National RED II implementation and Federal Climate Protection Act from the perspective of waste-based biofuels

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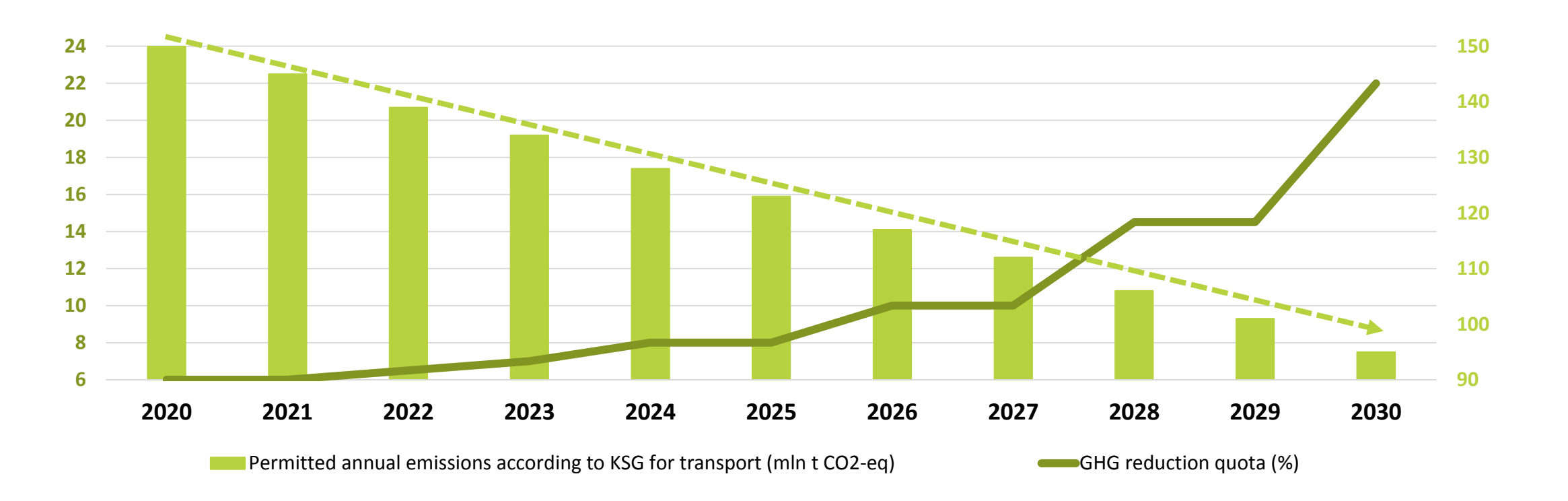
Outline

- In general
- From the perspective of waste-based biofuels
- Summary and conclusion

Not consistent:
GHG reduction quota and Federal Climate Protection Act.



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Not consistent:
GHG reduction quota and coalition agreement.

Coalition agreement dated 12.03.2018, line 3505-3507:

*„Wir wollen die **THG-Quote weiterentwickeln**, um die Produktion von Biokraftstoffen abfall- und reststoffbasiert sowie auf Pflanzenbasis **zu unterstützen**.“*

*"We want to **further develop the GHG quota** in order **to support** the production of biofuels based on waste and residues as well as plant-based."*

Not consistent:
GHG reduction quota and fulfillment potential.

	2022	2023	2024	2025	2026	2027	2028	2029	2030
GHG reduction quota as per draft bill	6,5 %	7 %	8 %	8 %	10 %	10 %	14,5 %	14,5 %	22 %
Fulfillment options									
Waste-based biofuels*	1,8 %	1,8 %	1,8 %	1,8 %	*1,8 %* ⬆	*1,8 %* ⬆	*1,8 %* ⬆	*1,8 %* ⬆	*1,8 %* ⬆
Biomass-based biofuels**	3,5 %	3,5 %	3,5 %	3,5 %	3,5 %	3,5 %	3,5 %	3,5 %	3,5 %
Advanced biofuels	0,7 %	0,8 %	1,1 %	1,6 %	2,1 %	2,1 %	3 %	3 %	4 %
Upstream emission reductions	1,2 %	1,2 %	1,2 %	1,2 %	1,2 %	1,2 %	1,2 %	1,2 %	1,2 %
Electromobility	0,7 %	1 %	1,5 %	2 %	2,8 %	4 %	*5,6 %*	7,7 %	*10,4 %* ?
H2	0,1 %	0,2 %	0,4 %	0,7 %	0,9 %	1,4 %	1,8 %	2,7 %	4,5 %
SUM	8 %	8,5 %	9,5 %	10,8 %	12,3 %	14 %	16,9 %	19,9 %	25,4 %
Our proposal (min)	**8 %**	**9 %**	**10 %**	**11 %**	13,5 %	16 %	18,5 %	21 %	23,5 %

* based on 1,9 percent cap **based on 4,4 percent cap

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For more real climate protection: The (soft) cap on waste-based biofuels needs to be raised.

	2022	2023	2024	2025	2026	2027	2028	2029	2030
CAP on waste-based biofuels consumpt. as per draft bill	1,9 %	1,9 %	1,9 %	1,9 %	1,9 %	1,9 %	1,9 %	1,9 %	1,9 %
= Quantity (mln. t)	1,11	1,10	1,09	1,08	1,07	1,06	1,04	1,02	1,02
Our proposal	2,5 %	2,5 %	2,75 %	2,75 %	3 %	3 %	3 %	3 %	3 %
Italy	2,5 %	2,5 %	2,5 %	2,5 %	2,5 %	2,5 %	2,5 %	2,5 %	2,5 %
The Netherlands	4,2 %	4,2 %	4,2 %	4,2 %	4,2 %	4,2 %	4,2 %	4,2 %	4,2 %

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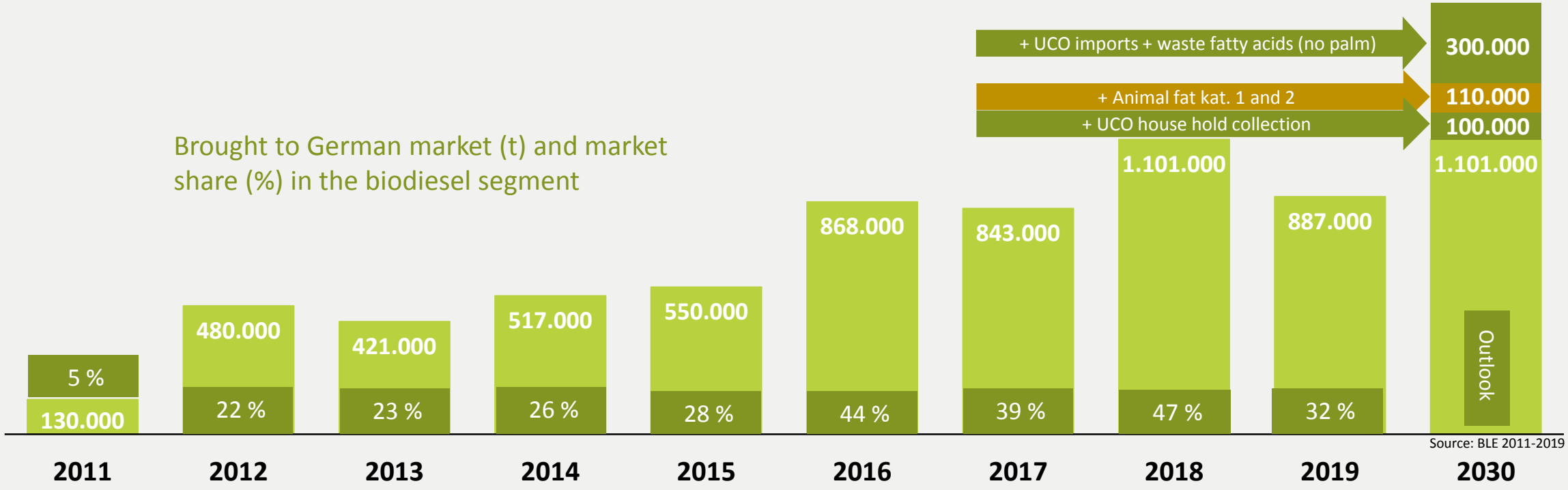

Source: BLE 2011-2019

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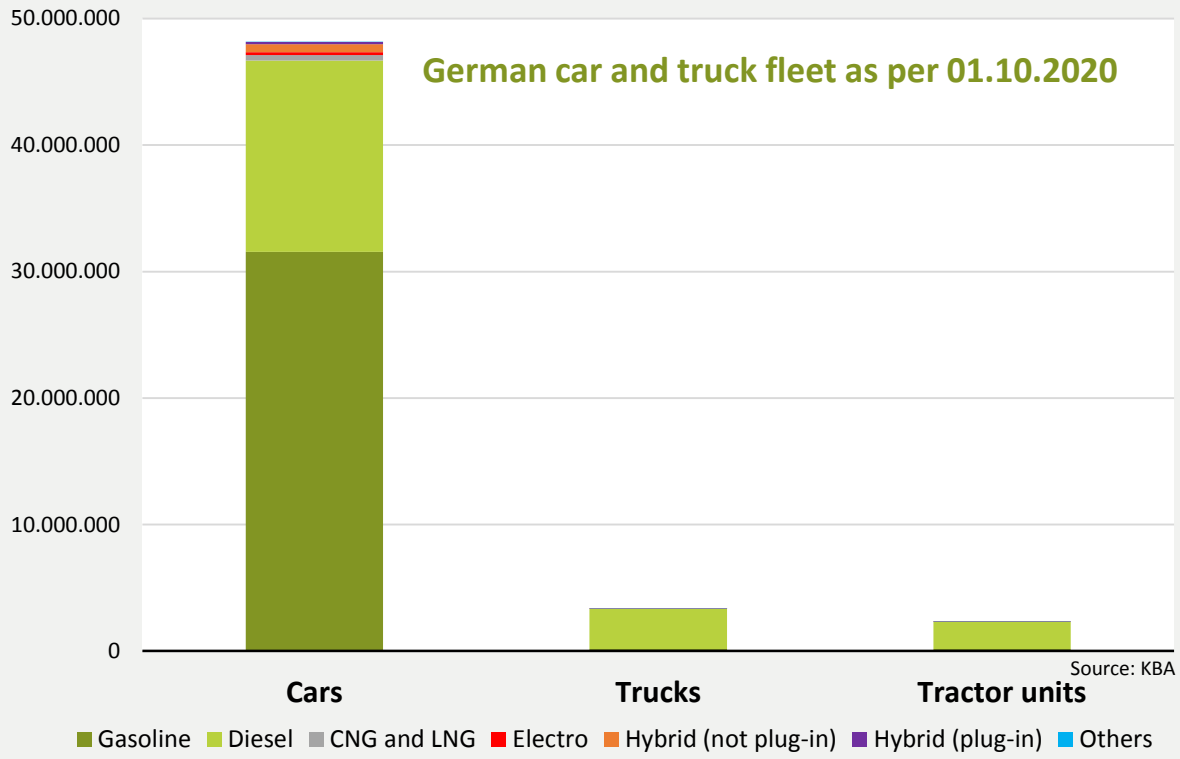
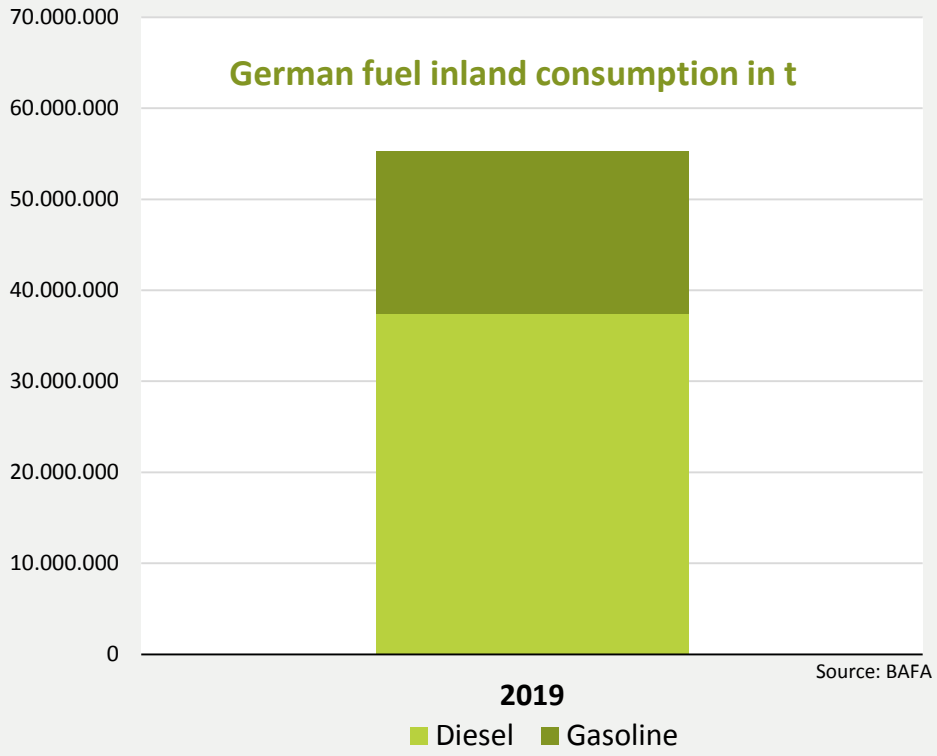
For more real climate protection: We need more climate-friendly marine fuels.

Greater use of waste-based biofuels in shipping should be aimed for, e.g. through

- a regulation for marine fuels corresponding to the newly introduced § 37a subparagraph 4a BImSchG or
- GHG reduction tickets generated in shipping can be offset against the GHG reduction quota (according to the NL model)

For more real climate protection: Existing car fleet must not be ignored.





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For more real climate protection: Upstream emission reductions = a Potemkin village.

- From the perspective of the Federal Climate Protection Act, UER cannot be counted towards the “transport” sector reduction target.

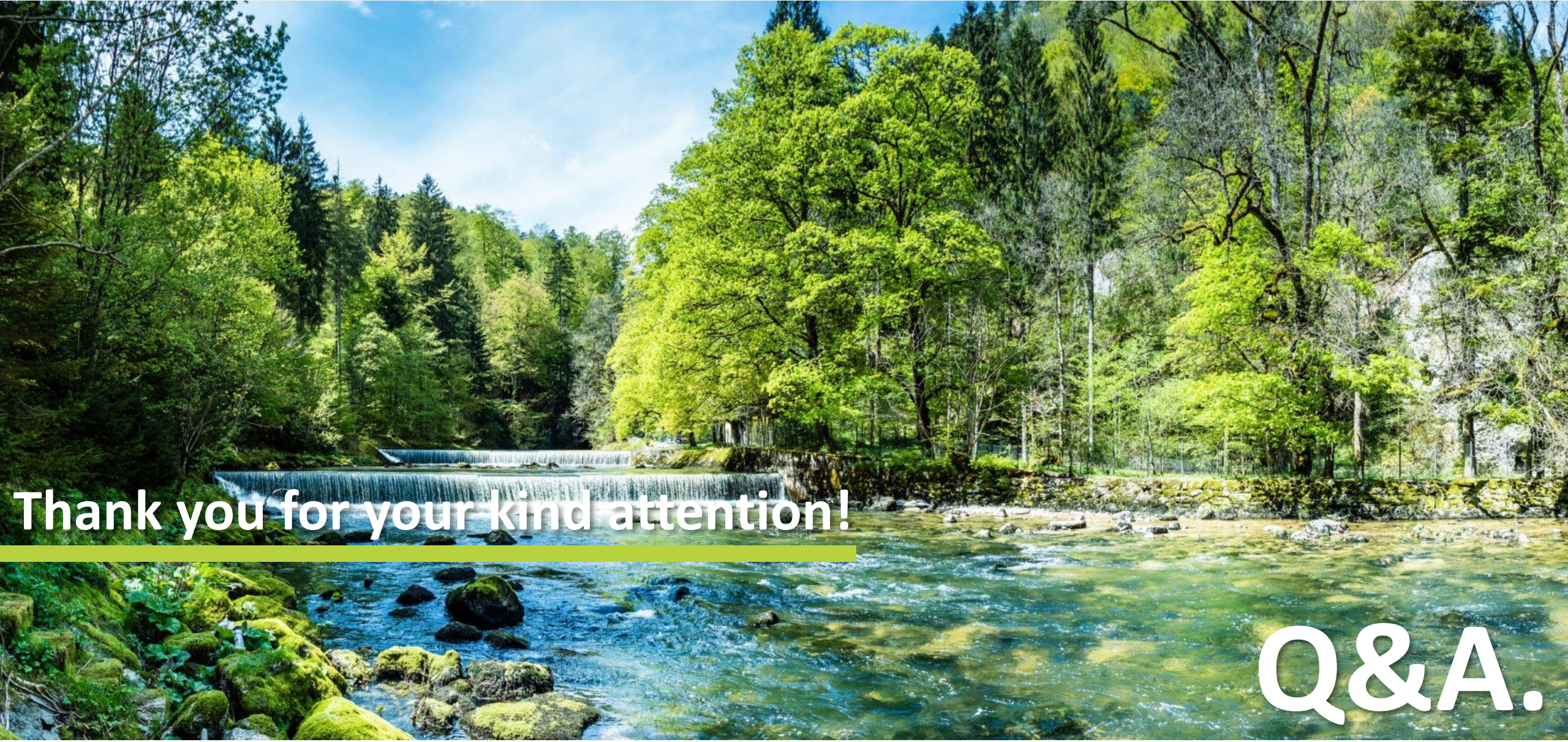
- Our proposal: UER should only then be allowed to count towards the GHG reduction quota, if the CAPs for the use of biomass-based and waste-based biofuels have been reached.

Summary and conclusion 1

- The GHG reduction quota must be increased linearly from 8 percent in 2022 to at least 11 percent by 2025.
- The (soft) cap on waste-based biofuels consumption should be raised to at least 2,5 percent.
- The use of waste-based biofuels in maritime fuels should be encouraged.

Summary and conclusion 2

- UERs should, if at all, only be credited as a last resort to meet the GHG reduction quota.
- Climate protection in transport (existing car fleet) needs immediate success and therefore higher proportions of biofuel blends, e.g. B10 or B30, or even B100.
- The waste-based biodiesel industry is ready to make a greater contribution to **REAL** climate protection.



Thank you for your kind attention!

Q&A.

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