key actors - Local Working Groups (LWG) - in the area to identify obstacles, opportunities and to promote the initiative.

The results of the analysis will be reported in the Roadmap for Changing Behaviour, highlighting the effectiveness of the demonstration roll-out in terms of technical reliability, cost-benefit, environmental benefits, and indicating which steps are necessary for proper realisation.

The Veneto Region will present the Roadmap during a specific dedicated event for discussion and deliberation with politicians, local stakeholders and other key players. The objective of the consultation will be the assessment of the feasibility of the project and the possibility of its application on a wider scale.

2.2. Regional objectives

The table below contains the specific objectives for Regione Veneto to be reached at the end of the BIOSIRE project.

Result indicators	Quantification of success
Price of alternative fuel compared to diesel	Price equal or lower than conventional fuels
Total number of fleet operators reached by promotion actions	18
Total number of fleet operators that participated in workshops/events	18
Total number of individual meetings with fleet operators	18

3. Lessons from first year

3.1. Tools for implementation

Within work package 2 of the BIOSIRE project, a database of case studies and an Implementation Handbook have been prepared (both available on www.biosire.eu). In this section we describe the lessons from these deliverables for the implementation in our region.

Document **D2.1 “Case Study Guide”** became an important reference point in evaluating potential solutions of problems that are presenting themselves on a day by day basis.

Case studies referred to biodiesel use “Biodiesel Initiatives” were especially considered to implement the approach on Veneto Region area of interest.

These case studies were particularly interesting:

2.1 Biodiesel in Boats, Norfolk Broads, UK

2.2 Biodiesel in Boats, Bodensee, Germany

2.3 Historical development of Biofuel use in Catalonia and wider diversification of energy sources in Barcelona’s public transport operations

2.4 Pilot Implementation of Biodiesel in Public Busses in Crete

2.5 Public transport buses running on biodiesel, Zagreb, Croatia

2.6 Recycled cooking oil as fuels in La Rochelle

These ones provided an overview of what was already done around Europe in this field and prepared the ground to the study that is going to be realized in Venice lagoon.

On the other hand, **D2.2. “Implementation Handbook”**, provided a lot of useful information on different technical aspects of the use of biofuels, which are relevant for the local implementation of the project in the area of Veneto.

At the same time, D2.2 represents an invaluable help to the better understanding of the actual framework of biofuels and an optimum overview on what should be kept under control and what should be underlined in the development of different political approaches.

During the first part of the study some additional case studies were identified and taken into account in developing the next phases of project implementation.

- ASM project, Rovigo province (IT);
- Vallevicchia experimental farm, Venice (IT);
- “Il sestante” - Cooperative, Venice (IT);
- Electric Boat, Local Police, Venice (IT);

Especially the first two experiences are very useful to collect information and contacts for the research on the use of biofuels. In particular the ASM case was interesting to better understand the legislative mechanism that should be improved at local level to set up successful collection of UCO. On the other hand, the Valvecchia experience was useful to clarify the short chain setting of producing PVO. The last two case studies will rather add information on electric mobility initiatives within the Venice lagoon.

3.2. Activating enabling strategies

During the first year of the BIOSIRE project our region has worked on creating the basis for the local implementation, through the development of policies, strategies and networks. A detailed description of the outcomes from this project phase is included in a separate document called „Market Transformation Plan“. In the present document we provide summarized content from that larger document.

3.2.1. Market Framework

Conclusions from Market Analysis of existing market for alternative fuelled vehicles within the Demonstrator's region.

General market overview

As in the whole EU, production capacity in Italy increased quickly in the last period, but on the other hand consumption decreased rapidly even if national law obliged oil producers to introduce a variable blend of biofuels into the market.

Among Italian regions, Veneto Region has the second biggest producing capacity of biodiesel (530'000 tonnes in 2009), just behind Lombardia, and it represents almost 22% of the estimated national **potential** production of 2'457'000 tonnes. These figures make Italy the third country in EU for potential production. However - in practice - the effective production is very low with only 737'000 tonnes at national level (30% capacity) and almost 20'000 tonnes at Veneto level.

On the other hand, Pure Vegetable Oil (PVO) has only recently (2006) been considered as a biofuel that benefits from tax reduction and this fact strongly limited the development of a market for this fuel. Despite of this, in the last two years (2008-2009) more than 23'000 ha of crops were cultivated with rape and sunflower for energy purposes at national level. In Veneto region the amount of this kind of crop (rape) was in 2009 less than 1'000 ha, implying that there is still a high growth potential.

General legal overview

From a general point of view, Italy supports energy production from renewable resources without distinction between the kinds of energy sources. There are in particular three different ways to support energy production from renewables:

1. Certificati bianchi (White certificates);
2. Certificati Verdi (Green certificates);
3. Rural Development Plan;

1 – The White certificates (*“Certificati Bianchi”*) were adopted by Ministerial Decrees in 2004 and 2007. The aim is to increase energy efficiency, and promote renewable energies use in order to improve energy savings. These incentives are addressed to energy producers and distributors: in

concrete, every year the national Energy Market Manager (GME) emits through the National Authority of Electricity and Gas (AEEG) these incentives to energy producers that can prove energy savings from 1 Tonne and higher, in terms of approximately 100 €/tonne saved).

2 – Green Certificates (Certificati Verdi – CV) are one of the most recognized and well known ways of promoting renewables in Italy, nevertheless only a small amount than 30% of renewable energy was sustained by these kinds of financial incentives. In fact, especially new sources of energy (biomass, wind, solar ...) are sustained by these certificates, while more established ones (big hydropower plants and similar) are not.

CV are incentives emitted by the Electricity Services Provider (GSE) and given to private or public bodies that create power plants up to 1 MW power capacity in the measure of approximately 180 €/MWh

In case of smaller power plants (<1 MW) the CV are substituted by an omni-comprising incentive ("*Tariffa Omnicomprensiva*") based upon the effective production of energy which refunds, depending on the kind of renewable energy, between 18 to 30 €cent for Kwh produced.

3 – Another well know and very popular way to support the production of energy from renewable resources - with particular attention to biomass - is represented by the Rural Development Plan 2007-2013 which includes different measures to promote and sustain private initiatives towards energy production/energy saving in rural areas and farms.

Even if these financial incentives are not directly addressed to sustain the production of biofuels, these ones provide a wide overview of the background from which all the others specific subsidies on renewable energies were born.

Biofuels

The European Directive 2002/30/CE stated an objective of 5,75% blending in all fuel distributed for mobility and transports within 2010, starting from a 2% objective in 2005. Italy firstly took up this regulation with national decree n. 128/2005 establishing lower objectives of 1% for 2005 and 2,5% within 2010. The national law 81/2006 then changed these objectives in order to oblige fuel distributors to reach an increasing percentage of biodiesel, up to 5% in 2010 and 10% in 2020.

The main problem concerning the market of biofuels at national level is represented by the fact that their costs – including taxes and excise – is normally a little bit higher than conventional fuel (1,3-1,5 €/liter).

For this reason, the best way to boost their market is to find a way to relieve the pressure of taxes, diminishing or exempting excises or VAT.

Even if some special exemption of taxes on these biofuels are scheduled by government (as it is explained in the following paragraphs), there is still a limbo of rules and interpretations also related to fact that financial coverage of these interventions is not always available.

Biodiesel

Biodiesel is ruled by a Decree of the Italian ministry of economy n°256, from the 25th of July 2003, which substituted the previous Decree n° 219/98. The new decree contains instructions for tax exemption for biodiesel linked to an annual maximum amount of biodiesel production (actually at 200'000 tons).

In addition to this, budget law 23rd December 2006 n° 266 defined that income from energy production from renewables in the agricultural sector has to be considered as “agricultural income” and for this reason it will have tax exemption. Tax breaks on farmers’ income will enclose also biofuels if mainly derived from farm territories. In practice farmers that produce and use biofuels derived from material produced inside the farm will not be subjected to additional taxes.

Used Cooking Oil (UCO)

According to 2000/532/CE decision (CER 200125) oil, fat and used cooking oils are to be considered as a special waste which is not dangerous/hazardous, and they have to be collected by specialised companies that are registered at national and provincial level. At EU level, CE 1774/2002 supports and rules the collection of these kind of special waste together with the dangerous ones, while CE 2008/98 regulates specifically the collection of used oil (both vegetable and mineral).

At national level, D.Lgs 152/2006 and following amendments (D.Lgs. 4/2008) rules the collection and management of waste and in particular of oil, stating that every company that produces and detains UCO must adopt a special document recording the movements of these products.

To support this behaviour C.O.N.O.E. (Consorzio Obbligatorio Nazionale di raccolta e trattamento Oli vegetali e animali Esausti) was founded in 1997 to promote the correct collection, transportation, storage and recycling of UCO at national level.

Pure Vegetable Oil (PVO)

PVO was effectively recognized as a biofuel with Decree n°128/2005, following the UE guideline n°2003/30/CE.

In practice, it has been charged with full taxes as if it were a fossil fuel until the budget law 2007 (n° 296/2006) came into force. The new budget law included an exemption of taxes on PVO used for energy production (including auto-traction and electricity) for a maximum of 1 million euro/year.

This exemption was exclusively dedicated for the amount of PVO produced at farm level and that is re-uses for auto-consumption in tractors or in engines to produce electricity, but not sold to thirds.

The Decree n°26/2007 then specified which kind of characteristics had to be respected to benefit from the tax exemption.

Law n° 222/2007 introduced an additional facilitation for farmers that use oil in engines for mobility (with a maximum consumption of 5 tonnes per year). In these cases farmers are not obliged to support a fiscal deposit, thus diminishing their bureaucratic commitments.

Institutional framework

Principal institutions that are in charge of law making at national level on bioenergy, energy policy in general and also in waste management cycle; are:

- Ministry council;
- Italian Ministry of Economic and Financial Affairs– provides economical availability of funds to support economic incentives and initiatives to sustain biofuels;

- Italian Ministry of innovation and technologies – supports research and innovation on biofuels;
- Italian Ministry of economical development – supports new development fields in terms of production sites/short production chain/local production;
- Italian Ministry of agriculture, food and forest – supports primary production of energy crops;
- Italian Ministry of environment, landscape protection and sea – supports actions that mitigate pollution and preserve environment and regulates ordinary waste/recycle management;

On regional/local level for Veneto Region, main actors are:

- Regional council;
- Regional assessors to environment, mobility, agriculture, economy and development – provide advices on regulation of the sector at national level;
- Municipality of Venice – with particular attention on Environmental department and water mobility department will participate in LWG and meetings to delineate potential changes in local rules managing mobility and UCO collection.

Principal market actors

There are three different kinds of market actors that belong to three areas:

- A** – Suppliers (producers/collectors);
- B** – Transformers (of fuel/of engines);
- C** – Final users (big/small/medium ones);

A – This group consists of three sub-groups:

1. Associations that work on recycling and collecting waste oil, like CONOE and that are supporting rulemaking of public bodies, together with associations of shopkeepers, hotels and restaurants such as Associazione Esercenti e Pubblici esercizi (AEPE) and Associazione Veneziana Albergatori (AVA);
2. Collectors such as VERITAS, SALGAIM, SEB that are actively involved in collecting waste and also UCO in the area of Venice and that own receptive structures for special waste categories.
3. Main actors in the primary sector are the national associations of farmers such as Confederazione Italiana Agricoltori (CIA), Confagricoltura and Coldiretti, together with experimental farms and with administrators that manage marginal territories;

B – In this second group all industries that are actually involved in transforming raw material in different kinds of fuels have to be mentioned: both from seeds to PVO (Vallevecchia experimental farm) and from waste oil to biodiesel ones (DP Lubrificanti). To the same group belong also private companies that modify engines in order to make them run with PVO (for example the ME Motortechnik GmbH – an Austrian company);

C – In the third group different types of potential final users are included: public transport companies (ACTV, Alilaguna), other forms of collective transport (Taxi motorboats), special transportation companies for specific users (Tourist associations, educational/environmental associations...). These last ones in particular are the most interesting in terms of feasibility and reachable objectives.

3.2.2. Consultation with stakeholders

Within the BIOSIRE project, several other actors are working together with Regione Veneto. In particular the main working group is composed of:

- Veneto Region (Unità di Progetto Logistica);
- Veneto Agricoltura (sub-contractor and Veneto Region's "right arm" for managing the primary sector);
- AIEL Association (Association of bio-energies collaborating with Veneto Agricoltura);

This group held an informal meeting once a week to clarify the ongoing activities of BIOSIRE and to solve eventual problems encountered during the previous days.

To improve the project and to collect information on the different topics that the feasibility study must investigate, several Local Working Groups will be organized on the three types of market actors presented the previous section (3.2.1 Suppliers/Transformers/Final Users).

In every LWG meeting (in total from about 15 meetings are foreseen) there will be a representative of the three main actors together with other local actors in order to set up a consultation process that produces new potential contacts and sources of information to be included in the study.

The first local workshop for a wider audience took place on the 7th of February 2010 during the International Agriculture Fair of Verona "Fieragricola" in the section dedicated to "Bioenergy expo 2010". In this context a special session was organized to:

- Publicly present the BIOSIRE project and the different steps of the ongoing study;
- Organise a first interesting discussion between some of the stakeholders representing the biggest potential final users (ACTV);
- Identify fiscal problems related to the use of biofuels;
- Obtain useful advice on what to consider in the feasibility study;
- Have an overview of concrete case studies in which vegetable oil is used as biofuel;

From the discussion three big themes emerged that have to be better developed to permit a real shift towards biofuels in Venice's water mobility:

- the **economic** perspective;
- the **logistics** perspective;
- the **mechanical** perspective;

In addition a fourth another important consideration was related to the real **sustainability** of different kinds of biofuels.

1 - The economic doubt is related to the effective cost of biofuel at public filling stations: because the truth is that at the moment in Italy biofuels such as PVO or Biodiesel are charged with the same taxes as fossil fuels. These costs account for more than 70% of the total costs of the fuel and in case of no tax exemption for biofuels, their price won't be competitive with traditional ones. Biodiesel/PVO charged with taxes costs approximately from 1,3 – 1,5 €/liter, which it is actually a little bit higher than traditional diesel.

2 - The logistic doubt is related to the area in which the project wants to work: the Venice lagoon and its surroundings are very fragile from the point of view of both environment and landscape heritage. This means that modifying horizon and landscape architecture of Venice will be quite difficult. Because of this, providing new spaces for filling stations working with biofuels (they should not be mixed up with existing ones) should not be so easy both from the administrative/bureaucratic and environmental point of view.

3 - The mechanical doubt is related to the fact that some of the biofuels that will be considered in the feasibility study (PVO in particular) have never been utilized in a marine context and for this reason some doubts are still open about the reliability of the fuel. Some particular doubts are related to the particular use of engines in boats that slow down their speed by forcing engines to work in opposite regimes every few minutes, especially the ones operating on public transport lines.

4 - The last interesting consideration or reflection was on the effective sustainability of these fuels: biodiesel production seems not to have an evident impact on energy saving in general because of its expensive – in terms of energy consumption – production process. On the contrary PVO are considered much cheaper in terms of energy use for their production. The sustainability of the full life cycle of both fuels should be addressed in the feasibility study.

3.2.3. Local policy options

The city of Venice has a particular position in Regione Veneto due to its location in the lagoon and its large tourist market. The feasibility and sustainability of the local project demonstrated by the results of the implementation would create the basis to pursue the application on a wider scale, broadening the project to the entire Region which has several important tourist areas like Colli Euganei, Prealpi and Dolomiti.

To this end, political consultations have already been held and demonstrated the will to support similar initiatives, and to spread the implementation to other cities of the Region. Politicians at every level have shown their concrete interest in the project and in its future concrete application in a wider context of the regional territory.

For sure the principal interest of the public administration is to promote initiatives that are environmental friendly both to please people and to follow European Union rules. EU indeed is focusing a lot of attention of renewable energies and climate change topics, which are inevitably strictly related.

Policy - in particular - should improve the effectiveness of initiatives such as BIOSIRE, using laws, subsidies but overall it has to work hard on promoting education and information on these topics.

First policy priority in this case, should definitively be the formation and information on best behaviours for the general public in order to influence their habits and to slow down their impact on environment. Once people are completely aware of the problems that a wrong behaviour can produce, it will be easy to promote alternative mobility or alternative kinds of energies. This education will be partly addressed and suggested when drawing the conclusions from the feasibility study and should be taken up jointly by municipality and collectors that concretely work in the area with the inhabitants.

A second opportunity that BIOSIRE will recommend is that the regional government strongly presses to modify the national law regarding tax exemption for biofuels, not only for special sectors (i.e. agriculture), but also for special public purposes such as the tourist mobility in cities. The point should be to have the possibility, at regional level, to decide the exemption of taxes for such vehicles that use biofuels, while actually this legislative power lays with central government. In this way, at regional level, particular attention could be placed on highlighting and supporting the short chain supply, in order to guarantee the sustainability of the production of biofuels and to keep added value in the area.

At municipal level two important questions have then to be faced:

- the first one is related to the amendment of the law that rules waste management - with particular attention to UCO collection - in order

to make it possible to follow the ASM experience that successfully increased the collection of UCO among private and restaurants. This would mean changing the classification of UCO from “special waste” to “normal waste”, in order to give to collectors the possibility to manage it with less bureaucratic commitments;

- the second one concerns the possibility to adopt a special traffic limit inside some specific channels of the city of Venice, permitting the mobility of selected vehicles with low impact emissions such as the ones running with different kind of biofuels or electric engines.

4. Refined strategy

4.1. Market transformation

4.1.1. Objectives of this phase

The objectives of this phase are:

Further definition and development of the local demonstration programme from a technical-economic-normative point of view in consideration of the entire value chain (tasks 3.2.1-3.2.5);

Conduction of additional local consultation on the demonstration programme with regards to the articulation of the technical-economic aspects (3.2.6);

Promotion of the activities to the final users (including tourist operators as well as transient tourist population) (3.2.7); and

Development of the plans to change behaviour (3.2.8)

The activities to be conducted build upon the plans in 3.1.5 and will result in the finalisation of the Plan for the changing behaviour.

4.1.2. Detailed work plan in our region

Next steps of the work:

Activation of local working groups and round tables with key actors of:

Who		How many	When
UCO Collectors	Veritas, Salgaim, SEB	4	11, 19 May, 8 September, 15 November 2010
Associations of primary sectors	Confagricoltura, Coldiretti, CIA	3	22, 28 June, 2 July 2010
Municipality of Venice	Environment and water mobility department	3	11 May, 28 September, 15 November 2010
Associations of farmers, feeders	Le prese, Primo Maggio	2	25 May, 22 November 2010
Oil/Biodiesel transformation industries and producers	Vallevecchia Farm, DP Lubrificanti	2	25 May, 14-15 June 2010

Associations of waste oil recycle	CONOE	1	9 July 2010
Case studies	Vallevecchia, ASM Rovigo	2	25 May 2010, 27 April 2010
Companies that supply for modifying engines;	Austrian company	1	28 October 2010
Other public transport companies and associations of taxis	Several	2	27 September, 28 October 2010

And organization of other two Local Workshops:

9 July 2010	Vallevecchia (Caorle – VE)	Presenting BIOSIRE to potential final users and clarify the productive chain of Biodiesel from UCO and PVO for farm.
23-25 February 2011	Venice	Presenting results of feasibility study

A permanent common group of work will meet regularly in Venice or Padova to control the development of the project, and to set up the network of contacts among stakeholders. It will also organize individual meetings with politicians and local decision makers in order to increase the co-operation between them.

Concretely the work will be divided into three different but connected actions:

1. Set up the network of local actors/stakeholders;
2. Organization of meetings, round tables, local working groups and local workshops;
3. Collection of data to realize the feasibility study on the basis of consultation process with stakeholders that will verify:
 - sustainability of the biofuels production process from an environmental and economic point of view;
 - availability of resources (land and UCO) to produce biofuels in the area;
 - obstacles and limits to the use of biofuels in the Venice lagoon area from the legal point of view and considering economic sustainability;
 - willingness to use biofuels in ships/boats from the point of view of local operators;
 and providing recommendations on:

- how to improve the collection of UCO to produce biofuels on a regional and local level with particular attention to changing waste management regulations;
 - how to enforce and change regulations on biofuels exemption from taxes to be able to sell biofuels at a lower price than conventional fuels;
 - to support the production of PVO from the agricultural areas on the mainland without conflict with food production;
- and pointing at:
- provide a clear overview of potential impacts in terms of economical, environmental, legal and energetic sustainability of the transition to biofuels (PVO and Biodiesel from UCO) for a part of the mobility that on the Venice lagoon area.

4.2. Overview of time planning

WP 3: Implementation	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	
3.1 Activating Enabling Strategies																						
3.2 Market Transformation (Veneto and Croatia)																						
Local consultation workshops (LWS)									X				X									X
Local working group meetings																						
Deliverables			D2.3						3.1A-D													3.13.2
Other outcomes			I										II				III					

I = Market transformation Plan(Month 12) (All regions)

D3.2 Refined transition strategy (this document)

D3.1 A-D Roadmap for Changing Behaviour for first demonstrator group (Month 18) (Four regions)

II = Local Information Campaigns (Month 22) (Four regions)

III = Technical training (Month 26), (only foreseen in La Rochelle and Mallorca)

D.3.1 E-F Roadmap for Changing Behaviour for second demonstrator group (Month 30) (Two regions)

D3.2 A-D Planning for future broadcasting up scaling (Month 30) (Four regions)