



ETIP *Bioenergy*

European Technology and Innovation Platform

2020 e-EUBCE

WG info session:

**WG3 Distribution
& End-use draft
position paper
key points**

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Raising awareness,
delivering solutions.

The key drivers of Working Group 3 Distribution & End-use

- Transport Carbon Footprint reduction relies on 2 distinct & complementary regulations:
 - On vehicles, « tank-to-wheel »: mostly aiming at improving equipment energy efficiency
 - On fuels, « well-to-tank »: mostly aiming at reducing fossil carbon content of energy carrier
- WG3 = identify R&I areas in bioenergy maximizing synergies between solutions addressing these 2 separate regulations objectives, towards a true « well-to-wheel » approach:
 - Needs sharing & coherence with roadmaps and strategies from end-use / vehicle manufacturers associations, like ERTRAC for road transport
 - With a sense of urgency: RED II 2030 target for renewables in transport is 14%, vs 10% in 2020, out of which a 7% cap for first generation biofuels

WG3 2020 position paper: identify key challenges, define R&I key subjects

- For road transport:
 - Beyond E10 and B7: 1) clear focus on drop-in biomolecules to maximize universal acceptability in existing engines, minimize impact on engines and infrastructures, 2) how to maximize ethanol and FAME incorporation in the existing ICEs with minimum consequences on equipment and logistics?
 - Beyond oxygenated biomolecules, ethanol and FAME: increasing the incorporation of renewable pure hydrocarbons, either through processes (coprocessing, bio-naphtha) or truly drop-in molecules (e.g. renewable diesel like HVO), other oxygenated bio-molecules
- For air transport:

Moving the already certified Sustainable Aviation Fuel pathways to commercial production or developing new pathways?
- For shipping:

Ensuring biofuels remain a readily available and practical renewable solution for the marine sector



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Thank you for your attention, questions welcome

Project Partners



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