



Department  
for Transport

# UK 2015/13 implementation

## ISCC, Brussels, 17 February 2016





Department  
for Transport

# Key Challenges for RED and FQD implementation

1. Strategic challenges
  2. Market/consumer challenges
  3. Technical challenges
- ..and the FQD.....

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Legislation

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Contents

I *Legislative acts*

DIRECTIVES

- \* **Directive (EU) 2015/1513 of the European Parliament and of the Council of 9 September 2015 amending Directive 98/70/EC relating to the quality of petrol and diesel fuels and amending Directive 2009/28/EC on the promotion of the use of energy from renewable sources<sup>(1)</sup>** 1

II *Non-legislative acts*

REGULATIONS

- \* **Council Implementing Regulation (EU) 2015/1514 of 14 September 2015 implementing Regulation (EU) No 269/2014 concerning restrictive measures in respect of actions undermining or threatening the territorial integrity, sovereignty and independence of Ukraine** 30
- \* **Commission Delegated Regulation (EU) 2015/1515 of 5 June 2015 amending Regulation (EU) No 648/2012 of the European Parliament and of the Council as regards the extension of the transitional periods related to pension scheme arrangements<sup>(1)</sup>** 63
- \* **Commission Delegated Regulation (EU) 2015/1516 of 10 June 2015 establishing, pursuant to Regulation (EU) No 1303/2013 of the European Parliament and of the Council, a flat rate for operations funded by the European Structural and Investment Funds in the Research, Development and Innovation sector** 65
- \* **Commission Implementing Regulation (EU) 2015/1517 of 11 September 2015 amending for the 236th time Council Regulation (EC) No 881/2002 imposing certain specific restrictive measures directed against certain persons and entities associated with the Al-Qaeda network** 67

<sup>(1)</sup> Text with EEA relevance

EN

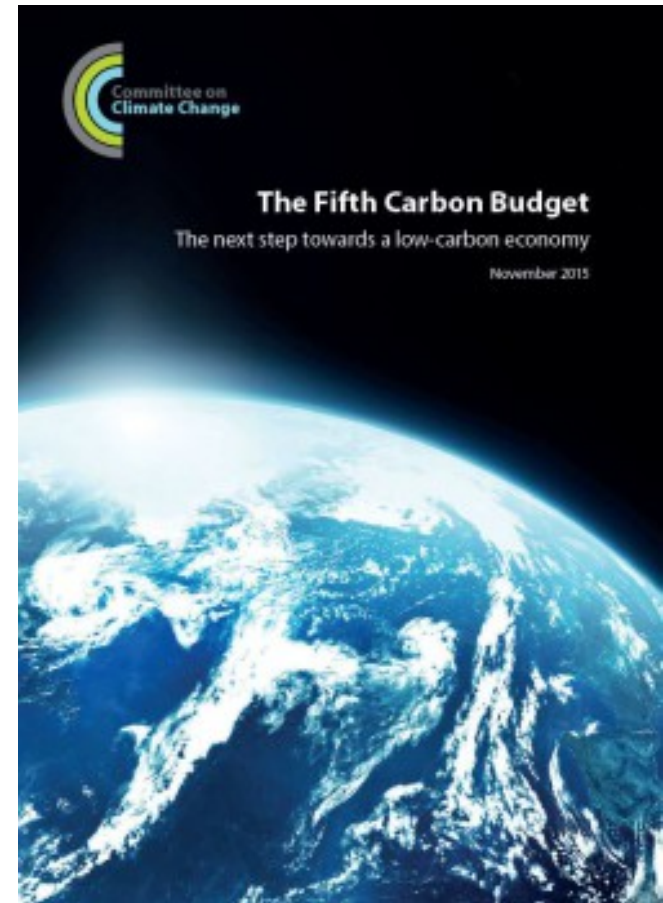
Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other acts are printed in bold type and preceded by an asterisk.



# 1. Strategic Challenges

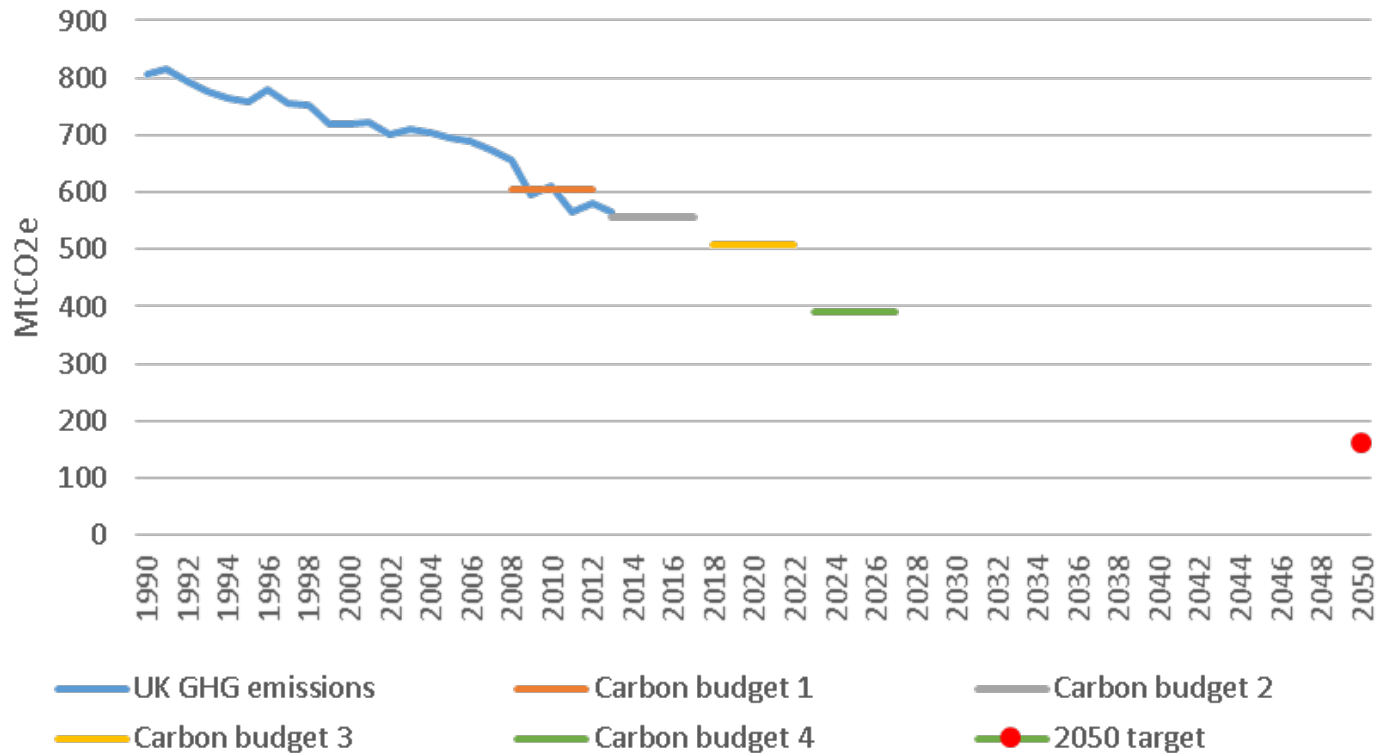
- ▶ Is there a role for biofuels beyond 2020?
- ▶ Do we need specific EU renewable transport targets beyond 2020?
- ▶ Can we guarantee sustainability for renewables?





# Carbon reduction targets will drive transport measures

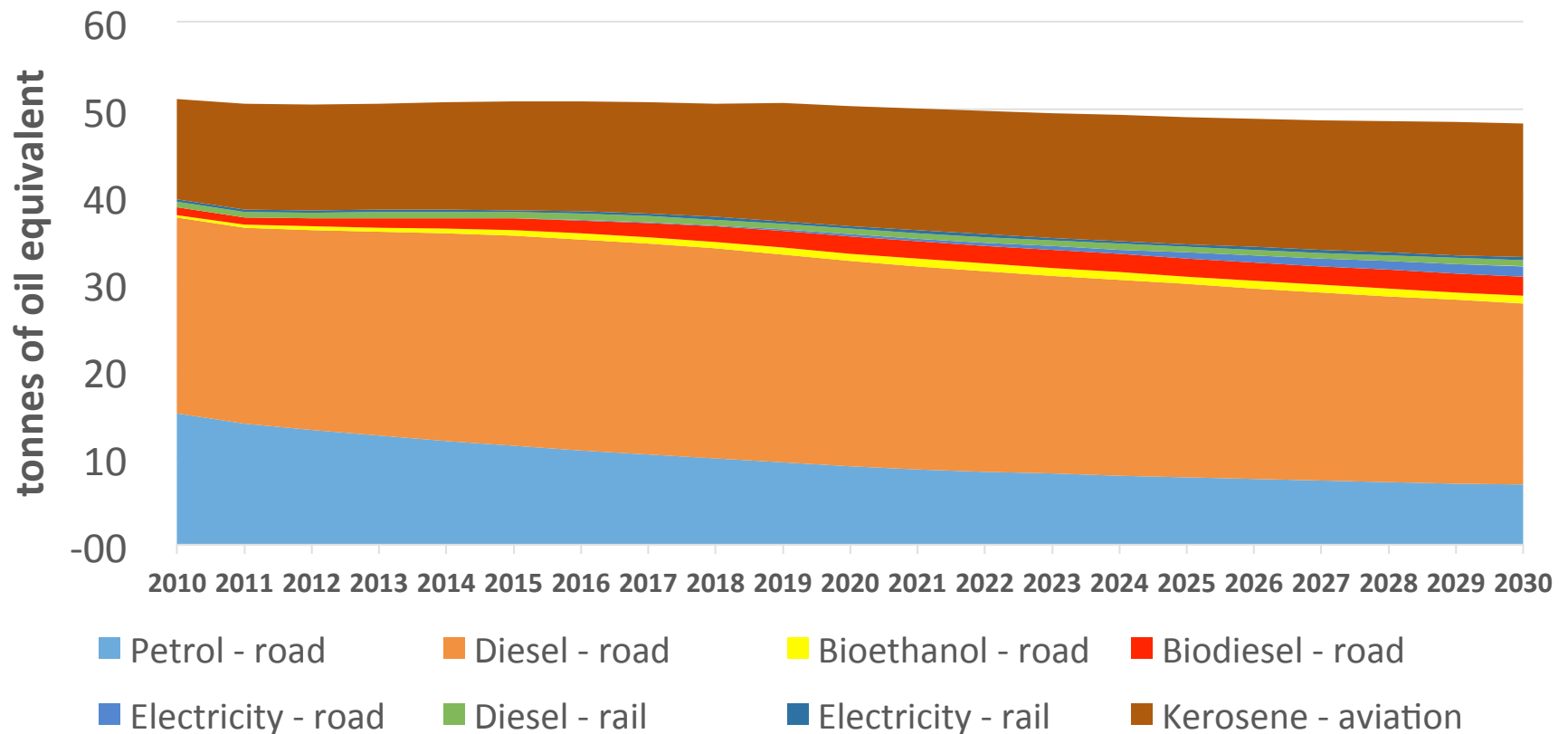
## UK GHG emissions and carbon budget targets





# Demand for liquid transport fuels remains beyond 2030

Projected transport energy consumption by fuel - high abatement scenario (carbon plan 2011)





## Renewable transport fuels will be in demand if sustainability is assured

- ▶ MS will have need biofuels to achieve 2030 climate targets
- ▶ **IF** the fuels are sustainable
- ▶ EC figures indicate crop biodiesel increases emissions

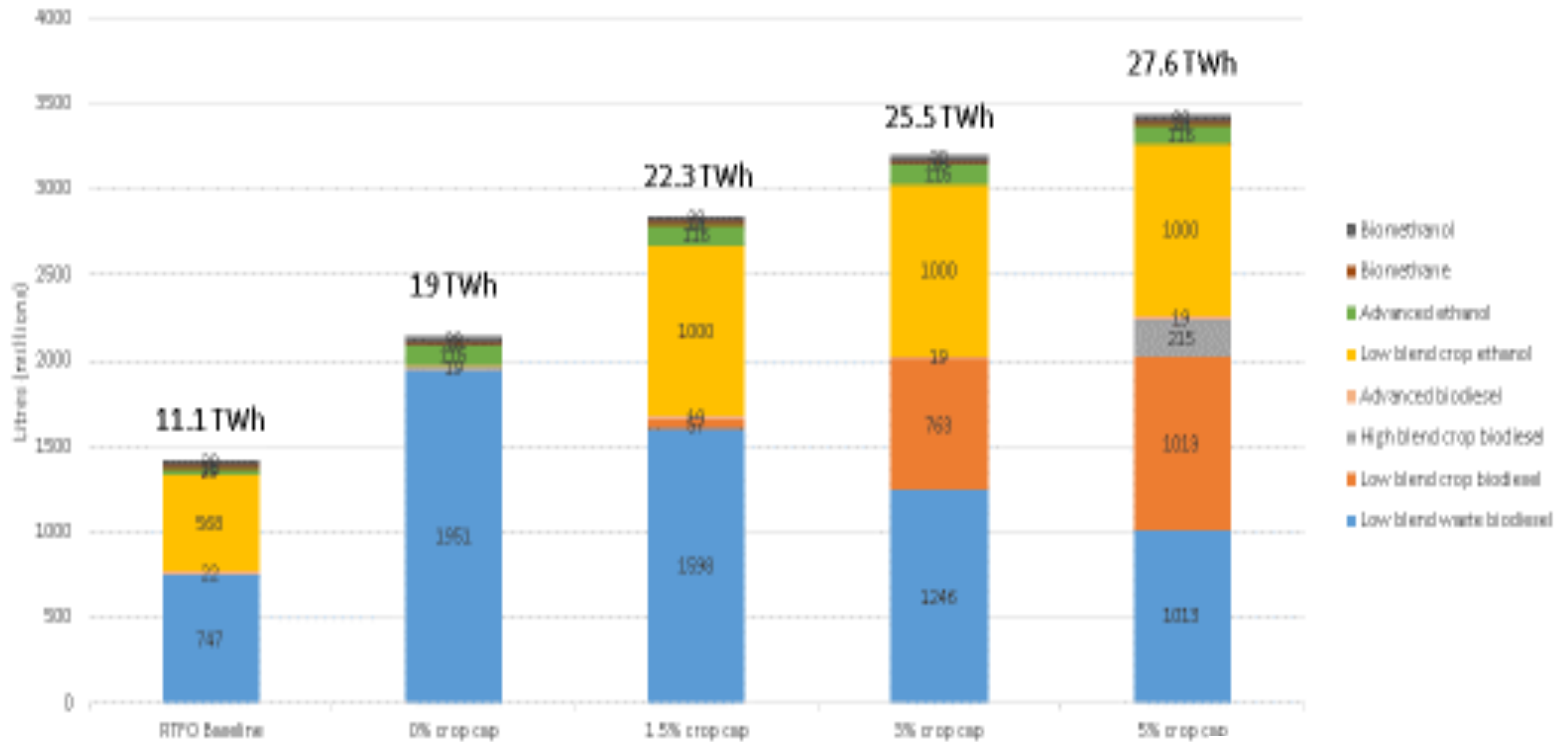




# Focussing on wastes can secure a long term role for industry

## Crop cap scenarios:

## 2020 SUPPLY MIX:



## GHG SAVINGS (MTCO<sub>2</sub>e):

## % TOTAL FUEL VOL:

## CROP SHARE:

## (energy)

GHG SAVINGS (MTCO <sub>2</sub> e):	2.5	+2.3	+2.5	+1.7	+1.1
% TOTAL FUEL VOL:	3%	4.4%	5.8%	6.6%	7%
CROP SHARE:	0.8%	0%	1.5%	3%	4%



## 2. Market / consumer challenge

- ▶ 'Blend wall' is approaching
- ▶ Fuel quality and vehicle compatibility
- ▶ Pump price impact
- ▶ **Public acceptability is critical**





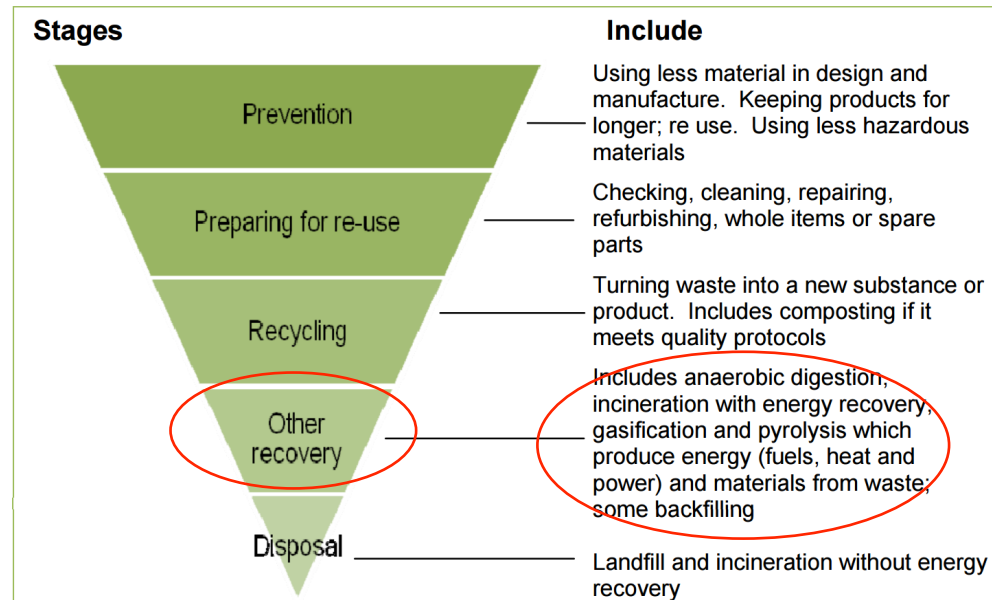


### 3. Technical challenge

#### How to address the waste hierarchy requirement?

- ▶ Directive 2015/1513 Article 2 (2) (iv)(e)

“When setting policies for the promotion of the production of fuels from feedstocks listed in Annex IX, **Member States shall have due regard to the waste hierarchy** as established in Article 4 of Directive 2008/98/EC, including its provisions regarding life-cycle thinking on the overall impacts of the generation and management of different waste streams.”





## Wastes and double counting – possible approach

### Stage 1

**Is material a waste for the Waste Framework Directive?**

**(to determine whether the land based criteria apply)**

### Stage 2

**Does the material meet the waste hierarchy requirements?**

**(to determine whether it should get x2 counting for incentives)**





# And the Fuel Quality Directive.....

- ▶ Upstream emissions reductions required
- ▶ Global potential is large (150+ mtc)
- ▶ Time for investment in new measures?
- ▶ How to define and administer a system?
- ▶ After 2020, it is not clear how such measures would contribute to the EU 2030 climate package....



22. Annex XII: Carbon abatement costs and potential (Source: ICF/Vivid Economics)

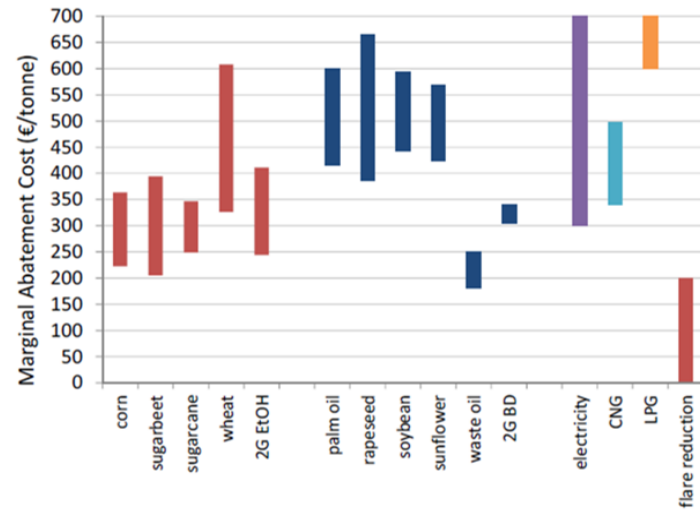


Figure 7: marginal abatement costs (euro/tonne)



## Thank you

For information on:

- ▶ UK Biofuels statistics
- ▶ Biofuels legislation
- ▶ Guidance on the RTFO
- ▶ Stakeholder events
  
- ▶ Visit our web page:

<https://www.gov.uk/guidance/renewable-transport-fuels-obligation>

### RTFO Carbon savings including ILUC

CO<sub>2</sub>e savings (kt/year)

