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## Press release

# Bringing biofuels on the EU market in 2020 - technical options, marketing strategies and scenarios

## Decision on way ahead essential within next 1-2 years

The CE Delft/TNO report '[Bringing biofuels on the market](#)' provides a "*handbook*" on biofuels - a comprehensive *overview of different types of biofuels, and the technical options* that exist to market the biofuels volumes expected to be consumed in the EU Member States in 2020.

The study concludes that by fully utilizing the current blending limits of biodiesel (FAME) in diesel (B7) and bioethanol in petrol (E10) up to 7.9% share of biofuels in the EU transport sector can be technically reached by 2020.

Increasing use of advanced biofuels, particularly blending of fungible fuels into diesel (eg. HVO and BTL) and the use of higher ethanol blends in compatible vehicles (e.g. E20), can play an important role. Also, the increased use of biomethane (in particular bio-CNG) and higher blends of biodiesel (FAME) can contribute.

However, it is essential for both governments and industry to decide within 1 or 2 years on the way ahead and take necessary actions covering both, the fuels and the vehicles, to ensure their effective and timely implementation. Even though a range of technical options exist, many of these require considerable time and effort to implement and reach their potential.

Large scale implementation of the options beyond current blending limits requires new, targeted policy measures, in many cases complemented by new fuel and vehicle standards, adaptation of engines and fuel distribution, etc. Marketing policies for these vehicles, fuels and blends are also likely to become much more important than in the current situation. Each Member State may develop its own strategy tailored to its market and policy objectives, but the EU should play a crucial facilitating role in these developments.

**Context of the study:** The study was carried out in the context of the EU Renewable Energy Directive which obliges each Member State to ensure that in 2020, at least 10% of the transport fuels in both road and non-road transport is from renewable origin. All Member States have planned to meet the large majority of this target by biofuels: on average 8.8% of the EU's road transport fuels are expected to be biofuels in 2020<sup>1</sup>.

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<sup>1</sup> This percentage is based on the National Renewable Energy Action Plans. Depending on the outcome of the decision making process regarding the ILUC proposal in the European Council and Parliament, this share may reduce. However, it is expected that also in the revised plans, biofuels will contribute considerably towards meeting the 2020 targets.

In this report, the *most promising options* to go beyond the current blending limits are identified, elaborated and assessed in detail. Pros and cons of the options are derived and the actions required by the various stakeholders to realize these options are determined. The maximum biofuels marketing potential for 2020 is estimated. Based on the assessment of the National Renewable Energy Action plans of the EU Member States, a number of concrete *scenarios* for 2020 were developed with which the 10% target could be met under different developments of the market, including the option of the use of more bioethanol in the Member States' renewable energy mix in transport sector. Impacts of different types of biofuels on vehicle engine performance were also considered in this assessment.

**Disclaimer:** This study *Bringing biofuels on the market. Options to increase EU biofuels volumes beyond the current blending limits* was produced for the European Commission by the consortium of CE Delft and TNO.

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