



**Roinn Cumarsáide, Gníomhaithe
ar son na hAeráide & Comhshaoil**

Department of Communications,
Climate Action & Environment

Biofuels Obligation Scheme

Briefing Session, Davenport Hotel

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Introduction

- Policy Context
- Biofuels Obligation - Update
- Transposition of “ILUC” Directive
- What's Next?
- RED II



Policy Context

- **20/20/20 Climate and Energy Targets**
- **Renewable Energy Directive 2009/28/EC**

Member States (MS) were assigned individual renewables targets ranging from 49% (Sweden) to 10% (Malta) in an effort to reach an overall EU target of 20%

 - Ireland's overall target is 16% from renewable sources
 - 40% Electricity (RES-E)
 - » 2015: 25.3%
 - » 2016 :26.2% (prov)
 - 12% Heat (RES-H)
 - » 2015: 6.5%
 - 10% binding target for transport (RES-T, same for all MS)
Biofuels > 9%, Electric Vehicles < 1%.
 - » 2015: 5.7%

Overall RES for 2015 : 9.1%
- **Fuel Quality Directive 2009/30/EC (amending Directive 98/70)**
 - By 2020 a 6% reduction in life cycle Greenhouse Gas (GHG) emissions per unit of energy compared to 2010



Biofuels Obligation Scheme (BOS)

Updates to Legislation 2016

- 8% from 2017 - S.I. 225 of 2016
- Sections 29-32 of the Energy Act 2016
- GHG rules for biofuels/bioliquids – S.I. 581 of 2016



SI 581/2016

Article 17(2) of the Renewable Energy Directive

- \geq 35% GHG savings up to end 2016
- \geq 50% from 2017
- \geq 60% from 2018 **only for plants which came into production after 2016**

Article 17(2), as amended by ILUC Directive

- \geq 35% GHG savings up to end 2017, and \geq 50% from 2018 **for plants which came into production before 5/10/2015**
- \geq 60% **for plants which came into production on/after 5/10/2015**



Directive (EU) 2015/1513

ILUC Directive

- Amends provisions of the RED and the FQD
- No more than 7% of energy used in transport to come from biofuels produced from certain feedstocks considered to have an ILUC risk.
- Inserts a new Annex (Annex IX) into the RED which lists the types of biofuels which can be counted twice towards RES-T target
- MS must set a target for advanced biofuels (from the list of feedstocks set out in Annex IX but excluding UCO and animal fats). Target of 0.25% set – Commission notified last week.



What's Next

- Department currently working on legislation for Article 7a of the FQD – to be transposed this month.
- Work is underway to finish transposition of the ILUC Directive by September 2017
- Public Consultation on future increases to the BOS rate.



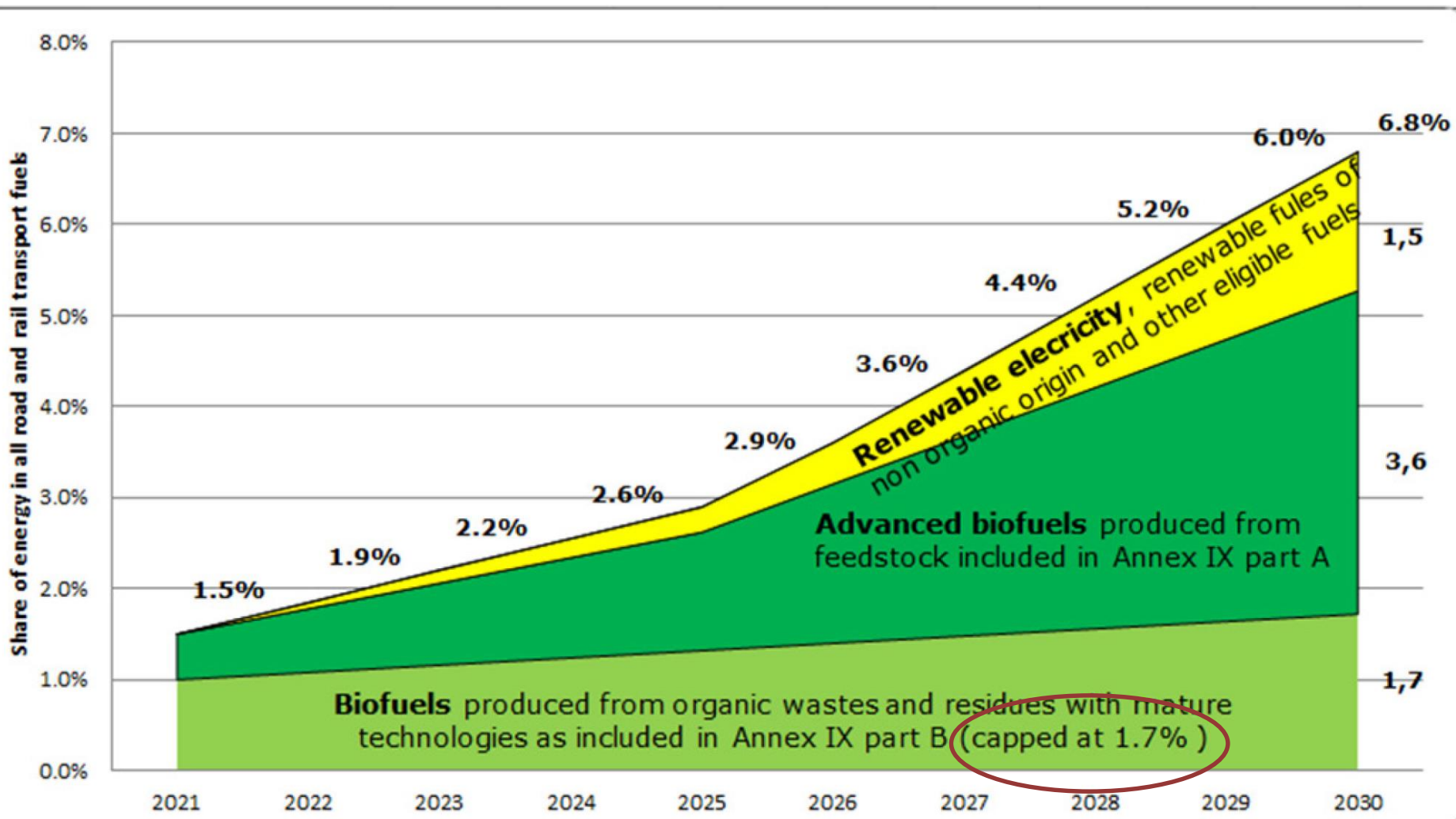
RED II

- Proposal published in November 2016 by EU Commission as part of the **Clean Energy for all Europeans** package.
- Comes into effect 2021 (after RED1)
- Article 25 – ‘Mainstreaming renewable energy in the transport sector’
- Articles 26 – 28 replace Articles 17-19 (Sustainability Criteria)

Key Proposals for the transport sector:

- 10% target for RES-T will no longer apply, though three trajectories are proposed (Annex X)
 - The cap of 7% for crop based biofuels/bioliquids to be reduced to 3.8% by 2030 (art 7)
 - for advanced biofuels (incl. biofuels from UCO, tallow and molasses*), renewable fuels of non-biological origin, waste-based fossil fuels and EVs - 1.5% in 2021 rising to 6.8% in 2030 (art 25)
 - advanced biofuels (not incl. UCO and tallow) - 0.5% in 2021 rising to 3.6% by 2030 (art 25)
- 70% GHG savings required for all biofuels plants coming into operation after January 2021





Low Emissions Vehicle Task Force

- To examine the potential for the take-up of electric and other low emission vehicles and to recommend a range of measures and options to Government that will assist in accelerating the deployment of LEVs in Ireland.
- Phase 1 EVs
 - Reporting to Government June 2017
- Phase 2 Other alternative fuels





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