

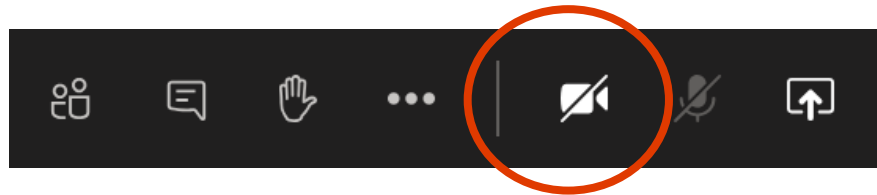


BOS - Briefing Session

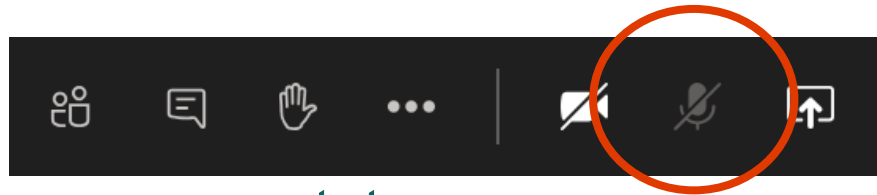
6th May 2021

(Ref: 457-21P0474)

- Turn video camera off



- When not talking, mute yourself



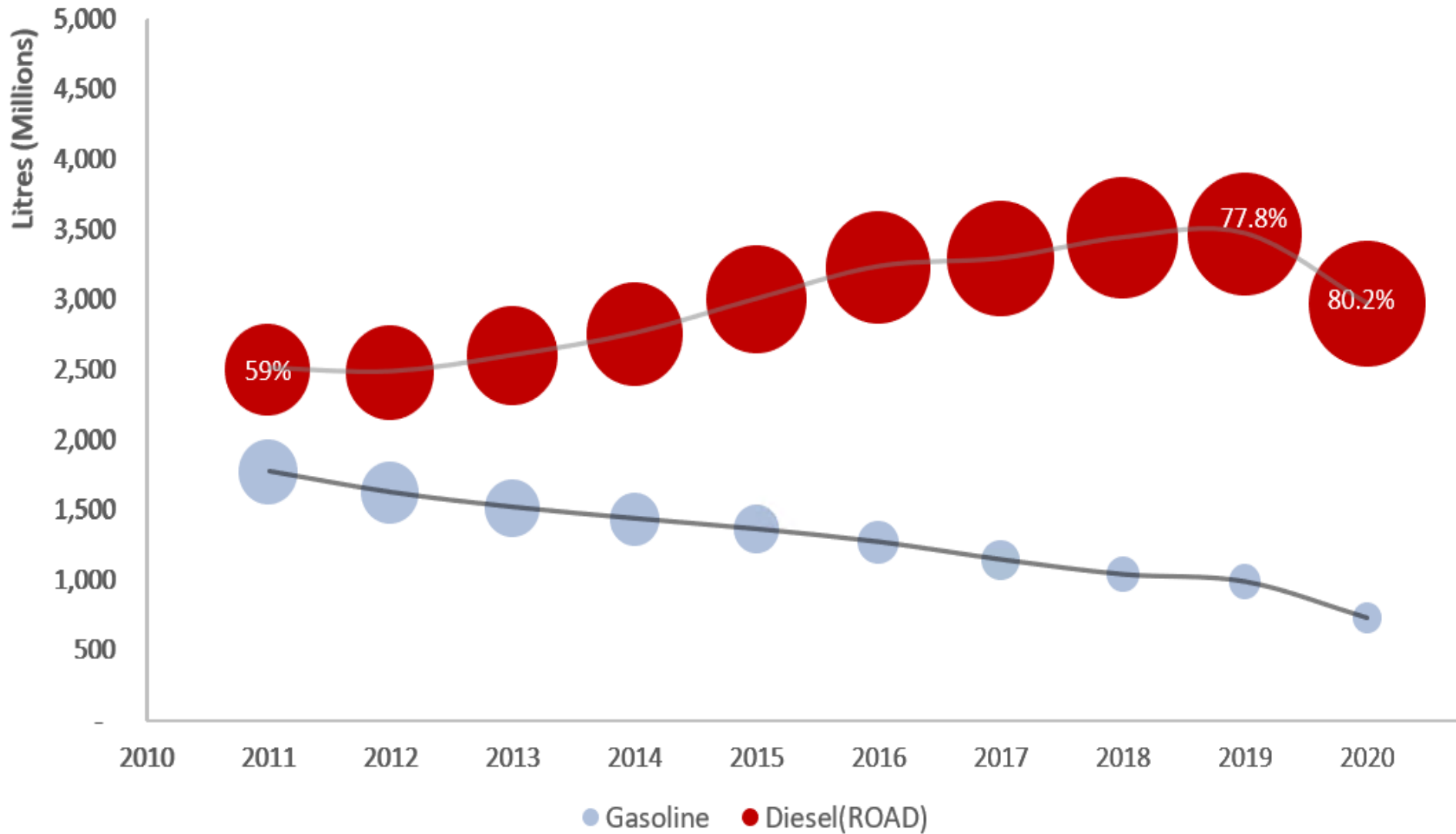
- To raise a query / provide a comment, turn on your camera (if you wish), unmute yourself, and introduce yourself

TODAY'S AGENDA

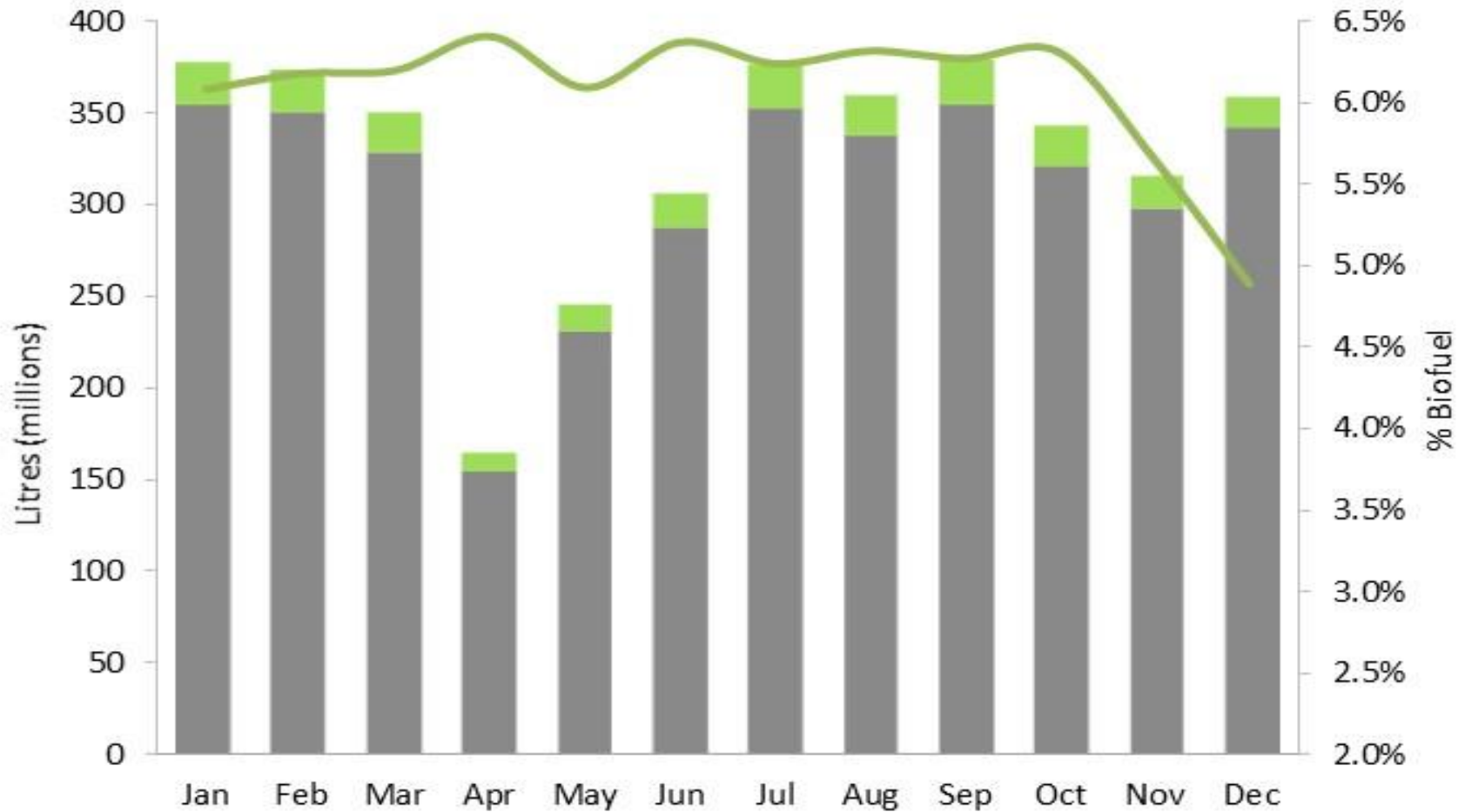
- Performance in 2020
- DoT update
- BOS Post-2020 – Administration
- BOS Post-2020 – Policy
- Discussion



2020 – FOSSIL FUEL



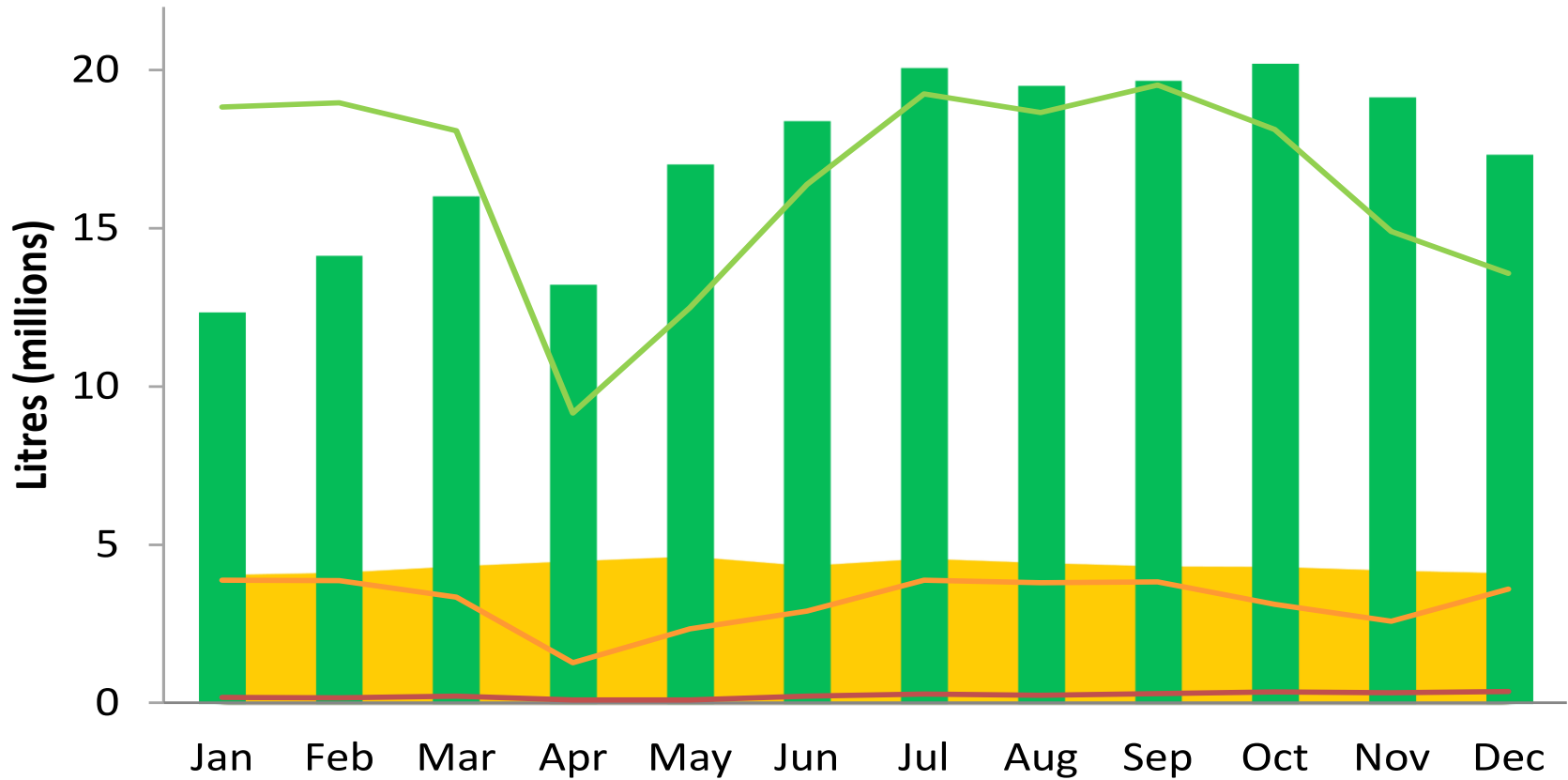
2020 PERIOD – FOSSIL & BIO



Diesel & Gasoline
 Biofuels
 % Biofuel



2020 PERIOD – BIOFUEL



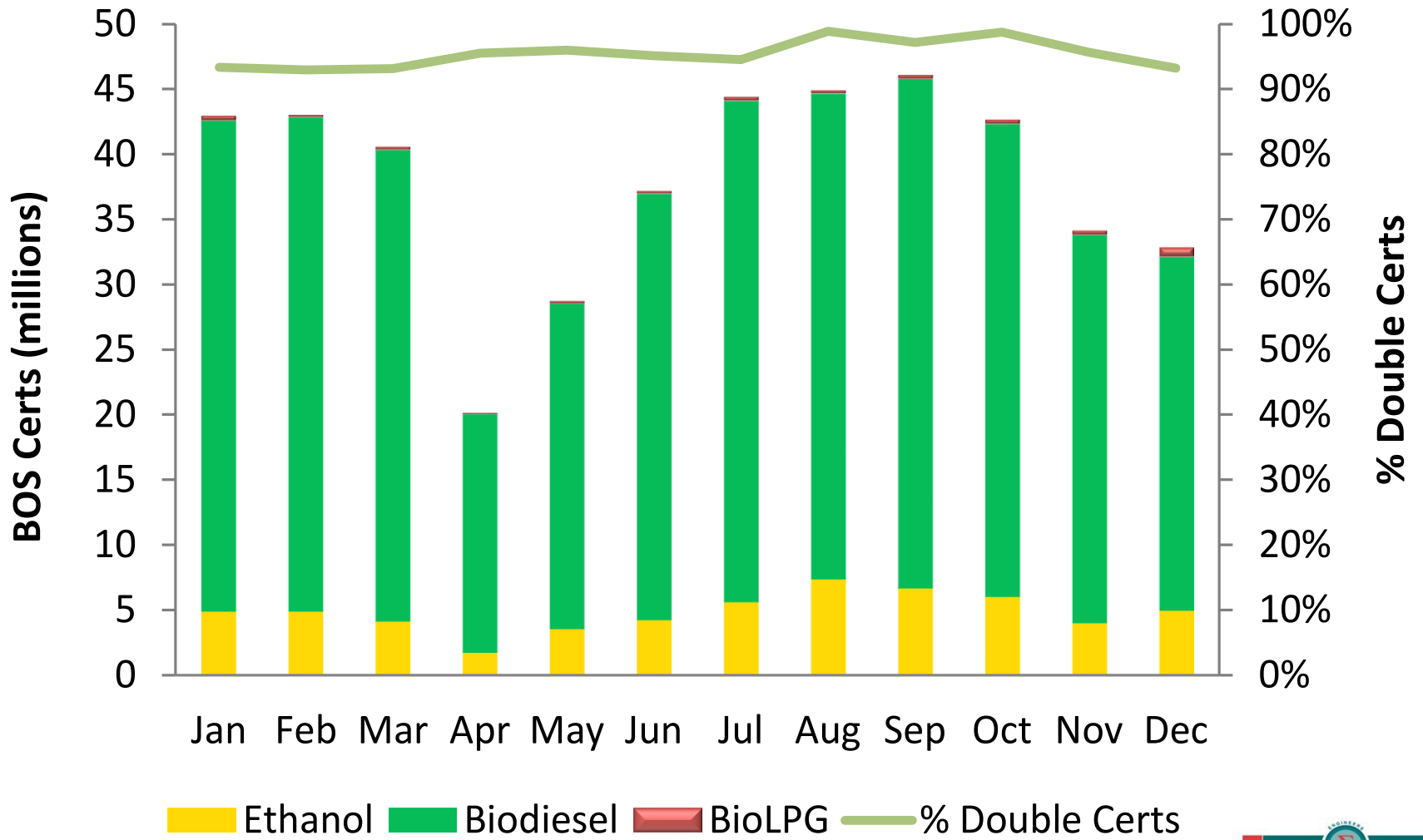
Ethanol (2019)
 Biodiesel (2020)

Biodiesel (2019)
 BioLPG (2020)

Ethanol (2020)



CERTS AWARDED – 2020

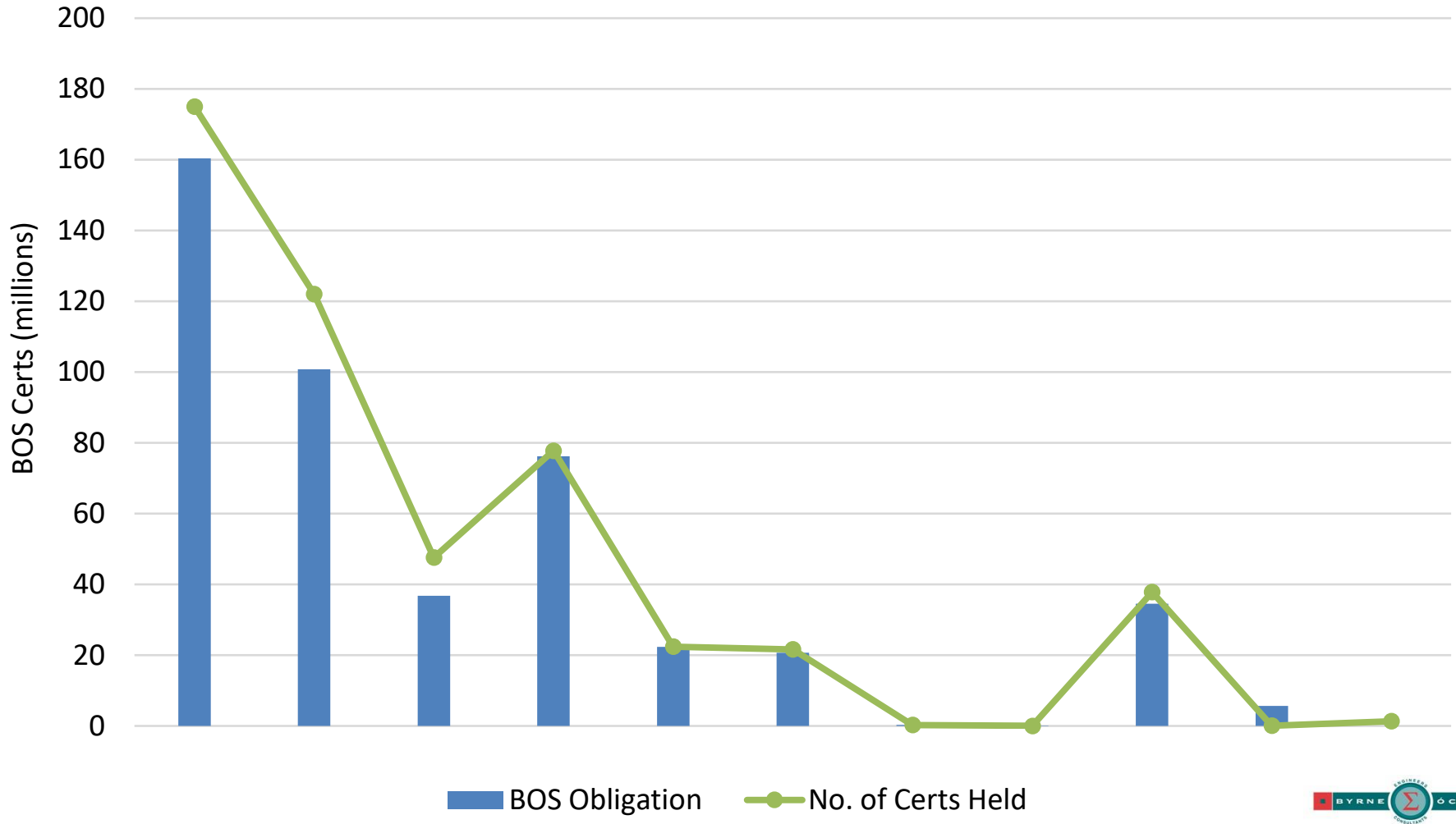


2020 PERIOD

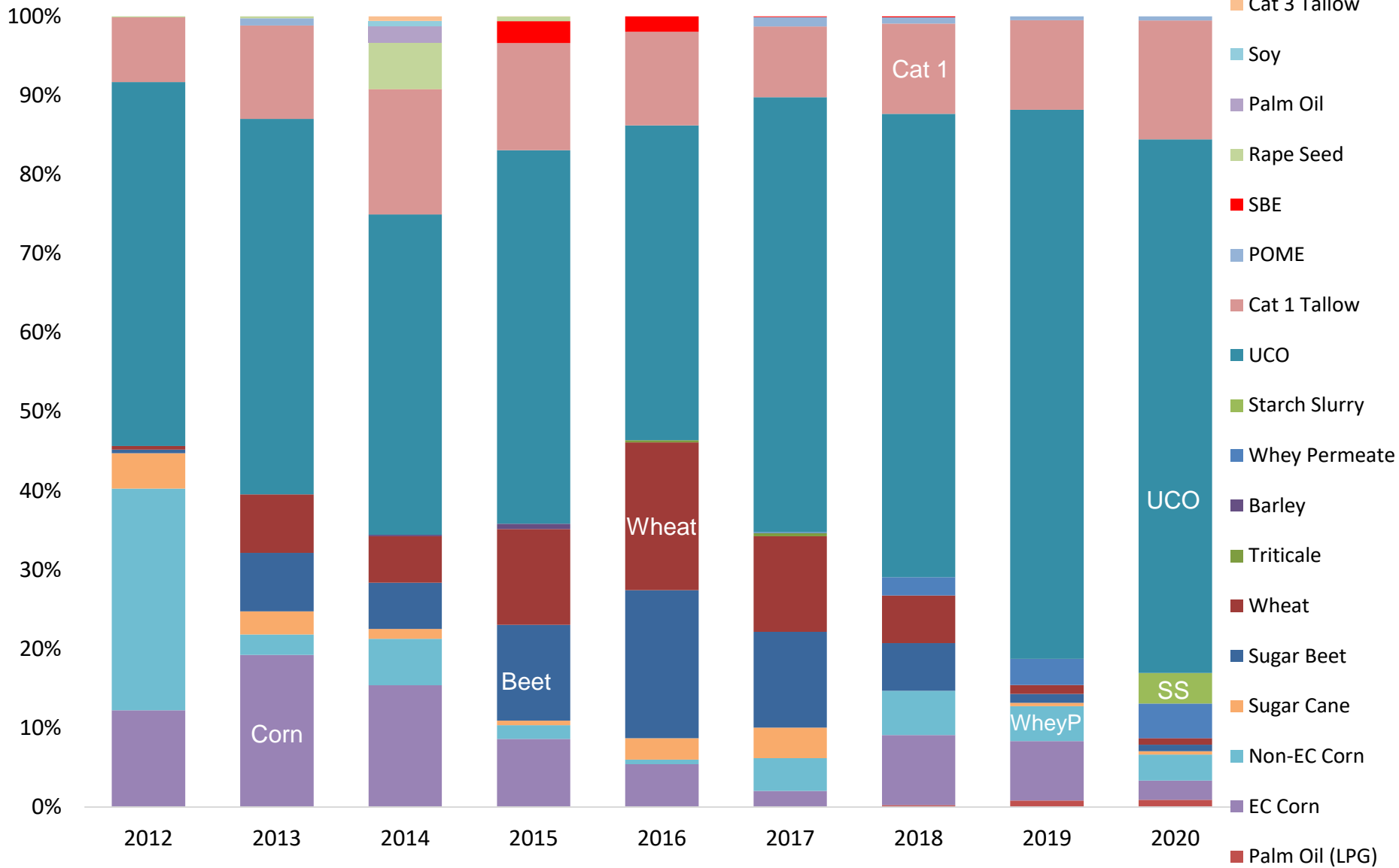
- The numbers:
 - 3.7 billion litres fossil (- 17%)
 - 239 million litres bio (- 8%)
 - 3.9 billion litres in total (- 16.5%)
 - Obligation 12.359% vs c.12.350% achieved (ex '18 &'19 Certs)
 - Including '18 & '19 Certs, achieved 13.7%
 - 54.9 million BOS Cert carried forward to 2021
 - Notwithstanding overall surplus, buy-out to be paid on c. 5.6 million litres



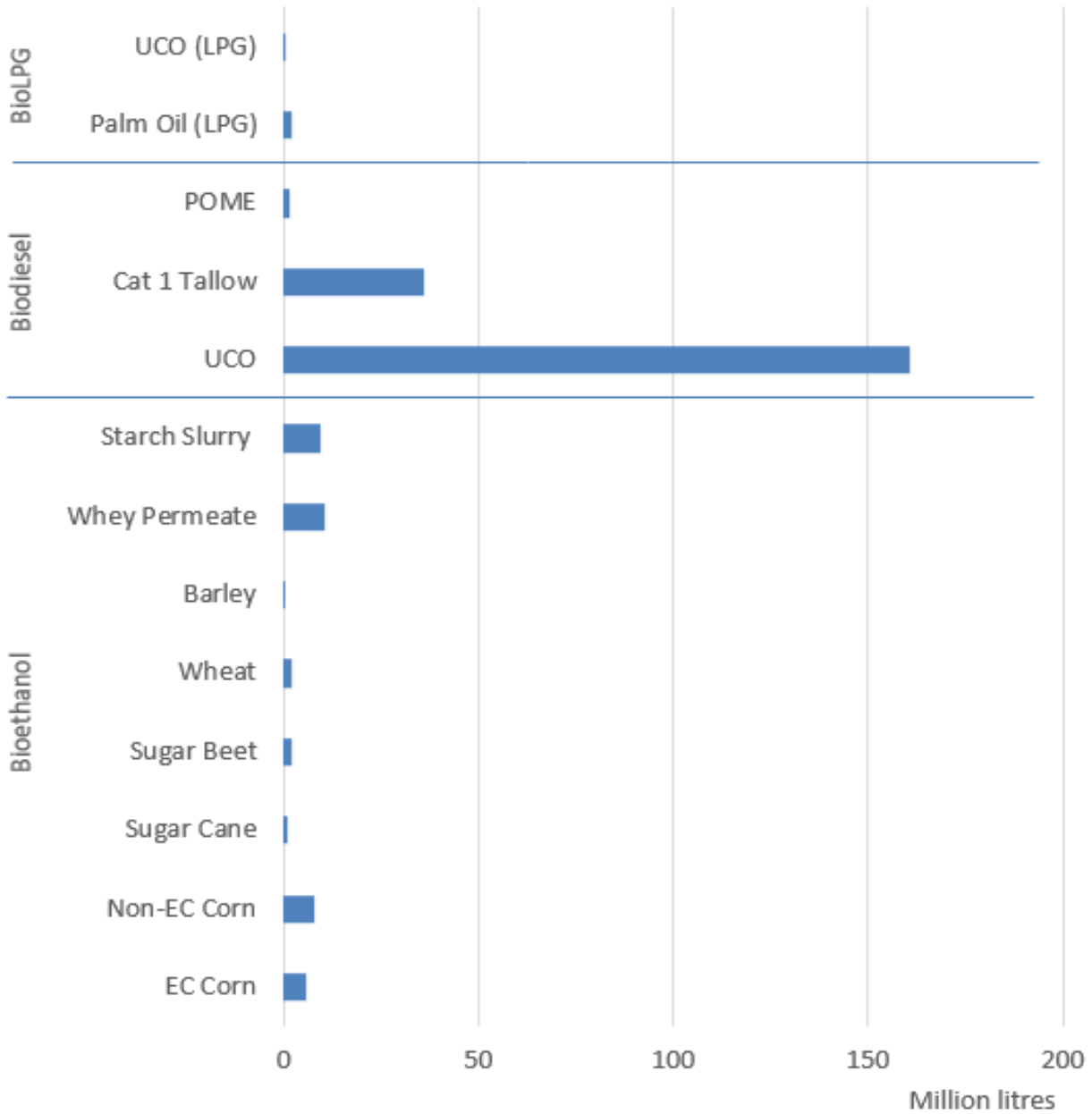
2020 PERIOD – OBLIGATED PARTIES



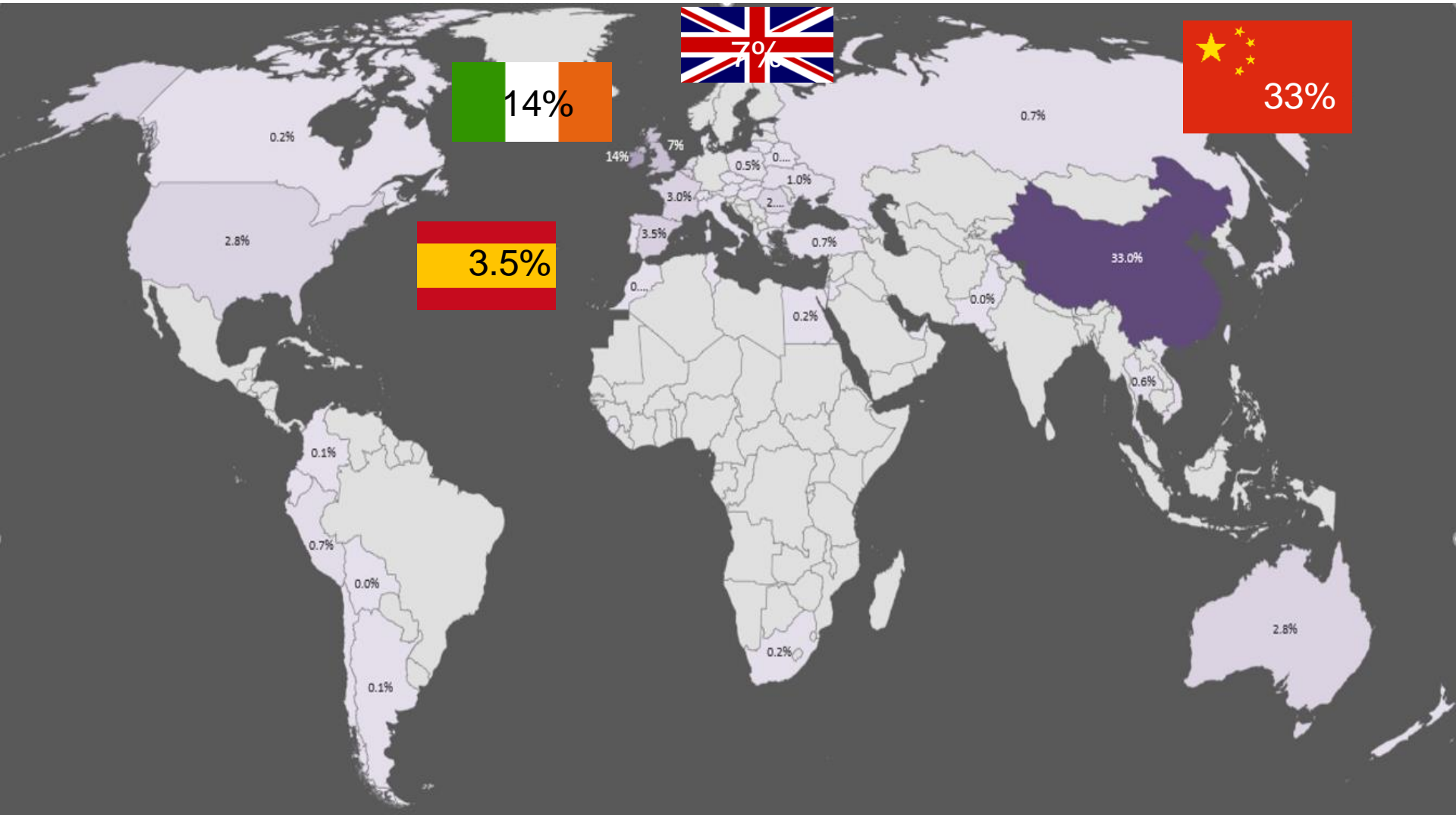
FEEDSTOCKS



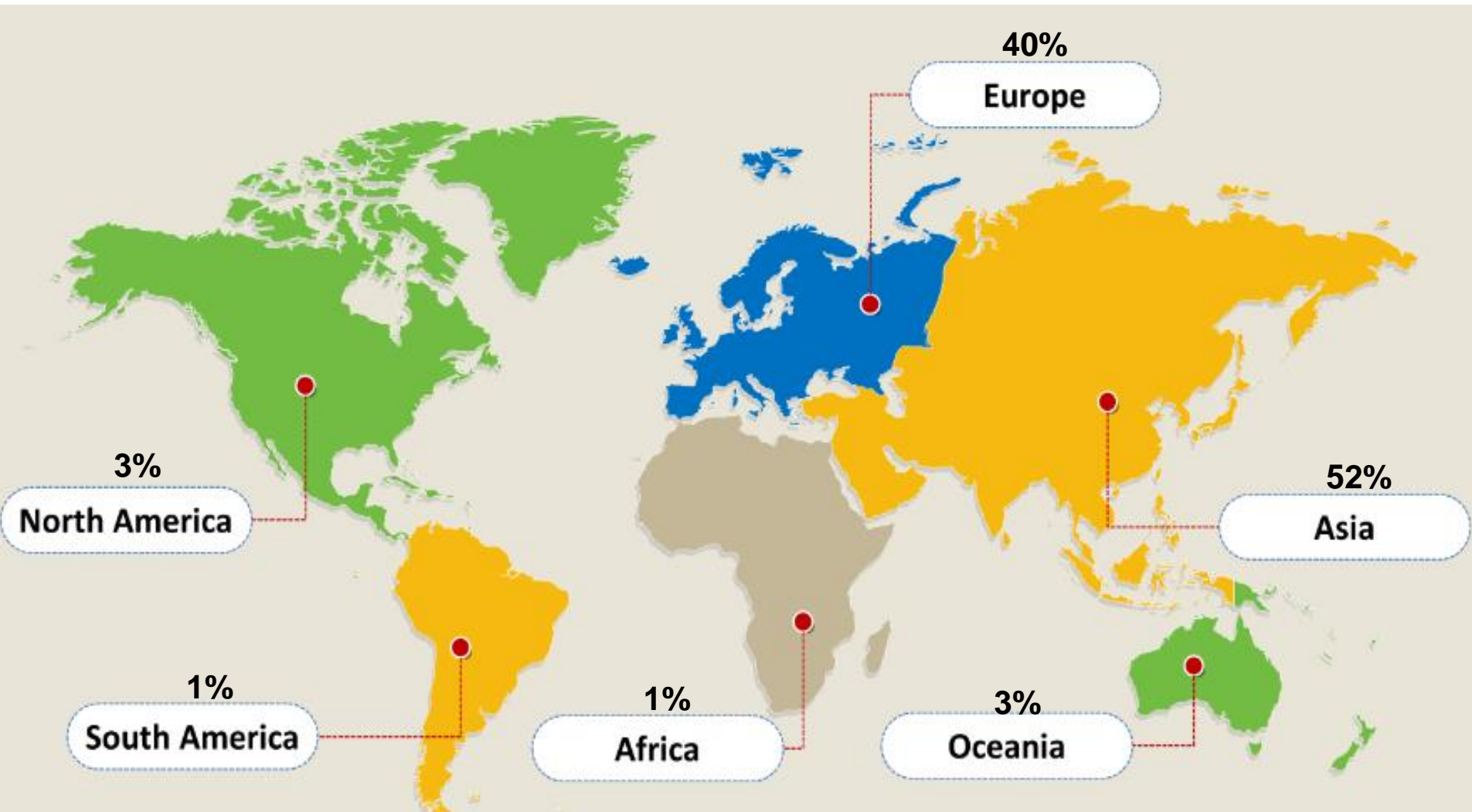
FEEDSTOCKS



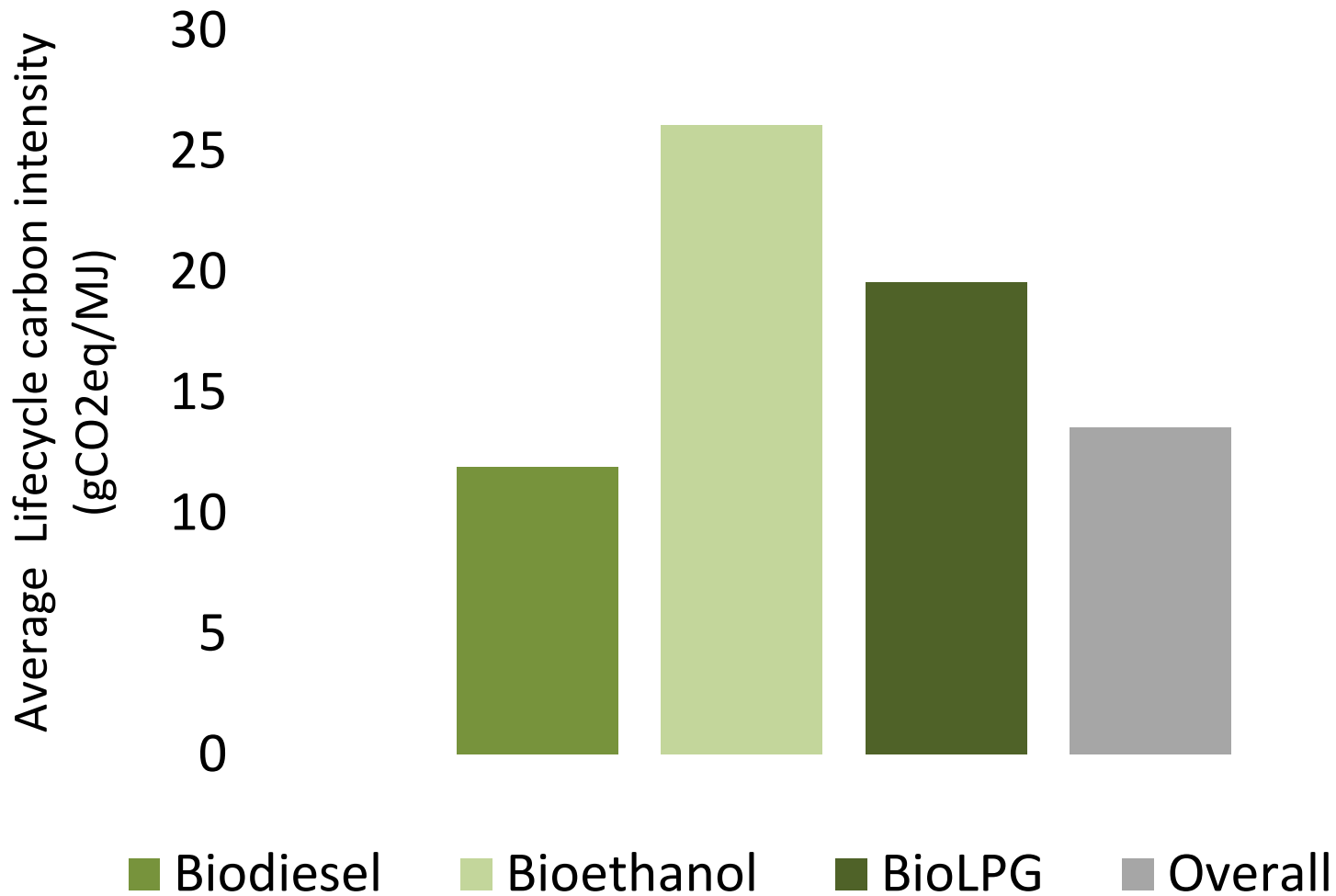
FEEDSTOCKS



FEEDSTOCKS



CARBON INTENSITY



SI 160 COMPLIANCE

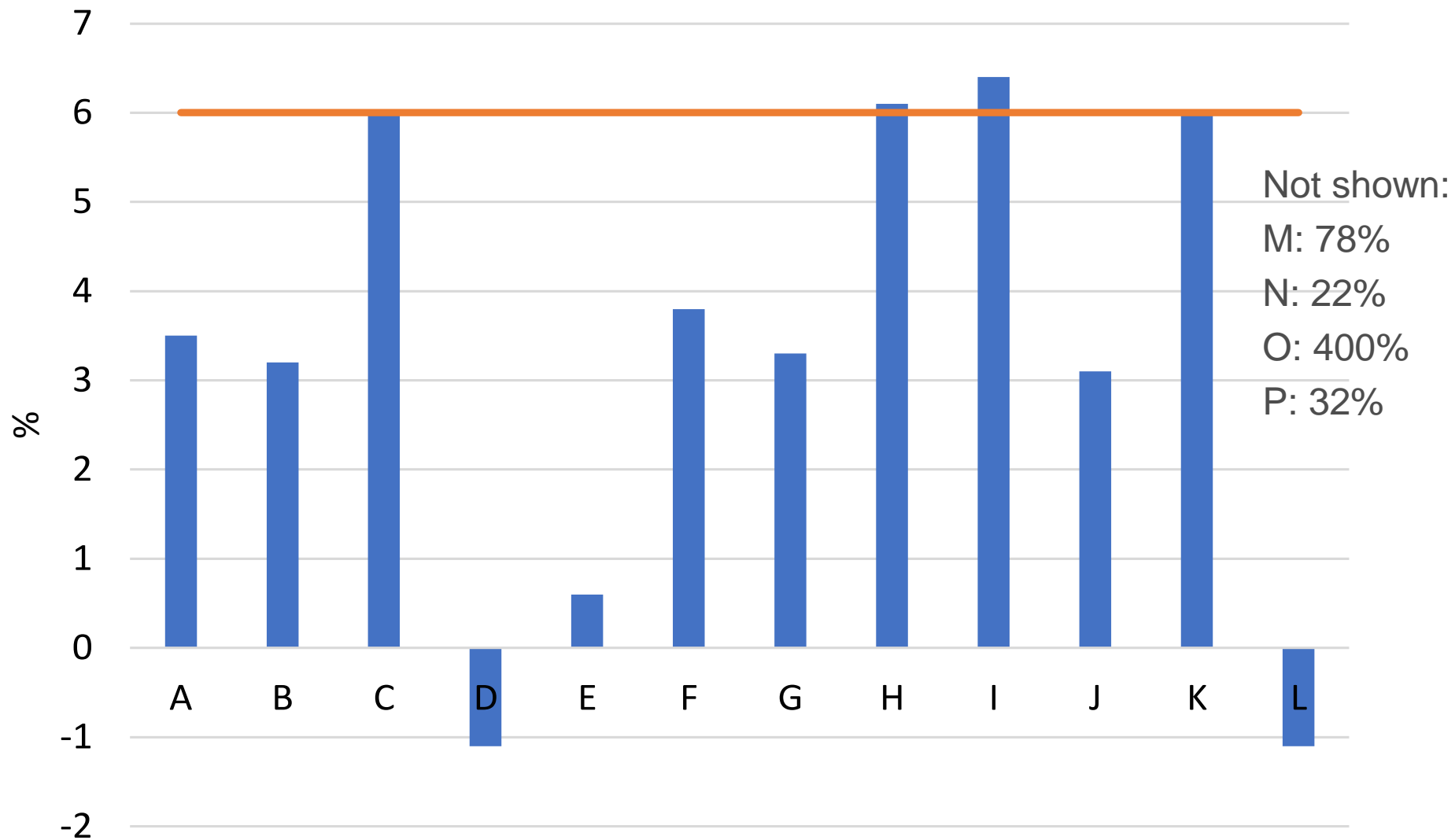
- Requires designated fuel suppliers to reduce the carbon intensity of fuels by 6%, relative to FBS (94.1 gCO_{2eq}/MJ)
- For 2020, 3.1% CI saving achieved, in aggregate

Fossil Fuel	Carbon Savings (ktCO _{2eq})
Gasoline	19
Diesel	(107)
LPG	<1
Gasoil	(25)
Rail Diesel	(1)
CNG	1
Total	(113)

Biofuel	Carbon Savings (ktCO _{2eq})
Bioethanol	55
Biodiesel	537
BioLPG	5
Electricity	1
UERs	0
Total	598

- Shortfall of 443 ktCO_{2eq}

SI 160 COMPLIANCE – FUEL SUPPLIERS





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Department of Communications,
Climate Action & Environment

BOS Briefing

6th May 2021

BOS POST 2020 – ADMINISTRATION



- More fuels to be added to OLA to facilitate RED II and SI 160:
 - HVO & co-processed HVO
 - Hydrogen (renewable and non-renewable)
 - LNG
 - End-use specific – road, rail, marine & aviation, for some fuels
- Calorific value of HVO 34 MJ/l vs 36 MJ/l for co-processed
- HVO for road, rail, marine & aviation – distinct fuel types
- Preparing for additional multipliers

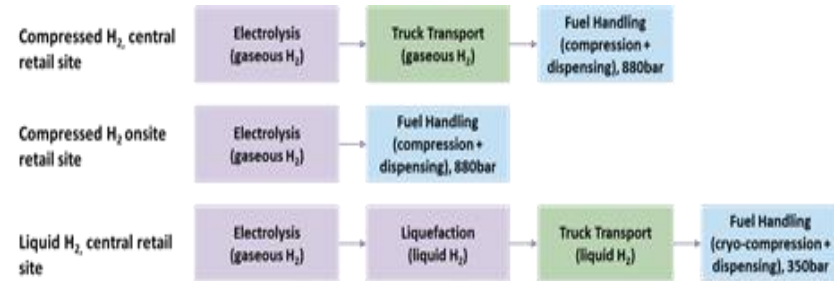
BOS POST 2020 – ADMINISTRATION

- Current assumptions:
 - HVO potentially for all transport sub-sectors
 - Biogasoil (biodiesel) for marine and NRMM
 - H₂ road only
 - CNG, LNG & biomethane road only
- Can be modified for new fuels and fuels being used in other transport sub-sectors
- If considering new fuels and alternative end-uses, please contact us

BOS POST 2020 – ADMINISTRATION

- Carbon calculator being modified to include H₂ default chains:

- Compressed H₂ – central retail site
- Compressed H₂ – onsite production
- Liquified H₂ – central retail site



- More EVs coming on the market, so > potential from electricity for carbon savings
- E10, so > contribution from biofuel for biofuel obligation and carbon savings

BOS POST 2020 – FOSSIL FUEL COMPARATOR

- Current fossil fuel comparator: 83.8 gCO_{2eq}/MJ
 - Installations operating prior to Oct '15, 50% GHG savings required = CI of 41.9 gCO_{2eq}/MJ
 - Installations starting operation after Oct '15, 60% GHG savings required = CI of 33.5 gCO_{2eq}/MJ
- RED II changes the fossil fuel comparator to 94 gCO_{2eq}/MJ
 - Installations operating prior to Oct '15, 50% GHG savings required = CI of 47 gCO_{2eq}/MJ
 - Installations in operation after Oct '15, 60% GHG savings required = CI of 37.6 gCO_{2eq}/MJ

BOS POST 2020 – FOSSIL FUEL COMPARATOR

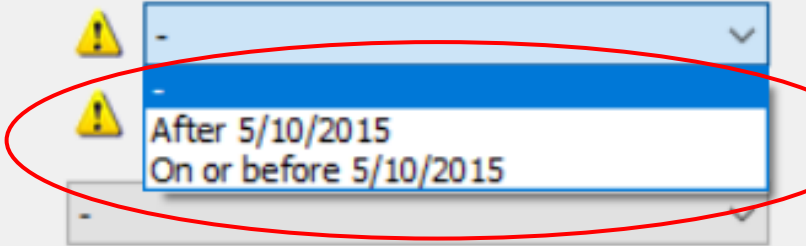
- RED II changes the fossil fuel comparator, and introduces new category:
 - installations in operation after Jan '21, 65% GHG savings required = CI of 32.9 gCO_{2eq}/MJ
- Carbon calculator currently:

Other information

Plant was in operation

Soil Carbon Accumulation:

Type of GHG data



The screenshot shows a dropdown menu with three options: a top option with a minus sign and a downward arrow, a middle option with a minus sign, and a bottom option with a minus sign and a downward arrow. A red circle highlights the middle and bottom options, which are 'After 5/10/2015' and 'On or before 5/10/2015'. There are two yellow warning icons to the left of the dropdown menu.

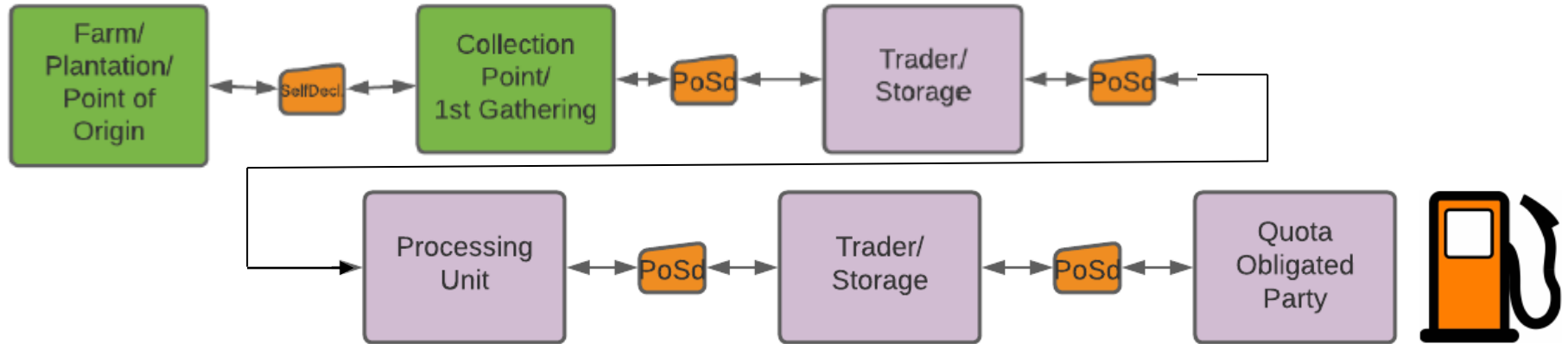
- Calculator will be modified to enable third option
- RED II transposed by June 2021

BOS POST 2020 – UNION DATABASE

- Article 28 (2) and (4) of RED II:
 - *The Commission shall ensure that a Union database is put in place to enable the tracing of liquid and gaseous transport fuels that are eligible for being counted towards the numerator... Member States shall require the relevant economic operators to enter into that database.. sustainability characteristics... including life-cycle greenhouse gas emissions...*
- Scoping study carried out by consultants ([link to report](#))
- Commission finalising database ‘concept’
- Implementing Act to come on certification and rules for Voluntary Schemes to support DB – will stipulate legal obligations for economic operators, certification bodies, voluntary schemes and Member States

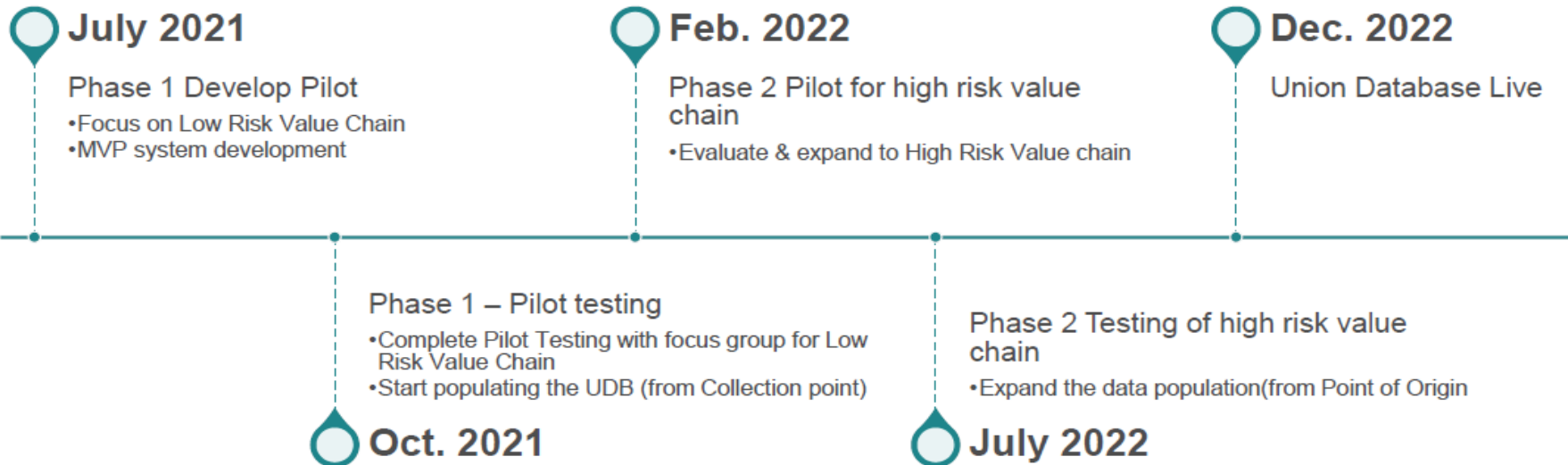
BOS POST 2020 – UNION DATABASE

Possible Scope



Indicative schedule

Consumer



BOS POST 2020 – SUPERVISION OF CERTIFICATION BODIES (CBs)

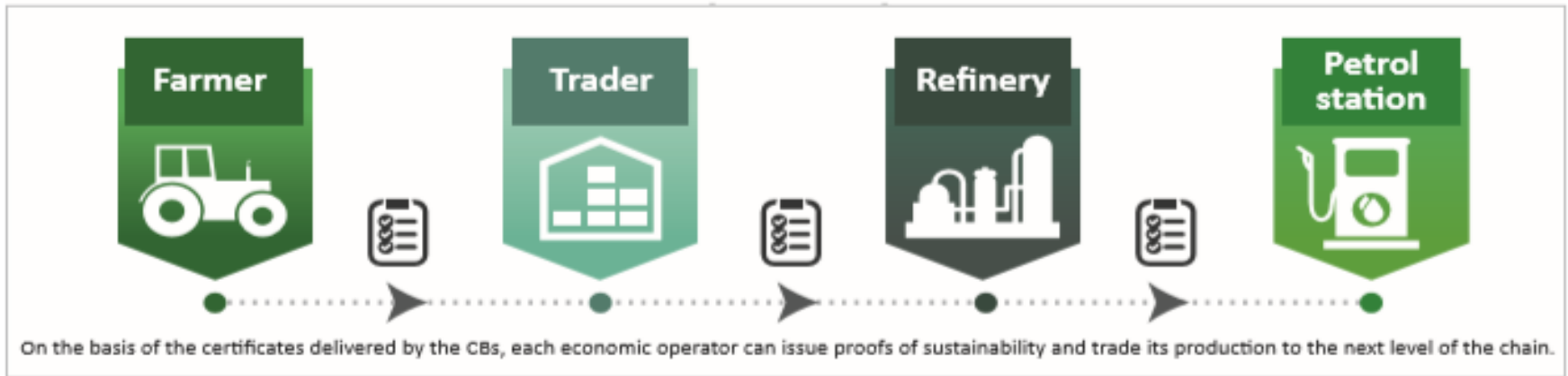


Once CBs are contracted by recognised VSs, they are entitled to provide certification to the economic operators.



Each economic operator requests to be certified by a CB of its choice.

If RED requirements are being complied with, CBs issue a certificate to each economic operator.



Note: VS — voluntary scheme; CB — certification body.

Source: European Court of Auditors.

BOS POST 2020 – FQD REVIEW

- Review of Article 7a of FQD (SI 160)
 - Formal review underway, in the context of EU [2030 Climate Target Plan](#)
 - Three options being examined:
 - Continue with the obligation to reduce the GHG intensity of fuels based on the current approach and the RED II sustainability architecture
 - Strengthen the obligation to reduce the GHG intensity of fuels
 - Discontinue the obligation to reduce the GHG intensity of fuels
- Recent stakeholder event held – impression that the last option is the least likely

BOS POST 2020 – RED II REVIEW

- European Commission is also assessing how much RED II can contribute to the EU's higher climate ambition contained in the 2030 Climate Target Plan
- 'Inception impact assessment' published in August 2020
- Public consultation between Nov '20 and Feb '21
- Stakeholder events held
- Likely to be changes made to RED II over the coming years to reflect greater climate action ambition, i.e. RED III

NEXT UP



-- Thank you for your attention --