



# *EU biofuels policy*

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# Outline of policy evolution

- 2003 - 2009 (targets for 2010)
- 2009 - 2015 - 2020 (targets for 2020)
- 2020 - 2030 (targets for 2030)
- All the above phases have focused primarily on road transport

## 2003-2009 (target year 2010)

- **5.75% renewable energy in transport indicative target for each EU Member State**
- **Essentially biofuels**
- **No sustainability criteria**

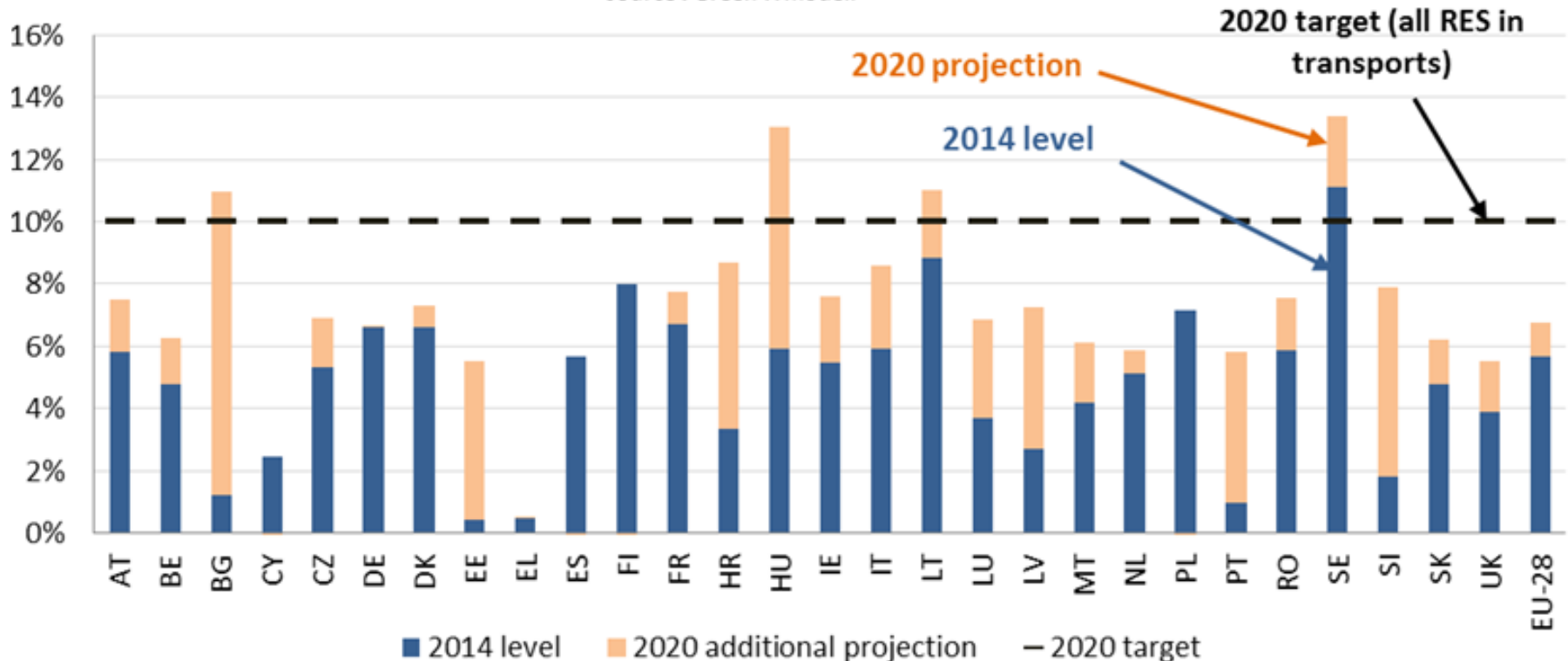
## 2009 (target year 2020)

- 10% target for Renewable Energy in Transport for each EU Member State
- Sustainability criteria following Life-Cycle Analysis
- Direct Land Use Change effects taken into account
- Minimum 35% GHG saving, increasing to minimum 50% GHG saving from 2017

# Use & projection of biofuels in the EU

Biofuel share in transport (Overall average)

source : Green-X modell





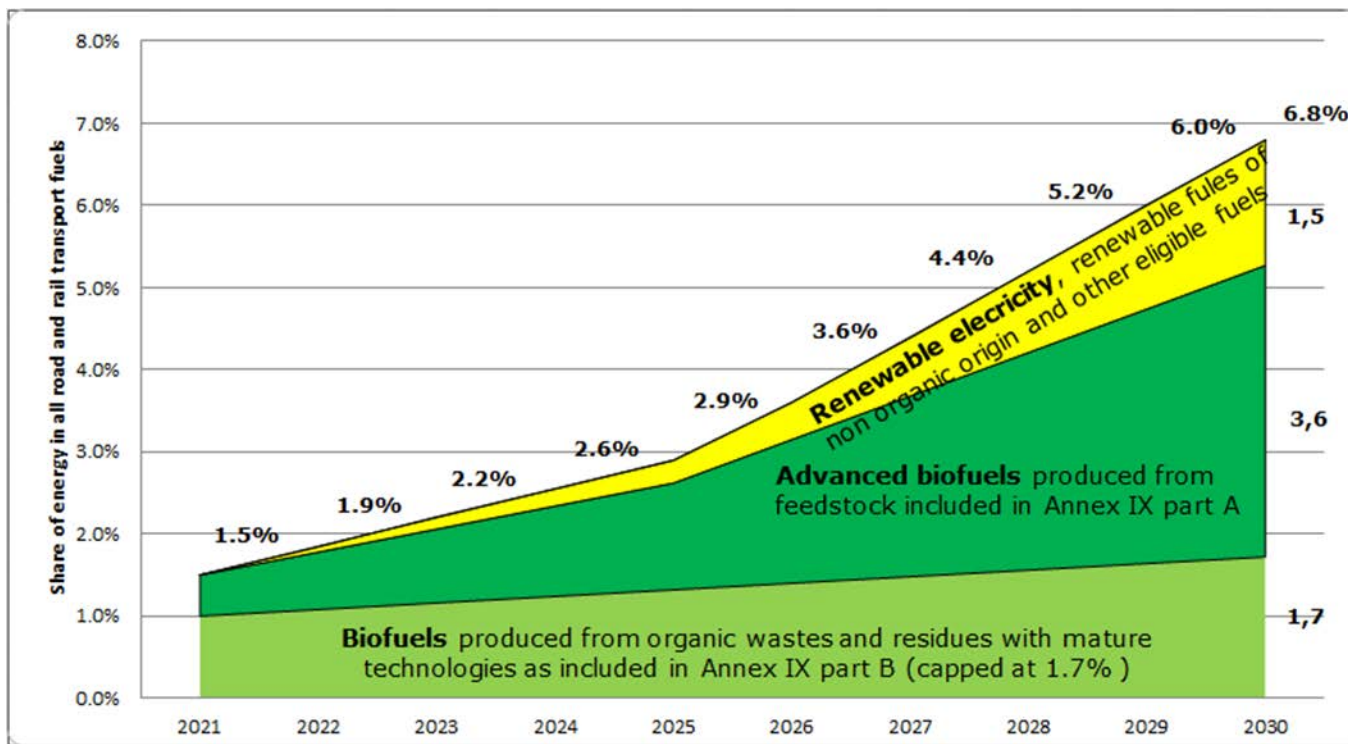
## 2015-2016 (target year 2020)

- 7% cap to prevent further contribution to ILUC
- Biofuels from new installations = 60% GHG saving
- Facilitation & funding of research & innovation in biofuels, including the *European Advanced Biofuel Flightpath 2020* initiative (aims to establish a functioning supply chain for bio-kerosene)

## 2016-... (target year 2030)

- **Low-carbon & renewables blending obligation on fuels suppliers (6.8% in 2030)**
- **Advanced biofuels 0.5% in 2021 > 3.6% in 2030**
- **Aviation & maritime fuels not in the blending obligation but can be used to comply with the obligation with a 1.2 multiplier**
- **Declining contribution of food & feed-based biofuels (capped at 3.8% in 2030)**

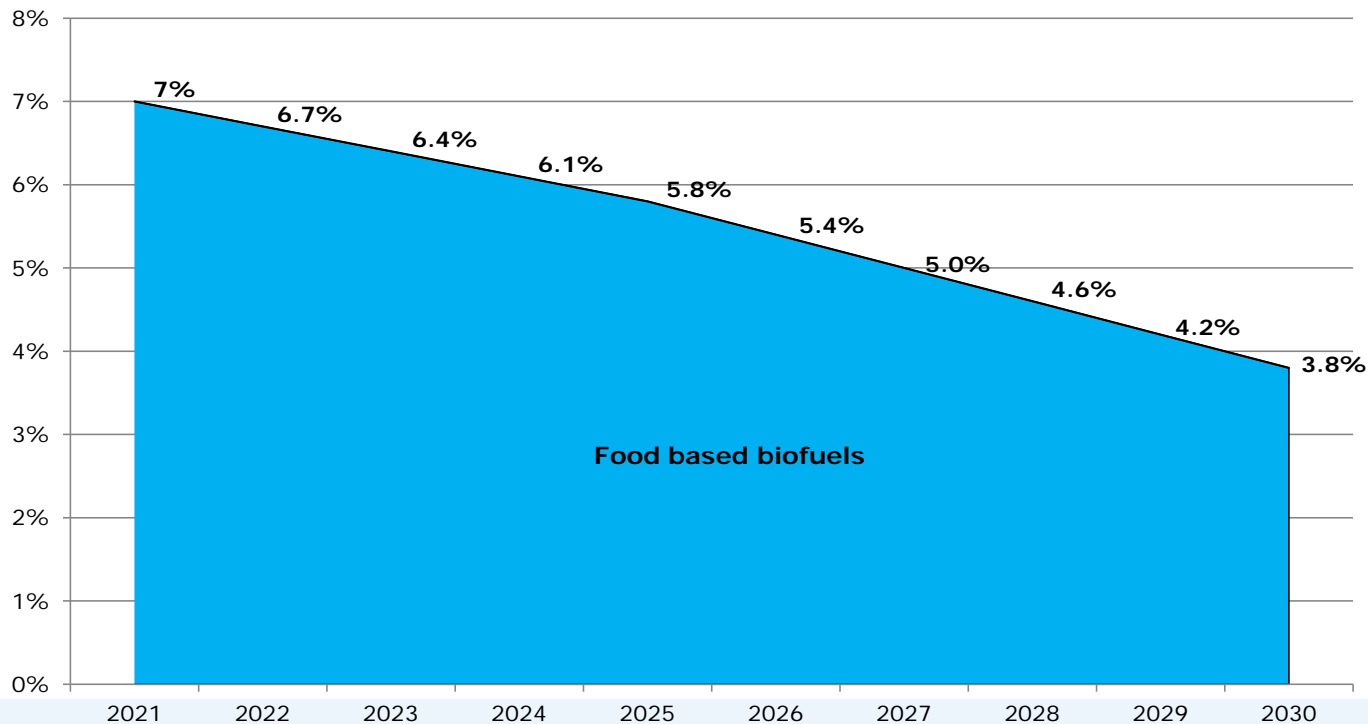
# PROMOTING INNOVATION IN TRANSPORT



Increasing the share of low carbon and renewable fuels in transport through an EU blending mandate



## Gradual phase out of conventional crop based biofuels



- Gradual phase out of crop-based biofuels from 7% in 2020 to 3.8% in 2030, effectively bringing the conventional biofuel use to pre-2008 levels.
- Member States may set a lower limit and may distinguish between different types of biofuels for instance by setting a lower limit for the contribution from food or feed crop based biofuels produced from oil crops, taking into account indirect land use change.

# Conclusions

- **Main focus on road transport**
- **Environmental stringency has been increasing**
- **Moving away from food & feed based feedstocks**
- **Deliberate opening to renewable fuels of non-biological origin**
- **Whole-system view to be taken into account to meet 2°C maximum temperature-rise objective**