



Ministerie van Infrastructuur
en Waterstaat



Implementation of the REDII in the Netherlands



Proces

- > The implementation of the REDII was finalized the end of December 2021
- > There are three legislative levels: Wet Milieubeheer, Besluit energie vervoer (targets, energy carrier) and de Regeling energie vervoer (technical implementation)
- > The renewable energy obligation with the new targets started January 1st 2022



REDII in the Netherlands

- Renewable energy target is set from 2022-2030
- The target is higher than the REDII as we also have our national climate agreement
 - REDII: 33 PJ (2,5 Mton CO₂)
 - KA: 27 PJ (2 Mton CO₂) in road transport
- FQD reduction target (6%) will be reached with the 60 PJ
- Inland shipping will be included in the reduction obligation from 2023 onwards





How does the system work?

- The obligation is set on the fuel suppliers that supply fossil fuels to road transport. At the end of the year these fuel suppliers will have to hand in a certain amount of HBEs (hernieuwbare brandstof eenheden)
- HBEs can be generated by blending biofuels in the road but also by supplying:
 - renewable electricity to transport
 - renewable hydrogen to transport
 - renewable energy to inland shipping
 - renewable energy to aviation
 - renewable energy to maritime (only Annex Ixa).
- From 2025 onwards supplying to aviation and maritime will not generate HBEs anymore



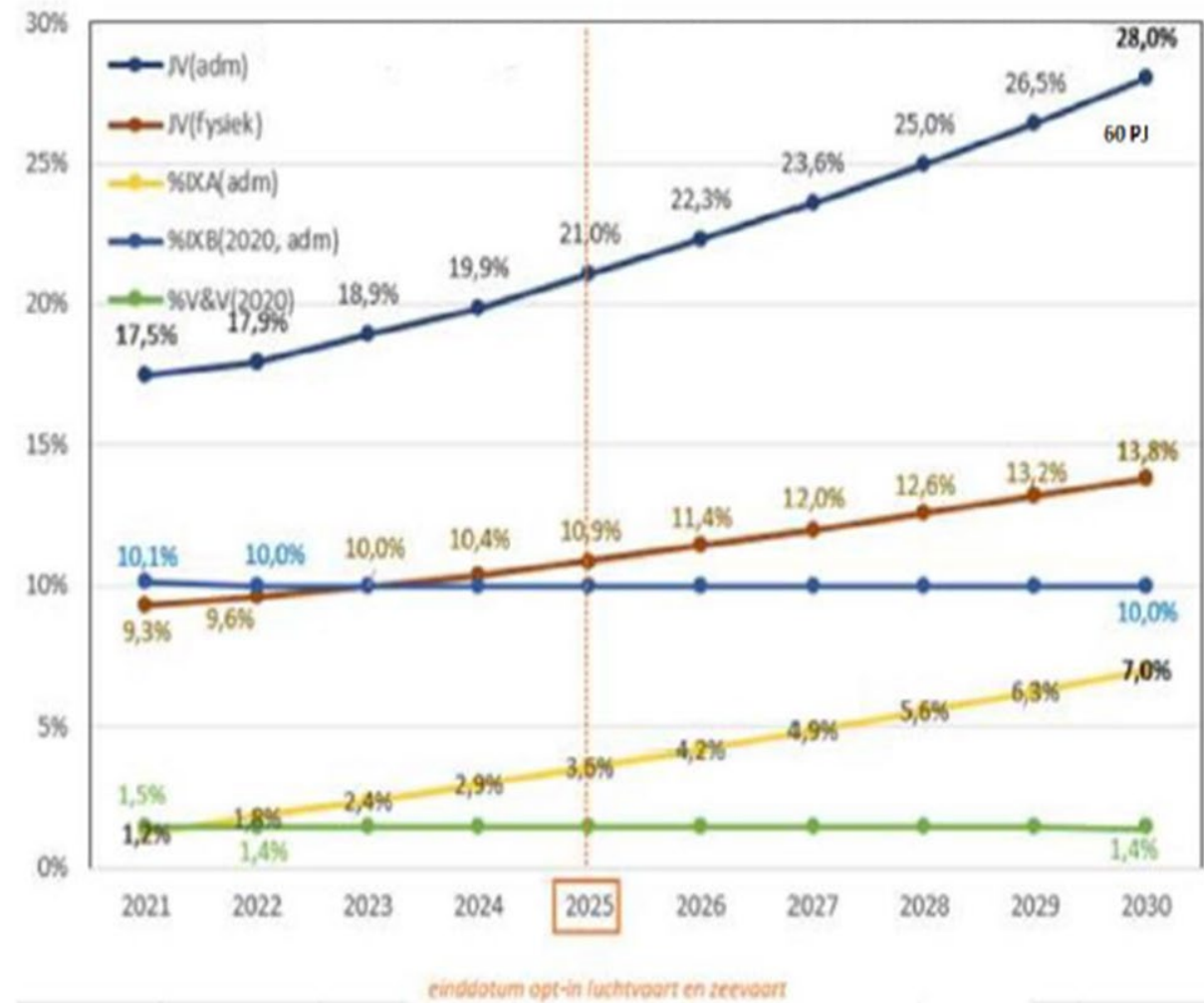
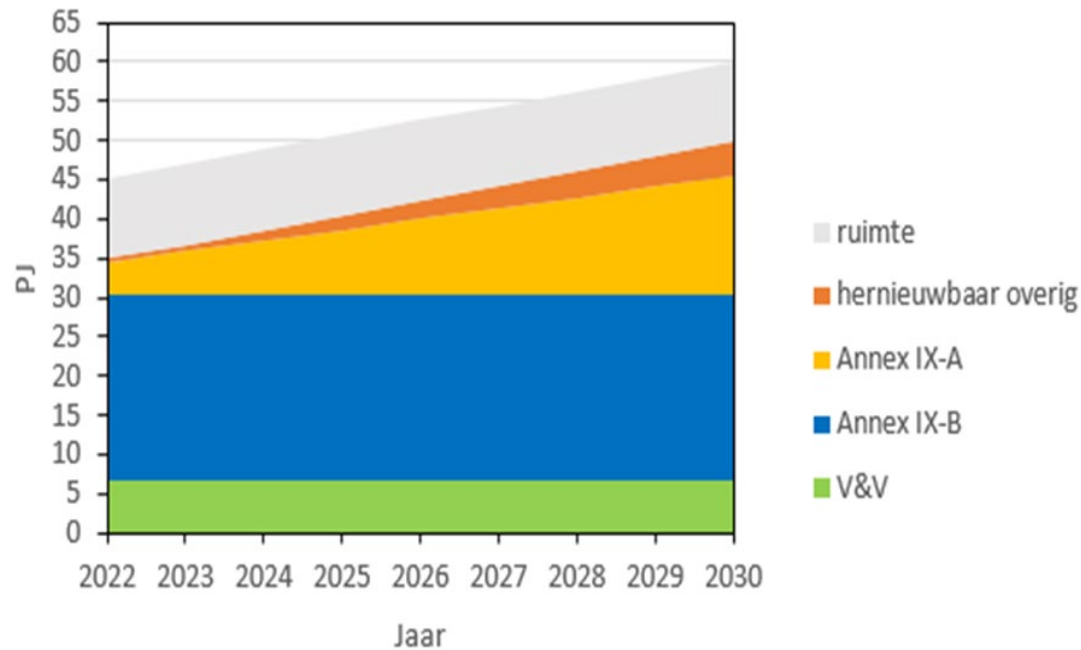
Agreements from our national climate agreement

- Just renewable (no RCFs)
- No soy and palm
- No further growth from crop-based biofuels (2020 level)
- Growth from waste streams & residues, renewable synthetic fuels, electric transport and renewable hydrogen
- Reductions in the entire value chain



The route to 2030

Jaarverplichting: invulling 60 PJ





(Sub)targets, limits and multipliers



	(Sub) target and limits	Amounts to
Overall target	28% with double counting 13,8% without DC	60PJ
Annex IXa	7%	16 PJ
Food/feed	1,4%	7PJ
Annex IXb	10%	23PJ

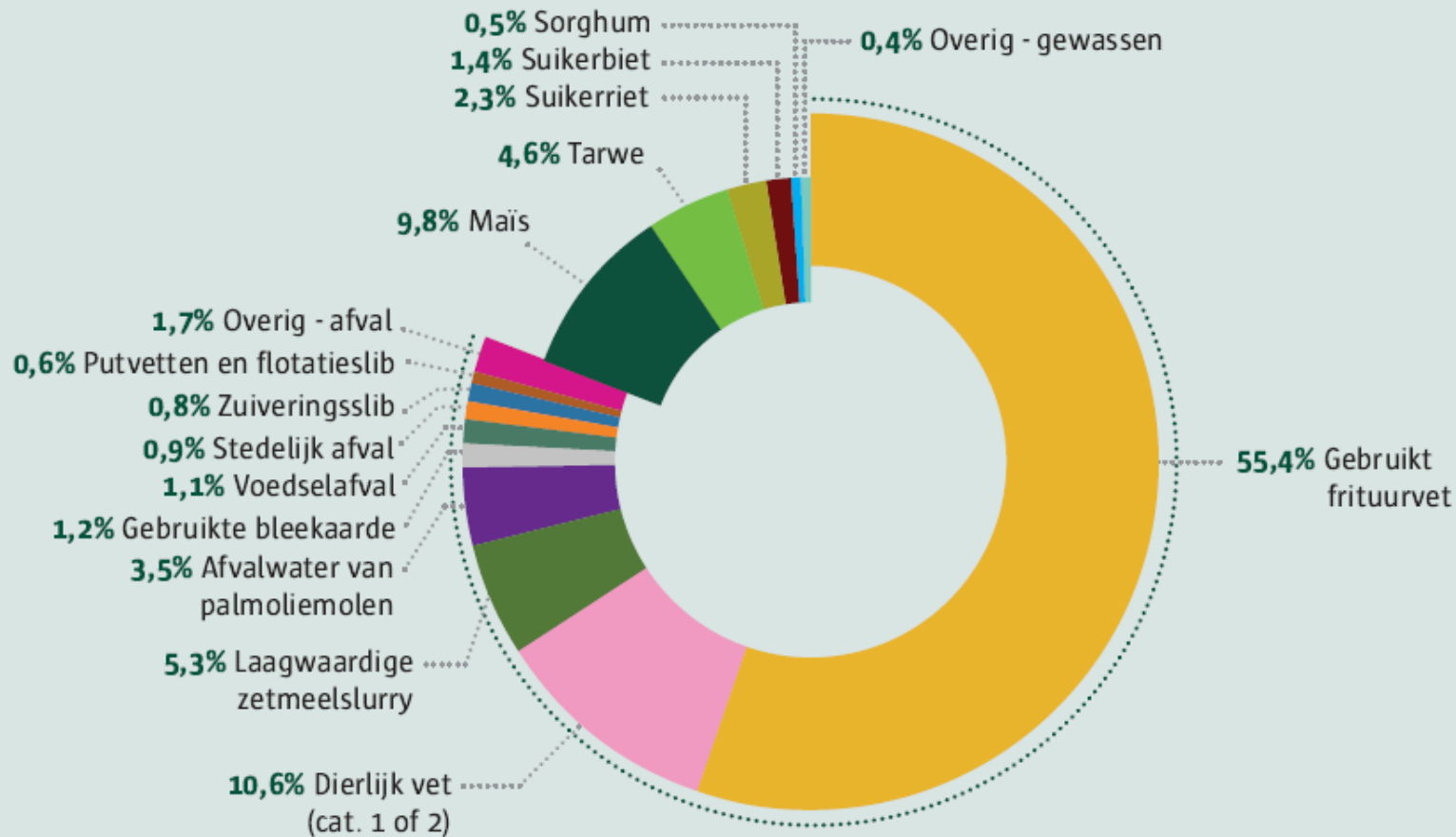
	Multiplier
Electric	4
Hydrogen	2,5
Annex IXa	2
Annex IXb	2
Aviation	1,2
Maritime	0,8





**Verdeling van grondstoffen voor biobrandstoffen 2020
(op basis van fysieke energie-inhoud)**

figuur 3.1



Afvalstromen



REDIII What does it mean for the Netherlands?

- › The extension of the scope to an obligation for all transport modes has a great impact on the Netherlands.
- › With the proposal of an obligation for not only road but also for aviation and maritime the volume of required renewable energy increases from **33 PJ (REDII) to 150 PJ (REDIII) in 2030**. The increase is due to the significant bunkering harbour and international airport.
- › The Netherlands supports the increased ambition from the REDIII. There are however challenges as there seem to be several mismatches with the FuelEU and ReFuel. Alignment is necessary so that these initiatives can contribute to the RED III obligation and make the REDIII target achievable > The Netherlands has initiated a two-pager on this topic.
- › Other challenges: contribution to the ESR target, the Paris agreements and the national energy statistics.



Questions?



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