

**Platform  
Renewable  
Fuels.**

# **How to Make Renewable Fuels the New Normal**

**22 November 2022, Lunch Seminar**

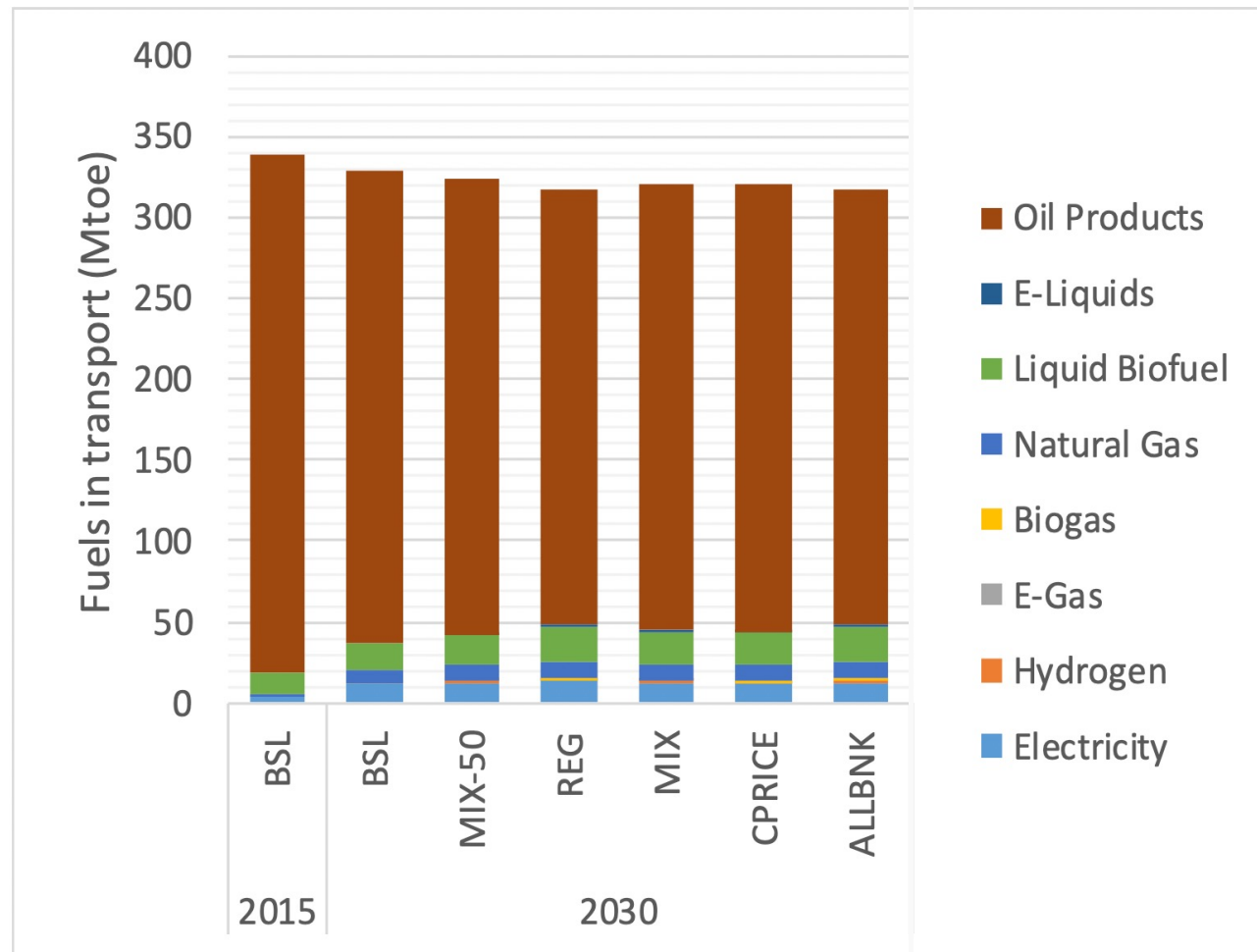
**Eric van den Heuvel**



# 2020 Impact Assessment of European Commission shows 'old normal' for transport sector

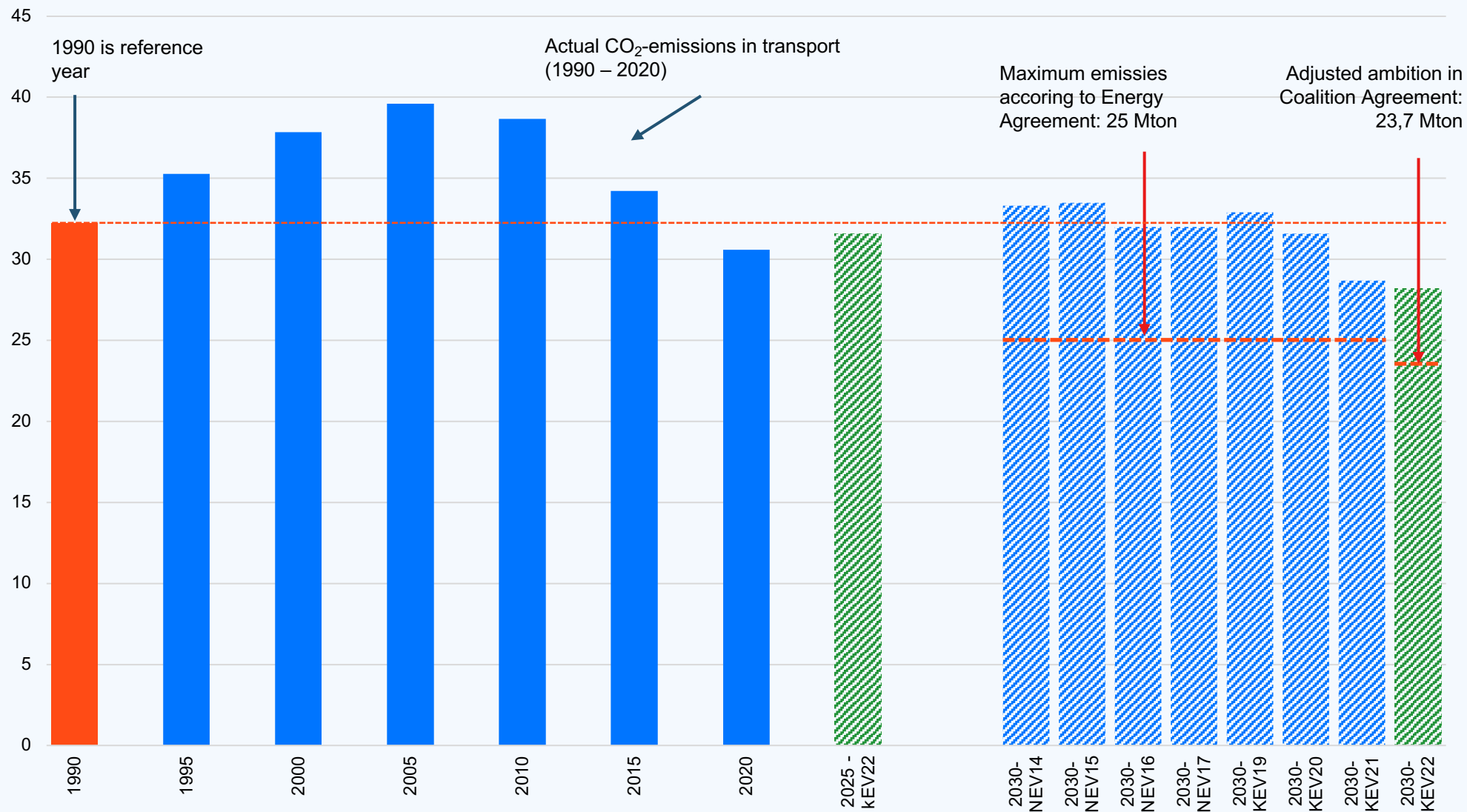
Impact Assessment on  
Stepping up Europe's 2030  
climate ambition  
EC, 2020, SWD/2020/176

Figure 63: Fuels in transport (including aviation and maritime navigation)

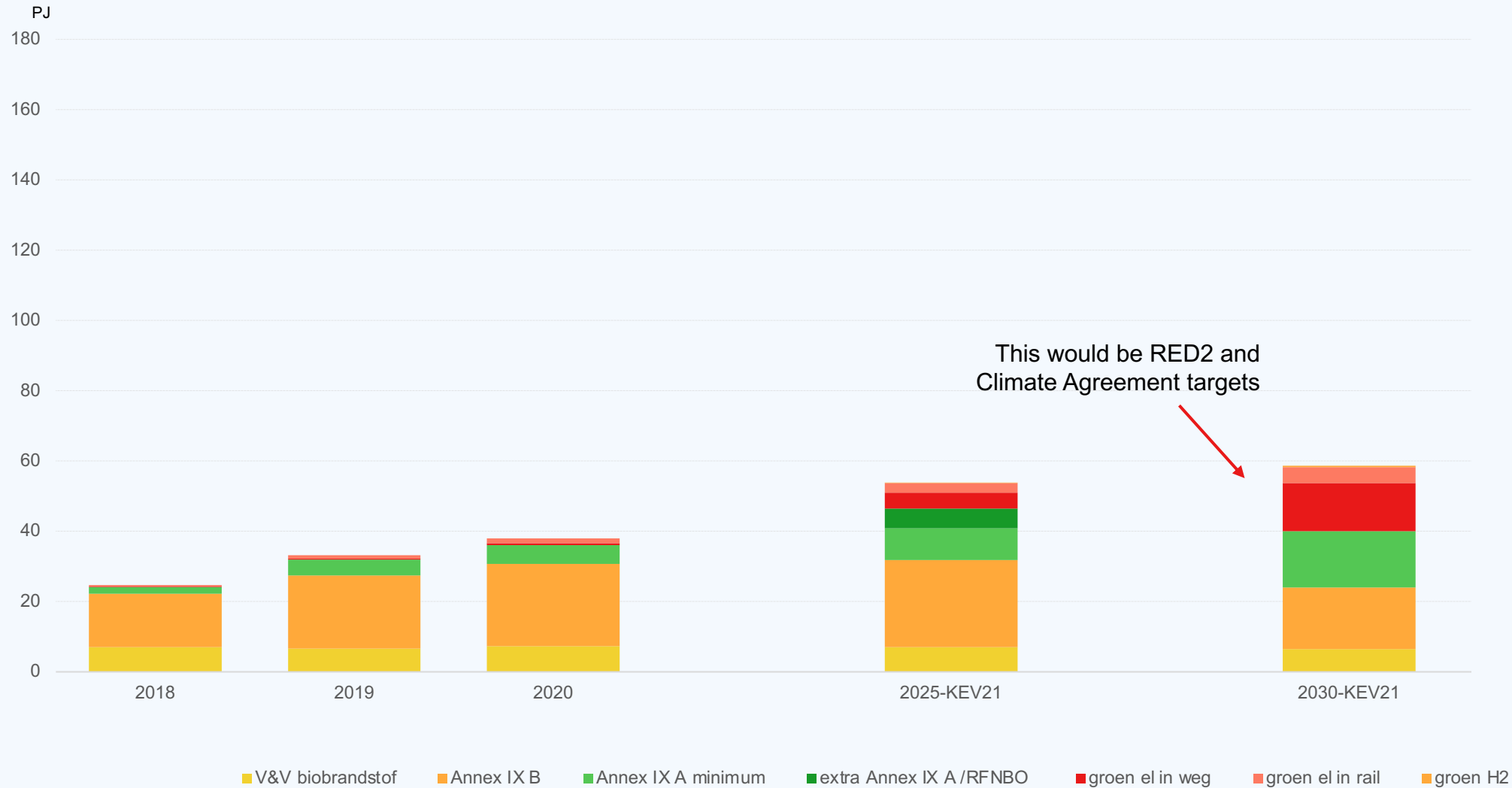


Source: PRIMES model

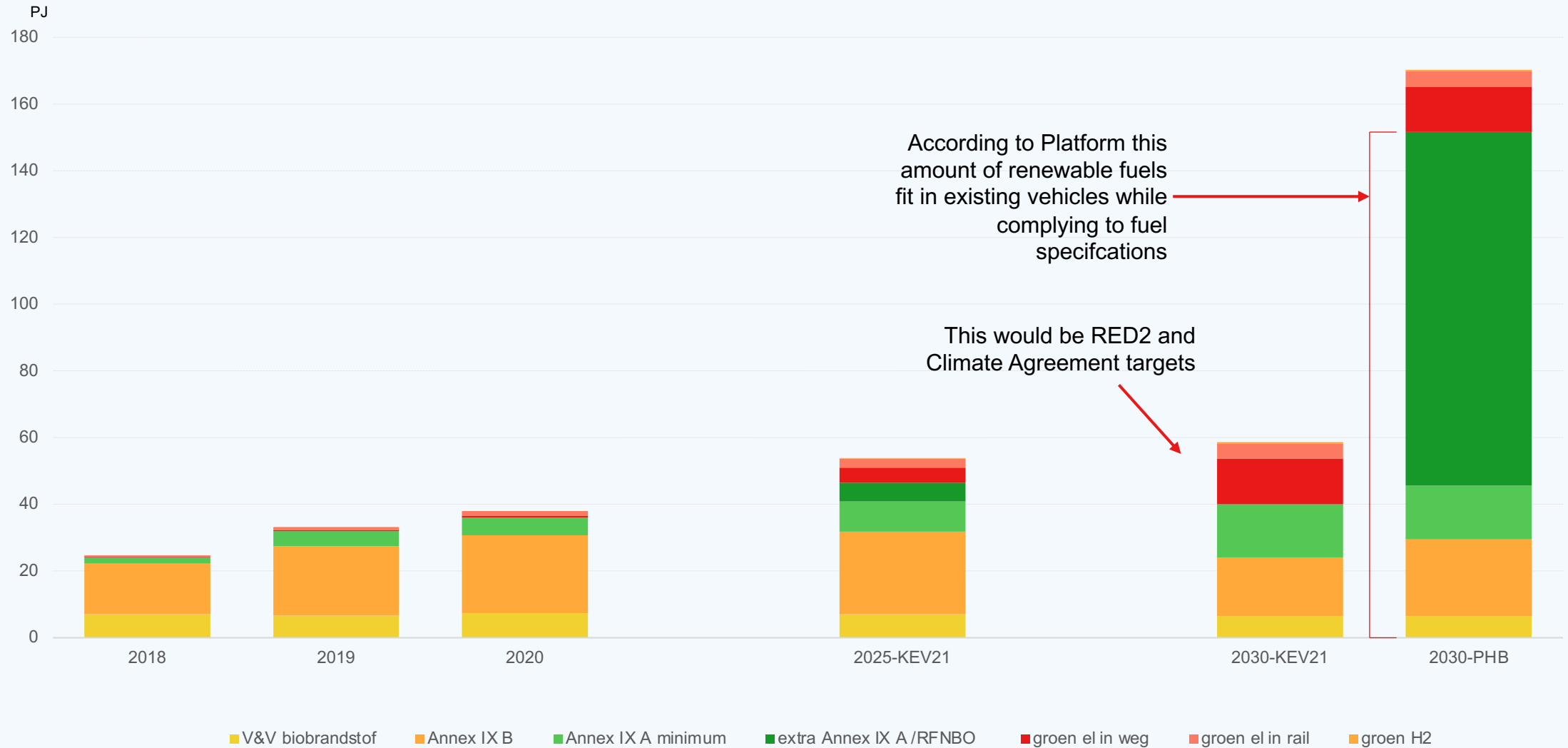
# In 2030 emissions in Dutch transport 11,9% lower than in 1990 (based on most recent PBL-report 2022 Climate and Energy Exploration- KEV22)



# The current 2030-mandates for renewable fuels on NL-national territory remain moderate

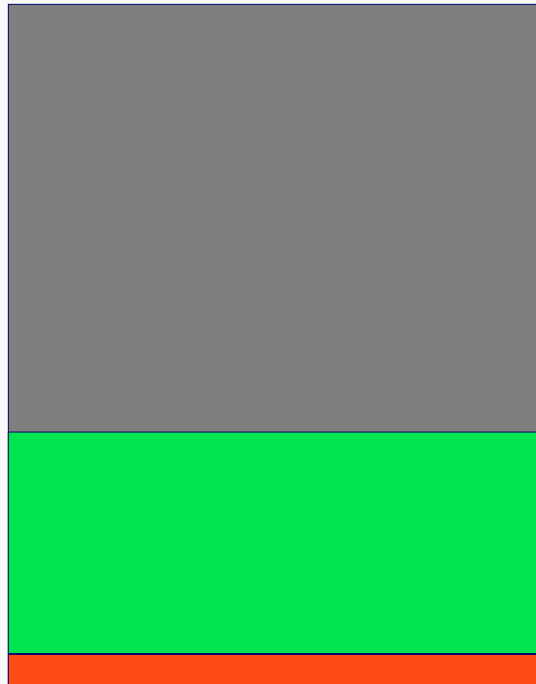


# The Platform proposition is to enlarge the renewable fuels base to ± 150 PJ renewable fuels



# Next to deployment in national territory there are EU-targets in aviation and maritime (2030):

 461 PJ



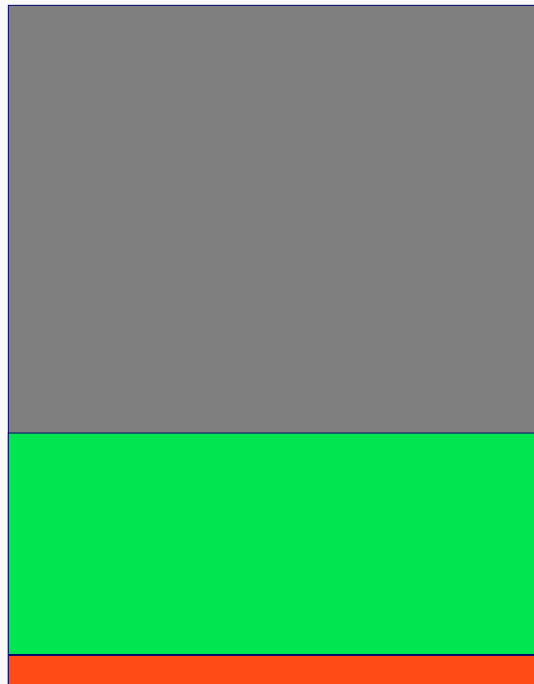
150 PJ + 20 PJ

~ -12,6 Mton CO<sub>2</sub>

# Next to deployment in national territory there are EU-targets in aviation and maritime (2030):



461 PJ

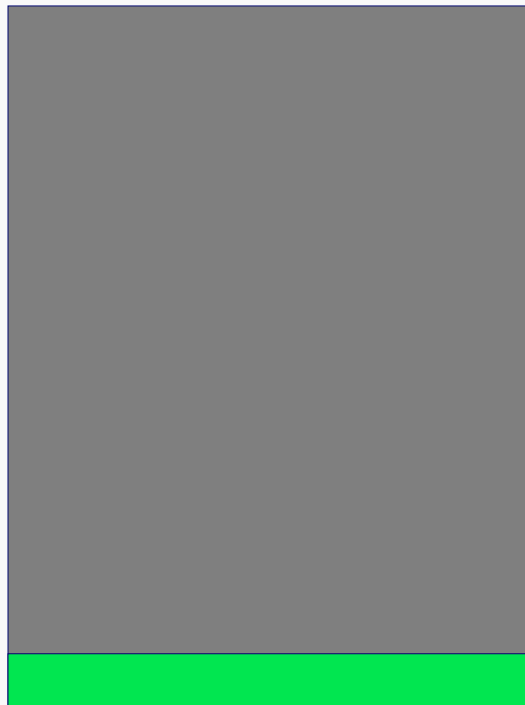


150 PJ + 20 PJ

~ -12,6 Mton CO<sub>2</sub>



475 PJ



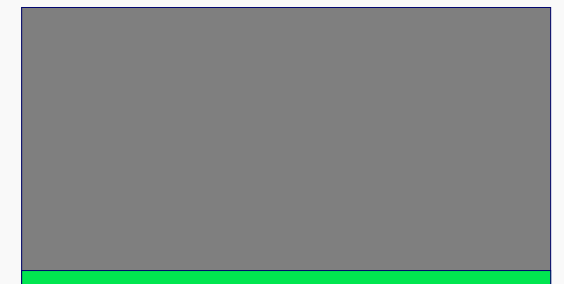
FuelEU Maritime Regulation

35,6 PJ

~ -3,4 Mton CO<sub>2</sub>



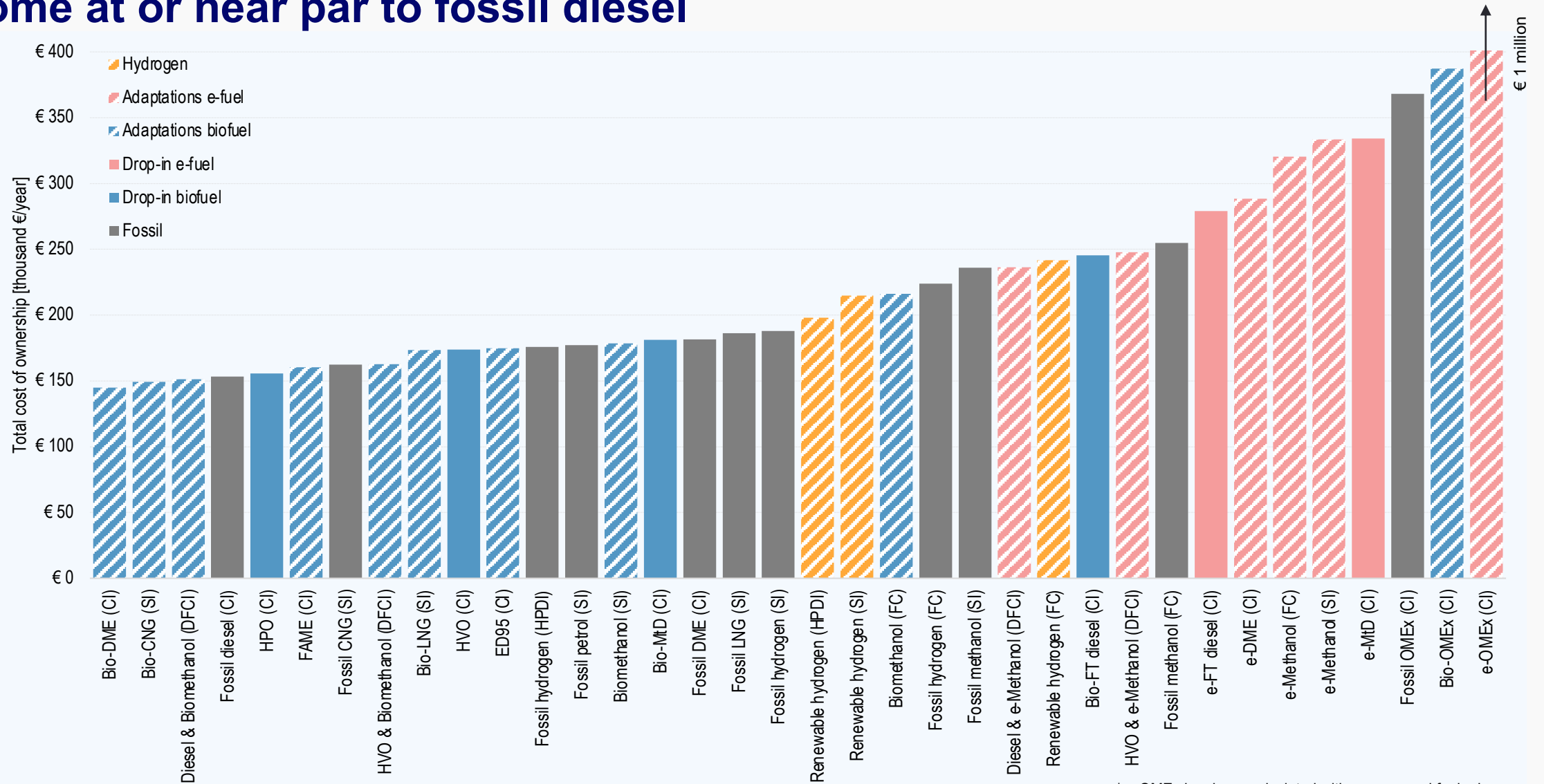
201 PJ



ReFuelEU Aviation Regulation

10,1 PJ

# A TCO study on heavy duty trucks shows plenty of renewable fuel options, and some at or near par to fossil diesel



\* e-OMEx has been calculated with an assumed fuel price



CI = Compression ignition, DFCI = Dual fuel compression ignition, SI = Spark ignition, HPDI = High pressure direct injection, FC = Fuel cell. TCO-report by studio Gear Up, 2022

\* Note that all renewable fuels in the study are subject to energy content compensation for excise duties (Handboek Accijns 4.7.2)



# How to make renewable fuels the new normal?

Change the current mandates for renewable fuels to limited and decreasing volumes of fossil fuels

- Mandates actually keep fossil as the central reference
- Mandates set the pace of introduction of renewables fuels and hinders supply of renewable fuels beyond the mandate limits
- Upscaling requires incentives the accelerate

The Platform sees in the Fit for 55 package the first elements of new market mechanisms:

- ETS sets decreasing and absolute ceilings on the amount of fossil
- The ETD could shape a better price competitive position for renewables
- This will set the need for much higher volumes for renewable liquid and gaseous fuels

It will be relevant to prepare the market for the higher volumes of renewable fuels under this ETS and ETD context. How can the design of RED3 facilitate this transition

What is necessary for such scaling up?

# Outlook for the ‘renewable normal’

- According to the Platform as an independent knowledge and innovation centre preparations for scale up are necessary
- Imagine, how will post-2030 market function?  
Will it predominantly become a ‘Carbon Market’? How will renewable fuels that are zero emission on tank-to-wheel basis integrate in this?
- How do we keep track of sustainability given the already today high administrative burden of certification and verification?  
Platform, Dutch Blockchain Coalition and sector players current explore the use of Decentral Ledger Technologies (such as Blockchain)
- How do we organise access to sustainable and reliable green carbon sources at scale, not only for the Dutch market, but for other EU markets as well?  
We currently work on developing a proposal for the ‘National Groeifonds’ to support the sector in feedstocks supply chains that fulfil other societal needs (climate adaptation, nutrient recycling, soil enhancement etc.

# Platform Hernieuwbare Brandstoffen.



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