

Biofuels in Ireland

- Biofuel mandate 8% - 2018 10% - 2019 11% - 2020
- Administered by 10 applicants nationally.
 1. Valero Energy (Ireland) Ltd
 2. Irving Oil Whitegate Refinery Ltd (formerly P66)
 3. Inver Energy Ltd
 4. Irish Rail
 5. John Kelly Fuels (Ireland)
 6. Lissan Coal Company Ltd
 7. Maxol Ltd
 8. Nicholl (Fuel Oils)
 9. Tedcastle Oil Products
 10. Topaz Energy Ltd
- 6 new applications in 2018.
- 4.5% biofuel in 2018.
- “biodiesel”/bio-ethanol. 74%/26%
- 183 million litres / 62 million litres
- Biodiesel – Used cooking oil / tallow 84%/14%
- Ethanol is almost all sugar feedstocks, corn/beet/etc.
 - 10% of these feedstocks is sourced in Ireland.
 - 62 % is sourced in the EU.

Stakeholder Engagement

- Ireland officially uses E5, 5% ethanol in gasoline,.....
- Actually on average 3.6% ethanol is used nationally.
- Before implementing advanced biofuels , it would be good to use more ethanol.
- Contending with Vested interests?

Irish Transportation Energy System Stakeholder Meeting
29/11/2018

Trinity College Dublin



Trinity College Dublin
Coláiste na Tríonóide, Baile Átha Cliath
The University of Dublin

Heading:	Irish Transportation Energy System Stakeholder Meeting		
Purpose of meeting	To discuss Ireland's current and future transportation energy mix. This meeting will focus on Ethanol (E10) as a study case of the salient terms in advance of the 2019 Government Consultation on Biofuels.		
Date	29/11/2018 Start: 11:00 - End: 15:00 (or before)	Location:	Large Conference Room O'Reilly Institute Trinity College Dublin

Agenda

Time	Subject	Responsible
11:00	Welcome and Statement of Purpose	Dr. Stephen Dooley (TCD)
11:15	Background – E10 in Ireland - Europe – Renewable Energy Directive II - Ireland – National (Climate Change) Mitigation Plan, DCCA Consultation 2019.	Dr. Stephen Dooley Dr. Paul Deane (UCC) Yang Yibin (SEAI)
11:45	Discussion of E10 in Ireland - Transportation Targets, Can Ethanol Help? i) Biofuels Obligation Scheme -12% by 2020. ii) RES-T – 10% by 2020. - GHG Targets, Can Ethanol Help? i) Net GHG emissions due to E10 vs petrol. - Distribution & Supply Chain i) Logistics and cost of E10 at refinery and at point	