Renewable energy update:

Progressing towards the 2020 target

renewables in transport

European Commission, DG Energy

03/2011
Recent Developments:

- **2009: Renewable Energy Directive**
  - Part of the EU climate and energy package
  - Mandatory targets; specific 10% target for renewable energy in transport

- **June 2010: deadline for submitting National Renewable Energy Action Plans**

Communication on the progress in renewable energy

- Reviews 2010 progress and measures towards 2020 targets

- First indications from the National Renewable Energy Action Plans (NREAPs)

- Greater detail provided in the staff working documents
  - Staff working document on recent progress
  - Staff working document on financing
  - Staff working document on mass balance
Renewable energy growth by sector 2001-2010
2010 progress

- Most MS will not completely reach their 2010 targets:

- Transport
  - According to Eurostat data and projections, 8 MS should meet their targets

- Projected 2010 RES shares for the EU:
  - 5.1% RES in transport – 2010 target 5.75%
Progress towards targets according to statistics:

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progress made towards the 2010 targets: ☻ 0-33% ☻ 34-66% ☻ 67-100%;
- Planned growth to 2020 leading to 20.6% by 2020
- Specific EU renewable energy share in 2020 (projections):
  - Transport from renewable sources – 11%
- Commission writing to MS seeking revisions/clarification
National Action plans: transport sector

Development of renewable energy in transport in EU 27

- 2nd generation
- Hydrogen
- Other Biofuels
- Electricity in transport
- Bioethanol
- Biodiesel

ktoe
National Action plans in figures; blending limits

- Much more biodiesel than bioethanol, but there will likely also be much more diesel than petrol
- Thus, share of biodiesel/bioethanol in diesel/petrol market similar and in range of 9-12% \textit{by energy}

By volume this would be 10-13\% for biodiesel and 14-17\% for bioethanol

- Blending in fossil fuel limited to:
  - 7\% for biodiesel \textit{by volume} (CEN standard)
  - 10\% for bioethanol \textit{by volume} (Fuel Quality Directive)
National Action plans in practice; blending limits

- Present blending limits seem insufficient, though
  - the use of high blends/pure form exists
  - Action Plans may include under ‘biodiesel’, biofuel that has no blending restrictions
  - biofuel can be used in other transport sectors less dependent than passenger vehicles on strict fuel grades
  - each Action Plan individually may lead to different figures
Questions to the participants

On the basis of the figures in the National Renewable Energy Action Plans:

• Is it possible to draw conclusions related to vehicles and fuel grades?
  » If so, what conclusions?

• Is further analysis needed related to vehicles and fuel grades?
  » If yes, what are the particular elements to be looked at?
  » Are there further considerations to be taken into account in addition to the four mentioned?
Thank you

http://ec.europa.eu/energy/renewables/index_en.htm