



Department
for Transport

UK renewable fuels policy

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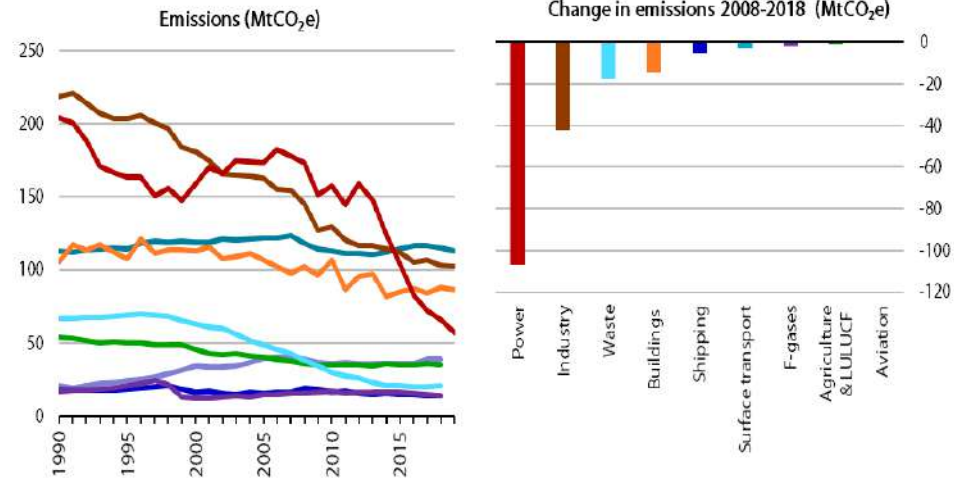
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ISCC Feb 2021

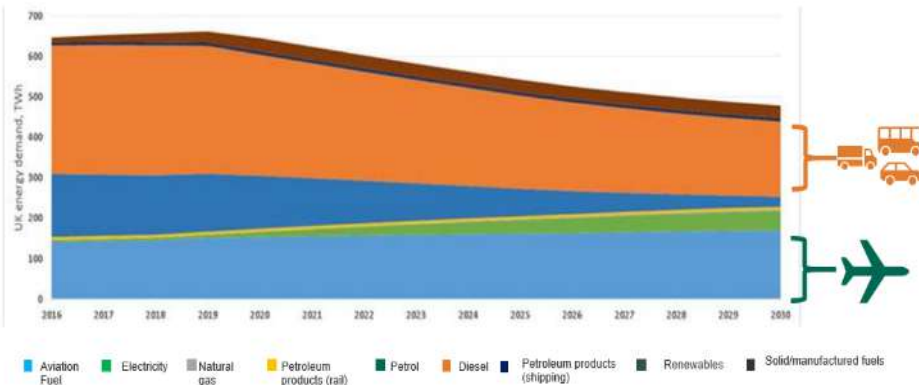
Reducing carbon is the main driver of UK renewable fuel policy

- Transport biggest emitting sector (about a third of UK emissions)
- Move to net zero vehicles and electrification
- Biofuels and other low carbon fuels still required to decarbonise residual fleet and where no alternatives to liquid fuels exist yet (e.g. aviation)

UK greenhouse gas emissions by sector 1990-2019

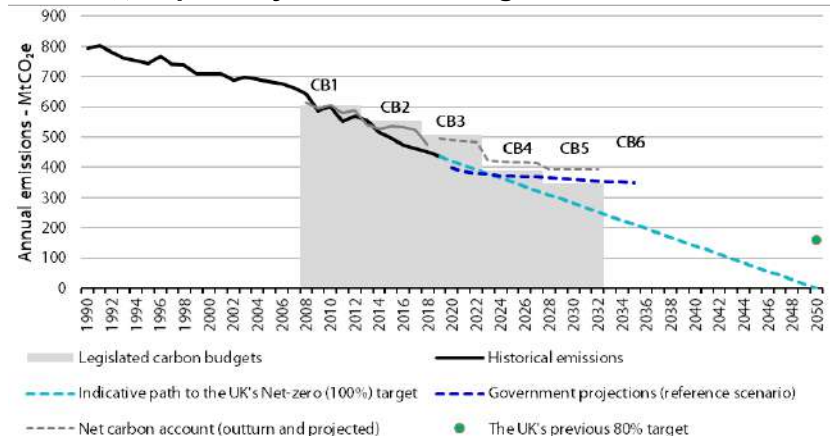


What if all cars were electric in 2020?



NB: this chart is for illustrative purposes only, and should not be considered as a firm projection. It is unlikely that 100% of new cars will be electric by 2020. Furthermore, it is largely a crude assumption uncalibrated to overall mileage.

Source: UK Committee on Climate Change
Emissions pathways to carbon budgets and the Net Zero target

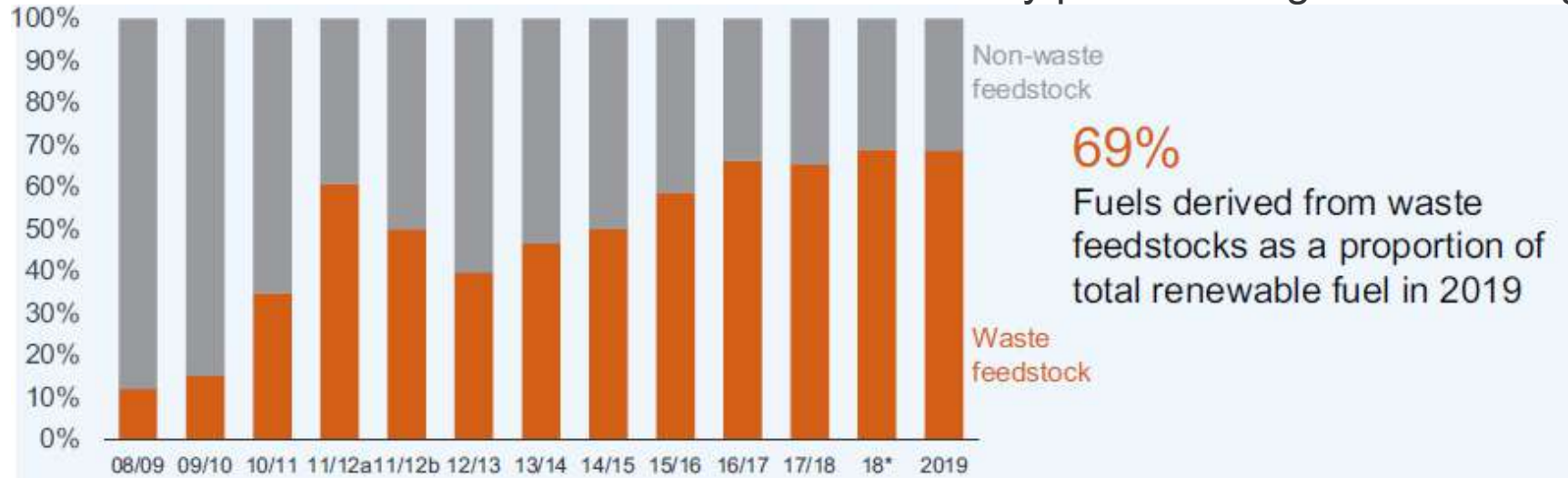




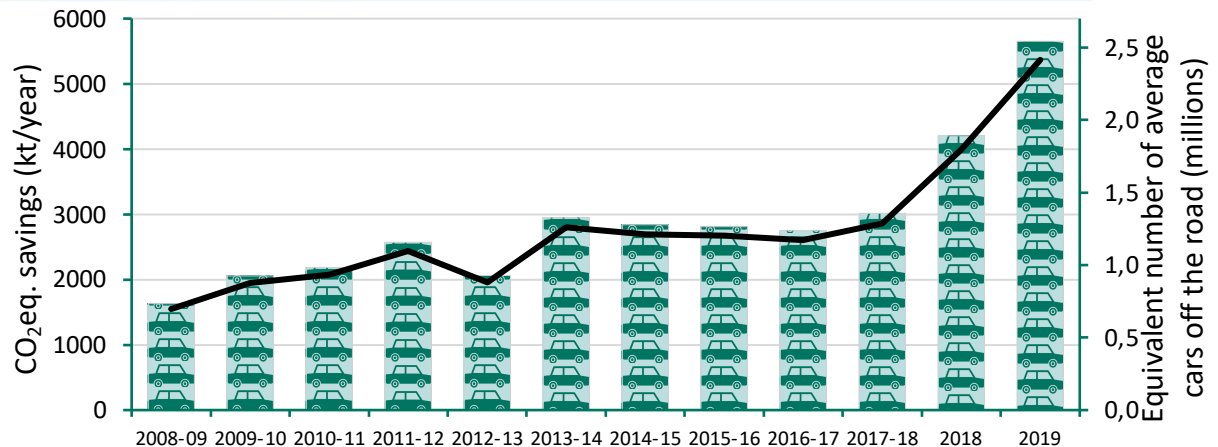
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Main support mechanism – the Renewable Transport Fuel Obligation - has been successful in reducing carbon

Double reward for wastes from 2011 has successfully promoted high GHG saving biofuels



Leading to increased GHG savings year on year



No. of cars removed from the road



Carbon savings per year

Additional measures in place to promote most sustainable biofuels

'Development fuel' sub-target for renewable fuels of strategic importance

- fuels for freight/ aviation using novel technologies and feedstocks
- Higher level of support
- Supported by **demonstration competitions**:
 - Advanced Biofuels Demonstration Competition (ABDC): £16 mio
 - Future Fuels for Flight and Freight (F4C): £22 mio

Qualifying feedstock	Qualifying fuels
<ul style="list-style-type: none"> • Sustainable waste or residues 	<ul style="list-style-type: none"> • Aviation fuel (avtur or avgas)
<p><i>Excludes:</i></p> <ul style="list-style-type: none"> • Segregated oils and fats (incl. UCO and tallow) • Crops including energy crops 	<ul style="list-style-type: none"> • Hydrogen • Renewable-SNG • Fuel that can be blended at rates of at least 25% and still meet the relevant fuel standard i.e. EN228 for petrol, EN590 for diesel.

Crop cap levels



A tight crop cap to limit indirect land use change impacts



But we want to go further

Upcoming consultation proposals

- Deliver additional GHG savings through increased targets
- Additional support for strategically important fuels:

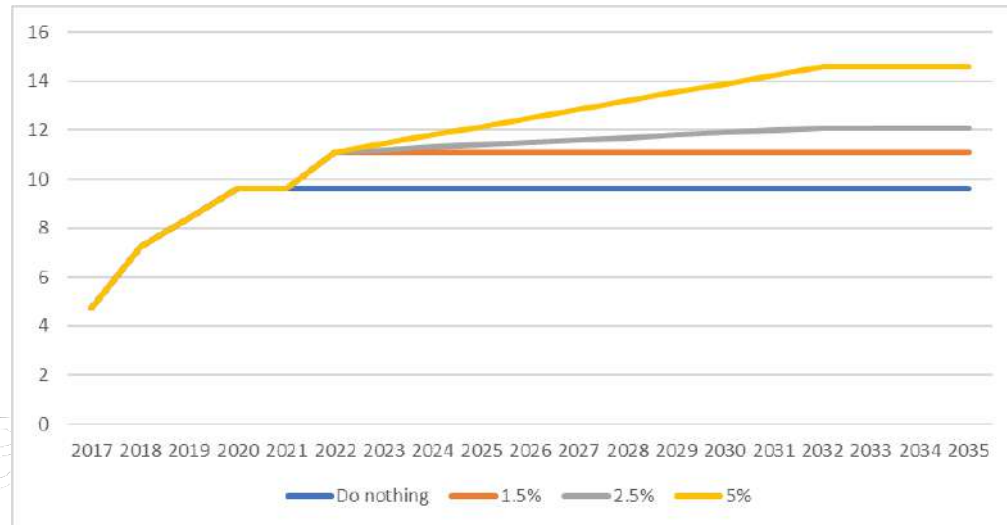
Sustainable aviation fuel

- recycled carbon fuels (renewable jet fuel already supported)

Hydrogen & other RFNBOs

- expand support to maritime, rail and non-road transport e.g. construction vehicles
- Ensure hydrogen production grows a genuinely low carbon industry – no diversion of renewable energy from power applications

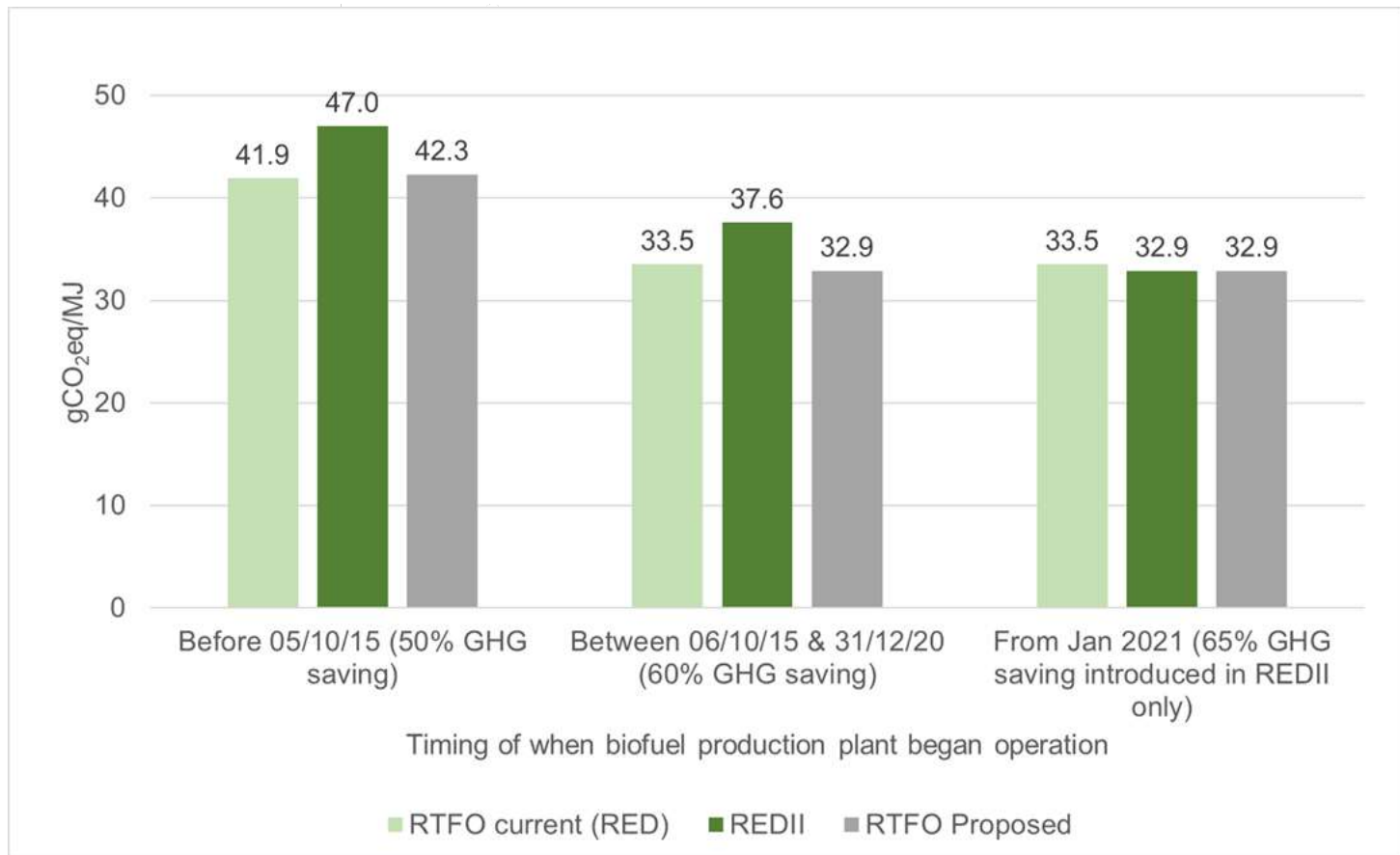
- Update the sustainability criteria





We want to maintain existing GHG savings

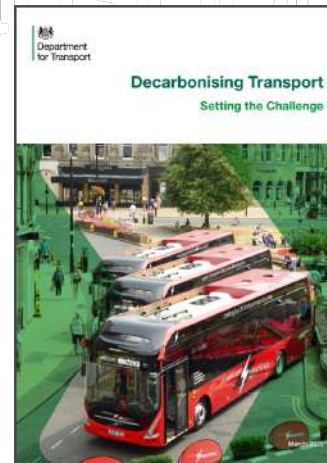
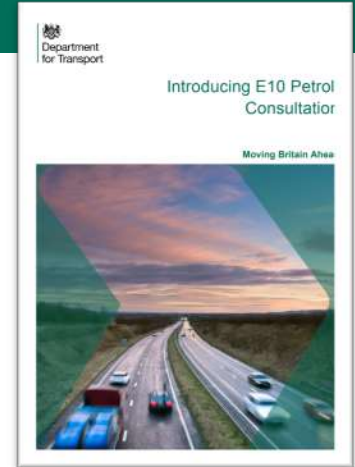
The effect of the new REDII fossil fuel comparator is to weaken the GHG criteria





What's next for UK renewable fuels?

- Transport Decarbonisation Plan
- E10 rollout
- £15 million competition to support the production of SAF plants in the UK
- Consultation on introduction of a sustainable aviation fuel mandate
- £20 million for a Clean Maritime Demonstration Competition
- Maritime mandate/incentive scheme?



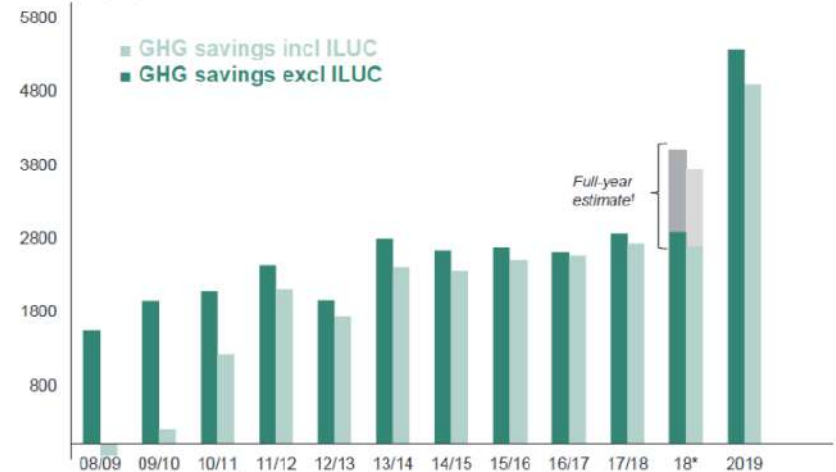


Thank you

Any questions?

Contact – Bignal-
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Total CO₂e emission savings
Kilotonnes per year



*This reporting period is 9 months instead of the conventional 12-month. The uplift factor demonstrates the GHG savings that would have been achieved had the same GHG savings been extended over a 12-month period.