



Country Update - European Commission

IEA Bioenergy Task 39 - Commercializing Conventional and Advanced Transport Biofuels from Biomass and Other Renewable Feedstocks

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IEA Bioenergy Task 39 Virtual Business Meeting – April 20th 2021

Overview

- Who we are; the Joint Research Centre (JRC) and the JRC's input to EU scientific policy
- European Union's "Green Deal"
- EU transport emissions and road transport sector
- Recent trends in EU biofuel use
- Graph of overall EU GHG trends

Joint Research Centre – JRC

- The European Commission's **Science and Knowledge** Service.
- Focus on the priorities of the European Commission (80% of activities co-designed with partner DGs)
- Work for more than 20 policy DGs and several project teams
- Expertise in many areas, from economic and financial analysis through to energy and transport, health, environment, and nuclear safeguards



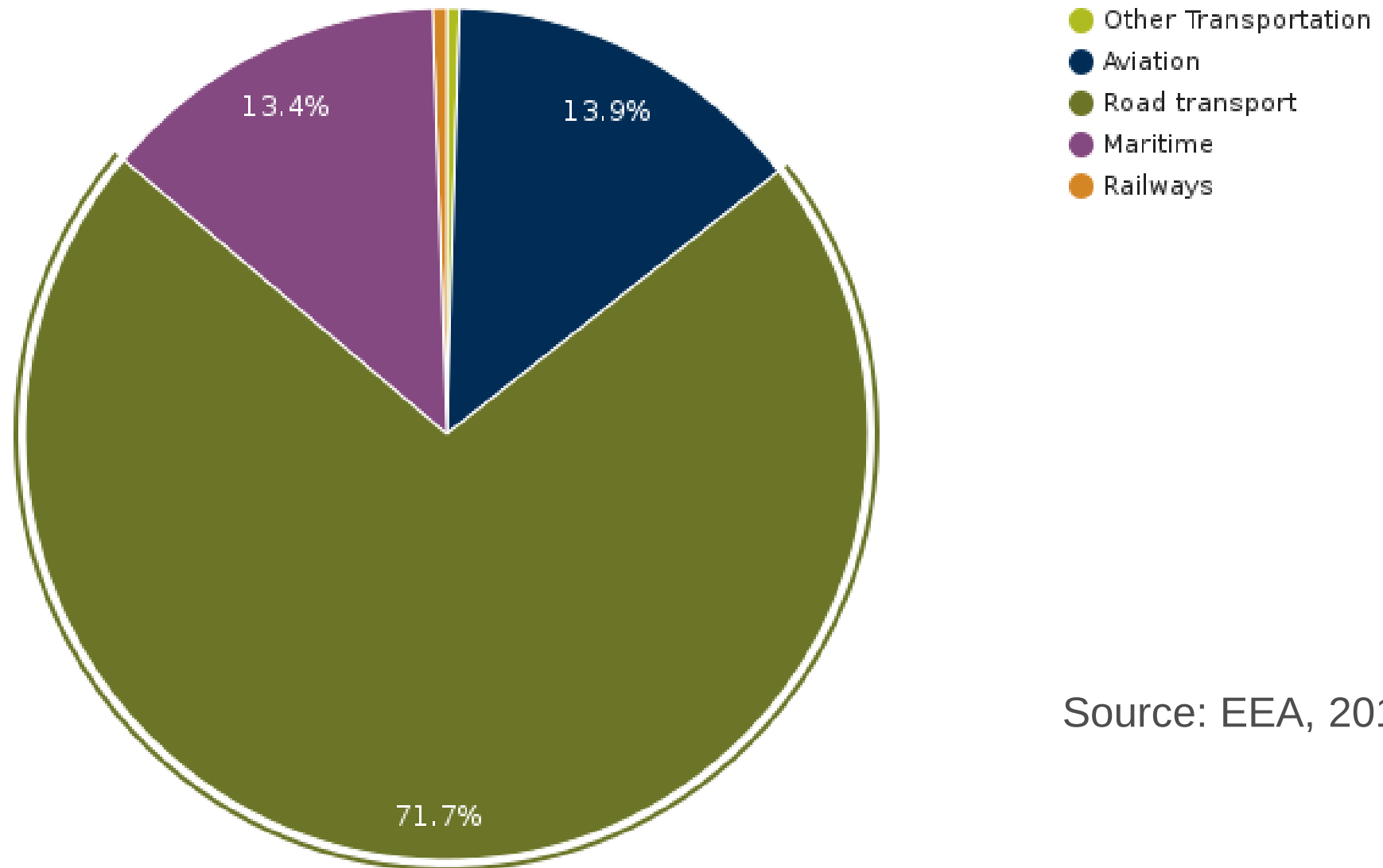
JRC's scientific input to biofuel policy

- Support the implementation of the first Renewable Energy Directive (RED), including reporting requirements
- Support the creation of the RED Recast 2030 (Directive EU 2018/2001), which sets a higher **target for renewable energy content in the transport sector in the EU**
- Within 2018/2001, our group created Annexes V and VI; compiling their input data and defining the methodology **defining biofuel emissions savings default values** compared to fossil fuels
- Methodology to determine and account for the renewable component of fuels co-processed in conventional oil refineries, and to calculate GHG savings for renewable fuels of non-biological origin and recycled carbon fuels, + more
- JEC collaboration Well-To-Wheels Analysis of Future Automotive Fuels and Powertrains in the European Context (in partnership with EUCAR and CONCAWE); led by my colleague M. Prussi.

European Green Deal policy

- The European Green Deal is a sustainable growth strategy that aims to transform the European Union's (EU) economy while addressing climate change and other environmental challenges.
- By 2050, Europe aims to become the world's first climate-neutral continent.
- European Climate Law outlines steps to meet the proposed new EU target for 2030 of reducing greenhouse gas emissions by at least 55% compared to levels in 1990.
- The EU has proposed the adoption of a 2030-2050 EU-wide trajectory for greenhouse gas emission reductions and,
- September 2023, and every five years thereafter, the Commission will assess the consistency of EU and national measures with the climate-neutrality objective and the 2030-2050 trajectory.

EU transport emissions and the road sector



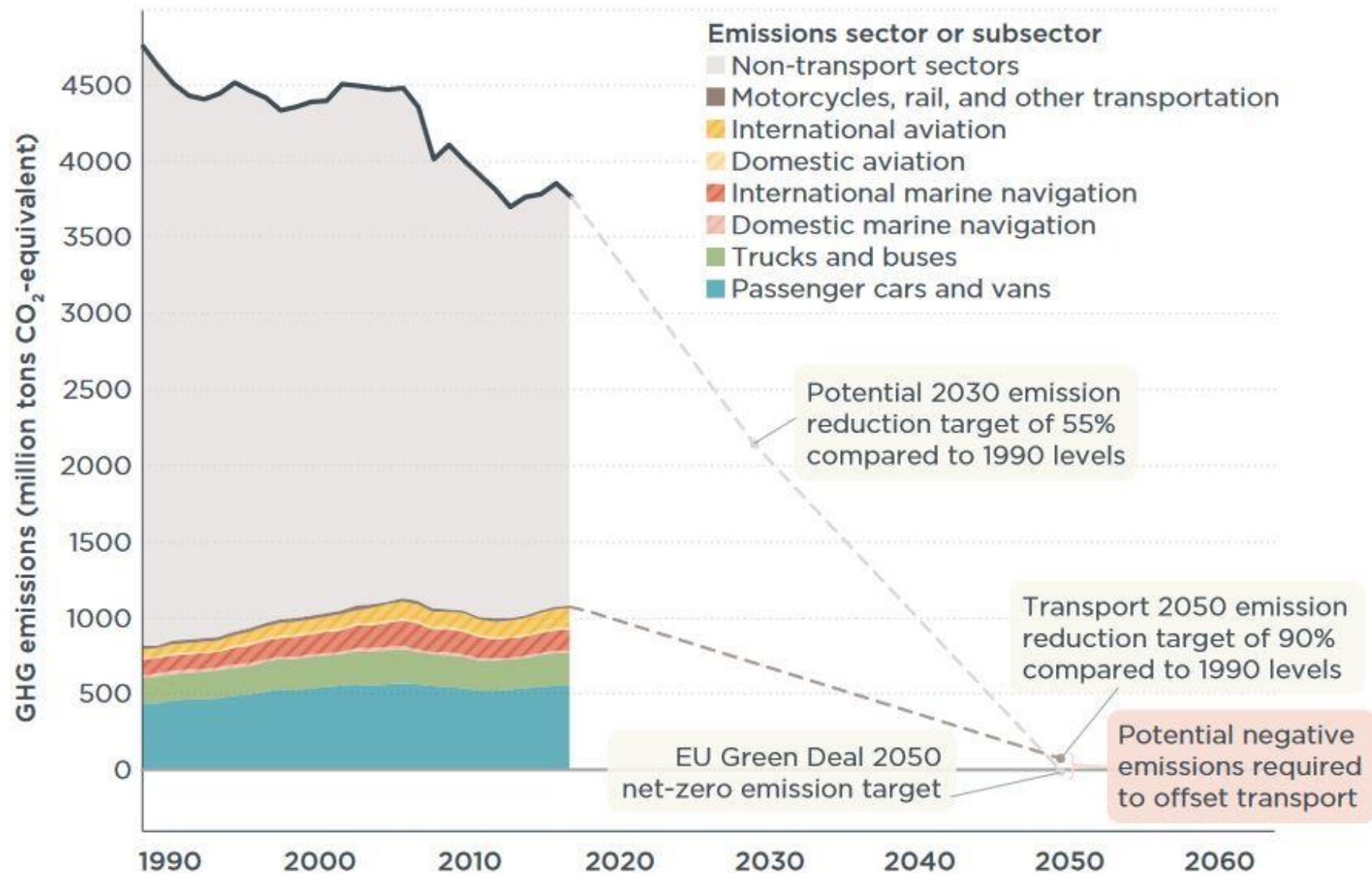
Source: EEA, 2019

Recent trends in EU biofuel use

- Consumption of biofuels in the transport sector in European Union (EU) was expected to stabilise to a total figure of 17.8 Mtoe in 2019. For comparison solid biofuels consumption in the EU in 2019 reached 102.6 Mtoe.
- Compared to 2018, this marked an increase of ~1.1 Mtoe (or 6.8%). Equates to approximately a 5.6 vol% blend rate for bioethanol, 9.3 vol% biodiesels.
- Growth considered directly linked to increases in certain EU member states' biofuel incorporation mandates, through policies implemented to achieve the 10% target of renewable energies in EU transport by end of 2020.
- Majority of biodiesel incorporation (over 80% in terms of energy blended) comes from biodiesel (FAME & HVO).
- Biggest EU biofuel users; France and Germany with 586 and 765 ktoe respectively of bioethanol; and 2,556 and 1,919 ktoe of biodiesel.

Source: EU Biofuels Barometer, Sept 2020 and USDA EU Biofuels Annual, 2020

Historical (1990-2018) EU GHG emissions



Source: ICCT, 2021

Keep in touch



EU Science Hub: ec.europa.eu/jrc



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Thank you!

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