



European
Commission

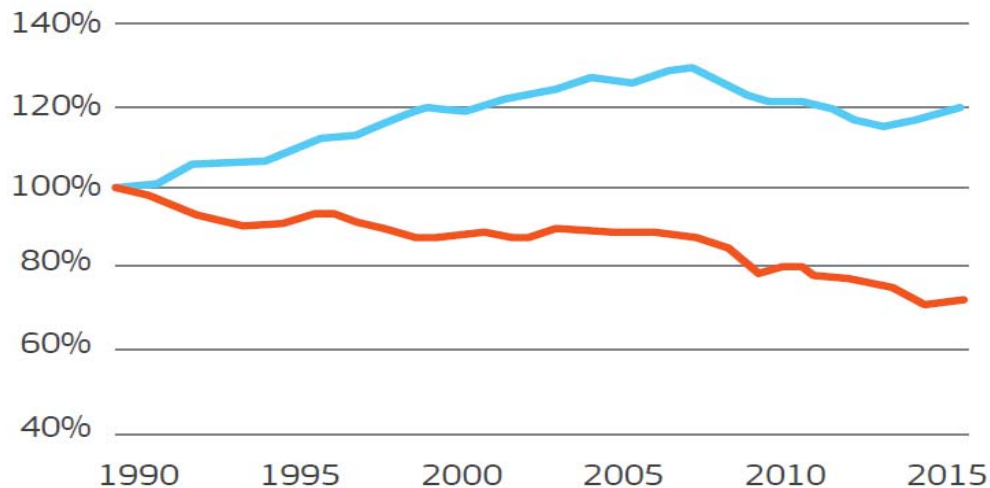


The way towards RED II – State of affairs on biofuel related aspects



Development of GHG emissions in transport

Greenhouse gas emission in the EU
in percentage change since 1990:

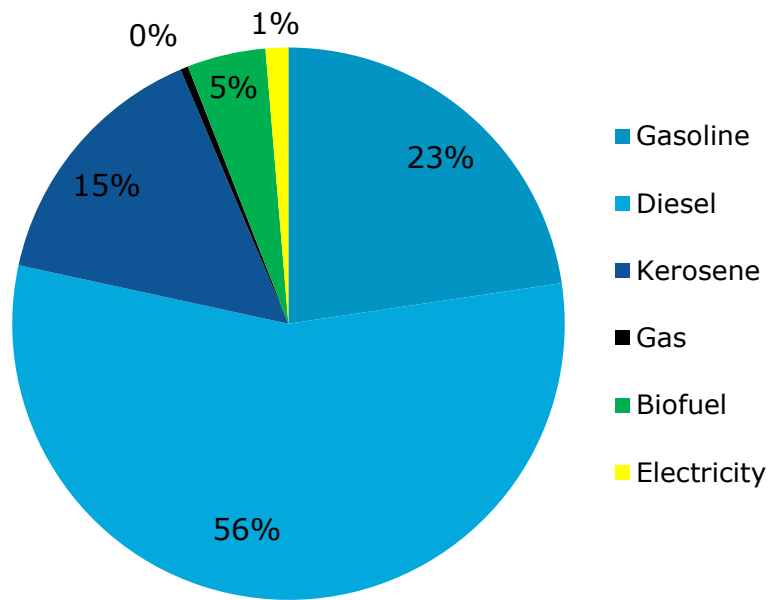


■ Road Transport Sector

■ Other Sectors

**Road transport =
22% of total EU
emissions**

Challenge in transport

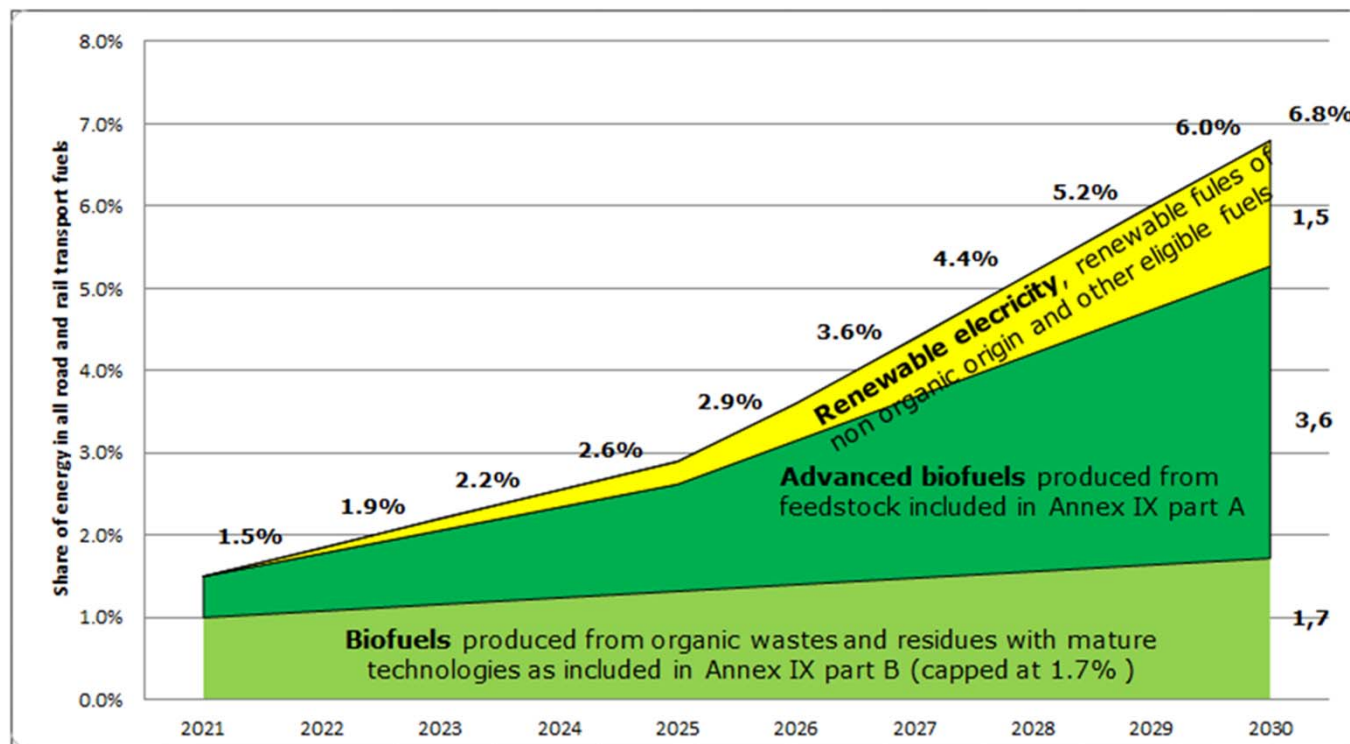


Key figures transport:

- 32% of final energy consumption
- Relies on oil for 94% of its energy needs.
- 22% of total GHG emissions
- Bulk of biofuels is produced from food and feed crops which are associated with sustainability concerns(ILUC)

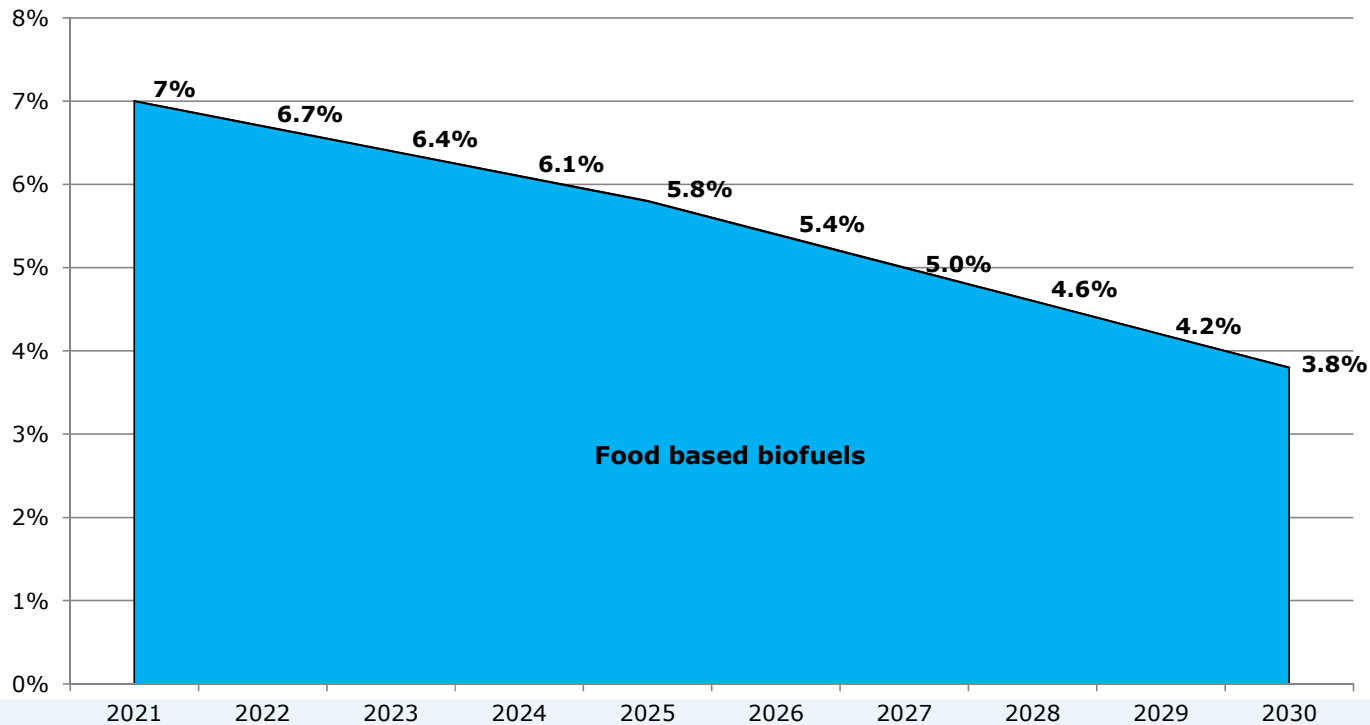
Source: Primes, 2015 shares in transport energy consumption

Commission proposal for incorporation obligation



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.

Streamline and improve sustainability criteria

Biomass from agriculture

- Remove criterion on cross compliance (dealt with under the CAP)
- Stricter peatland protection (easier to verify)
- Minimum size for highly biodiverse grassland
- Highly biodiverse grassland to be identified by competent authorities

Biomass from forest

- New risk-based criteria on biodiversity and carbon management (minimum requirement, Member States can go beyond)
- Cogeneration requirement (not relevant for transport fuels)

Mass balance system:

- Clarify rules for biomethane injected into the gas grid
- Include rules for mixing of fuels with differing energy content (co-digestion)

Drop provision regarding international agreements

New centralised traceability system based on national databases

Voluntary schemes

- Commission can set out implementing rules for voluntary schemes
- Allow Member States to control work of certification bodies

Update default values and GHG calculation methodology

Position of EP and Council: Targets and conventional biofuels

European Parliament

- *RES-T target of 12% includes conventional biofuels*
- *National caps for conventional biofuels (level in 2017) but*
 - **Max 7%**
 - **Min 2%**
- *MS can decide for a lower cap and distinguish between different types of conventional biofuels*
- *Biofuels produced from palm oil not accounted towards the target*

Council general approach

- *Obligation ensuring achievement of 14% RES in transport (including crop based but MS can opt-out)*
- *7% cap is maintained*
- *MS can decide for lower cap and distinguish between different types of conventional biofuels*

Position of EP and Council: obligation on fuel suppliers

European Parliament

- *Increase of the ambition level of the obligation to 10% by 2030*
- *RES electricity counts 2.5x*
- *Fuels consumed in aviation count 2x and fuels in maritime count 1.2x*
- *Broader definition of advanced biofuels*

Council general approach

- *More flexibility for MS to set out technical details of the obligation*
- *3% sub-obligation for advanced biofuels*
- *RES electricity consumed by road vehicles counts 5x and rail 2x*
- *Annex IX biofuels count 2x*
- *Aviation and shipping 1.2x*

Way forward

- *Adoption the position of the European Parliament in first reading and the general approach in the Council import milestones*
- *Third Trilogue on 17 May*
- *Commission will support the co-legislators in finding a good compromise*
- *Objective to conclude negotiations on future RED before summer*



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