

The EU's Advanced Biofuels and Post 2020 policy



Rob Vierhout, MSc

*ISCC fifth Regional Stakeholder Meeting
29 September 2016 - Las Vegas*

Agenda

The EU Energy & Climate policy post 2020

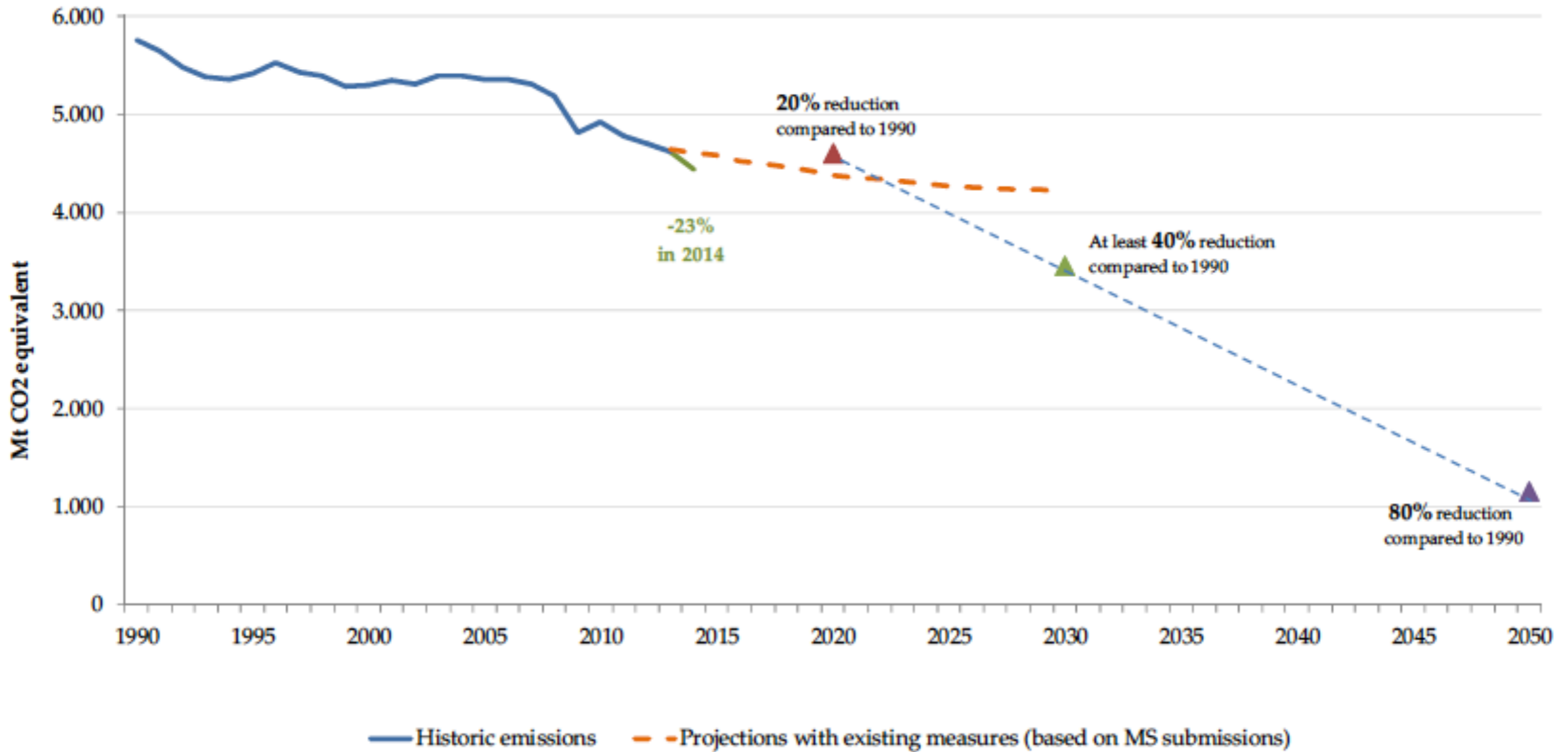
Low Emission Mobility Strategy

Advanced biofuel policy

Summary & Outlook

Why ambitious targets are needed

Total EU GHG emission trend



Source: EEA, Commission (DG CA)

Agenda

The EU Energy & Climate policy post 2020

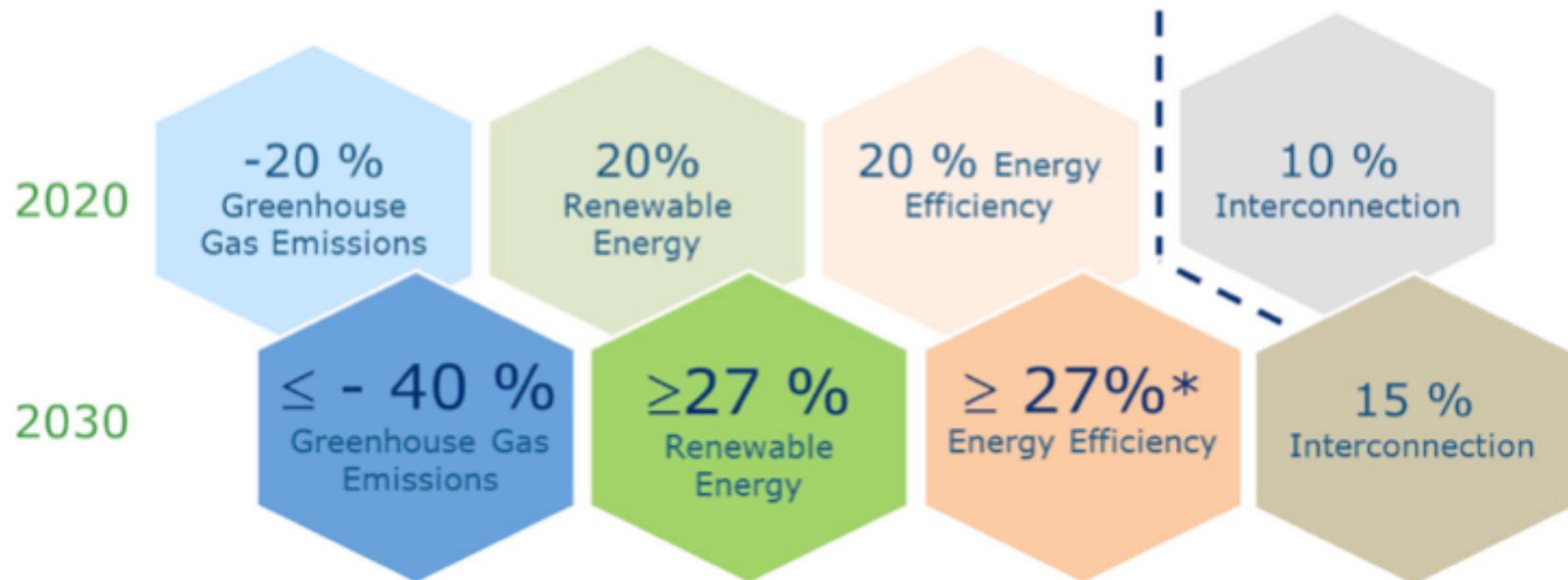
Low Emission Mobility Strategy

Advanced biofuel policy

Summary & Outlook

The EU's Energy & Climate Policy: the targets

In October 2014 the European Council agreed the 2020-2030 policy framework for Climate and Energy



The EU's Energy & Climate Policy: instruments

Targets and instruments

	Sector	Saving to be achieved	How
Overall	Economy-wide	At least 40% compared to 2009	Binding for the EU 28 + Norway+ Iceland
ETS	High energy consuming industries	43% compared to 2005	Market-based emission rights (allowances)
Non-ETS	AG, waste management, transport , buildings	30% compared to 2005	Nationally binding reduction targets (ESR)

The Effort Sharing Regulation proposes a binding GHG emission reduction target per MS (2021-2030)

Member State	Target compared to 2005
Luxembourg	-40%
Sweden	-40%
Denmark	-39%
Finland	-39%
Germany	-38%
France	-37%
UK	-37%
Netherlands	-36%
Austria	-36%
Belgium	-35%
Italy	-33%
Ireland	-30%
Spain	-26%
Cyprus	-24%

Member State	Target compared to 2005
Malta	-19%
Portugal	-17%
Greece	-16%
Slovenia	-15%
Czech Republic	-14%
Estonia	-13%
Slovakia	-12%
Lithuania	-9%
Poland	-7%
Croatia	-7%
Hungary	-7%
Latvia	-6%
Romania	-2%
Bulgaria	0%

Agenda

The EU Energy & Climate policy post 2020

Low Emission Mobility Strategy

Advanced biofuel policy

Summary & Outlook

Decarbonising transport **up to 2020 (1)**

There are four pieces of legislation to reduce emissions from transport:

- Directive on Renewable Energy Sources - **RED**
- Directive 2009/30 on Fuel Quality Standards - **FQD**
- Regulation 333/2014 on CO2 emissions from cars
- Directive 2015/1513 (amending RED and FQD) addressing ILUC (indirect effects from land-use change)

Decarbonising transport **post** 2020

- COM released in July its strategy on low emission mobility for the coming decade. Emphasis on electro mobility, lower emission standards for cars, vans and trucks (public consultation ongoing), and also promotion of advanced biofuels.
- Part of the strategy is the release by the end of this year of a legislative package on Renewable Energy Sources. Very likely this package will include:
 - Sustainable criteria for solid biomass (like now for biofuels)
 - A (2030) target for advanced biofuels most likely put upon fuel suppliers.
 - ILUC factors for accounting and a low-ILUC option for 1G biofuel

Agenda

The EU Energy & Climate policy post 2020

Low Emission Mobility Strategy

Advanced biofuel policy

Summary & Outlook

What are advanced biofuels and what is the policy?

- Within EU legislation there is no definition on what constitutes an advanced biofuel
- However, Directive 2015/1513 provides in its Annex IX part A a list of about 20 allowable feedstock to produce “advanced biofuel”; UCOME and animal fats are not considered to produce truly advanced biofuels (HVO, SGAB)
- Every MS “shall seek to achieve” by 2020 that 0.5 % of renewable energy in transport is from advanced biofuel.
- By 16 April 2017 MS need to set a national target; a target lower than 0.5 % is allowed under specific conditions

And what is there are national level?

To date two MS have incorporated AB targets into their national law:

- **Italy:** 1.8% in 2018, 1.6% in 2020 and 2.0% in 2022
- **France:** 1.6% for petrol and 1% for diesel in 2018; 3.4% for petrol and 2.3% for diesel in 2023

Two other MS have announced measures to their Parliament

- **Denmark:** 0.9% by 2020
- **Netherlands:** 0.3% by 2018; 0.4% by 2019 and 0.5% by 2020

Agenda

The EU Energy & Climate policy post 2020

Low Emission Mobility Strategy

Advanced biofuel policy

Summary & Outlook

Summary

- The EU is on track reducing its GHG emissions as planned but ambitious post 2020 EU targets had to be agreed upon to stay on track
- Member States have their own GHG emission saving target and are free in how to achieve it
- The Commission's "low emission mobility" strategy puts a strong emphasis on electrification of transport; biofuels are acceptable provided these are advanced
- There is a 2020 EU target for advanced biofuels but it is still unclear how serious MS are in realising this target
- Later this year when the new RED will be presented we will now if the EU is serious in pushing advanced biofuels beyond 2020

Outlook (for post 2020)

- Emphasis to reduce emissions in transport will be on:
 - tougher emission standards for cars, vans and trucks
 - slowly phasing out of ICE for cars, first more hybrids and then from 2025 onwards more full electric cars
 - increasing volume of advanced biofuels
- 1G biofuels likely still in the race provided higher GHG emissions savings than 60% ILUC accounted for.
- Bigger role for Member States to decided how to achieve emissions savings in non-ETS sectors. For the biofuel sector this means a stronger lobby on national level needed than in the past.