

## Introduction speech ISAF XV

**Claës Pilo**

Ladies and Gentlemen,

**The first ISAF was arranged in Sweden in 1976** – just after the first oil crisis in 75. We have now come to our fifteenth ISAF conference. During these almost 30 years we have had conferences all over the world. Once in Africa, once in Australia, once in South America, three times in Asia, five times in Europe and now for the fifth time back in North America.

ISAF XV has been organized by the National Organizing Committee in close co-operation with the International Organizing Committee (IOC). I want to thank especially our IOC member Joe Norbeck and his most efficient assistant Regina Hazlinger, both from the Environmental Research Institute at the University of California, Riverside. They have been responsible for the whole organisation with help of the other two members of the Working Committee: Charles Wyman and Mike Jackson.

Since the beginning of ISAF we have had two fiery spirits who have influenced many earlier ISAF conferences: Roberta Nichols and Sergio Trindade. This time Roberta was deeply involved in the preparations for ISAF XV up to her very last moment. Roberta's decisive importance for ISAF will be seen in a few minutes.

As in earlier ISAF conferences Sergio Trindade has been deeply engaged in the discussions on the future of ISAF. Sergio, I am most grateful for all your support and engagement!

I also want to thank those IOC members who have taken an active role in the preparations of ISAF XV!

Finally, I want to thank all the contributors – especially the two major contributors the California Energy Commission and South Coast Air Quality Management District.

**Today we are in the United States** – a country that to 65 % is dependent on imported oil. And this dependence on imported oil is steadily increasing. The US society is based on road transport – and the road transport is constantly increasing. The US society is the most wasteful in the world. You are consuming water, electricity, natural gas, oil, gasoline, vehicles, etc, on such a large scale that we cannot imagine on the other continents.

But the worst of all is that most of the other countries are persistently trying to catch up. The road transport and the dependence on oil is rapidly increasing in almost all other countries – and becomes particularly dominant in important economies like China and India.

This development around the world leads inevitably to increasing oil prices. And at the same time it leads to increased air pollution not only in cities but over entire regions. Even worse – it leads to increasing emissions of greenhouse gases and an obvious global deterioration of the climate. Even if this does not yet seem to be officially recognized in the United States.

But hopefully, California will lead the development in a new direction – aware that today's economic system is on a very serious collision course with the ecology.

**Why are alcohol fuels and other renewables so interesting today?** What could be their role in the future?

By replacing conventional transport fuels with renewable fuels

- we can reduce oil consumption – a question of energy security,
- we can reduce air pollution,
- and we can reduce emission of greenhouse gases and thus influence the global climate positively.

But we must realize that in parallel we have a heavy demand of biomass for a number of other purposes, such as for food, heating, pulp & paper, etc.

**So where does ISAF come in?** ISAF is a unique organization in the respect that it has no secretariat, no employees, no budget, and no permanent address. I would call it a virtual organization. And still ISAF is very vivid.

ISAF stands for “International Symposia on Alcohol Fuels and other Renewables”. We are an international organization. We are working globally in the intersection between Energy, Environment, and Transport.

There is today a rapidly growing demand for advanced information on renewable transport fuels and how we can use them for reducing oil consumption, reducing air pollution and reducing greenhouse gas emissions.

ISAF has here an important role to promote a dialogue between stakeholders as governments, consumers, oil industry and automotive industry and to facilitate the implementation of sustainable transport fuels.

It is a great challenge for ISAF to help find answers to questions like the following.

- How can we produce renewable fuels at a sufficiently low cost?
- How can we produce renewable fuels in sufficiently large quantities?
- Which biofuels are most promising?
- Which technologies should we develop?