



IEA Bioenergy

Technology Collaboration Programme



Technology Collaboration Programme on
Advanced Motor Fuels



Die Rolle fortschrittlicher erneuerbarer Kraftstoffe bei der Dekarbonisierung des Verkehrs im Jahr 2030 und darüber hinaus

Dina Bacovsky, BEST

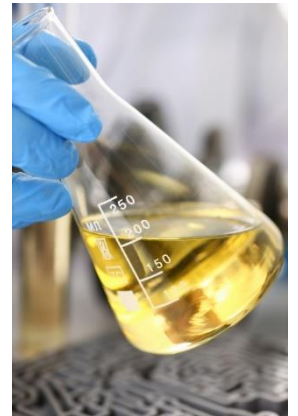
Neues zur Produktion und Anwendung von erneuerbaren Treibstoffen in Österreich
21. Oktober 2021, online

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Technology Collaboration Programme

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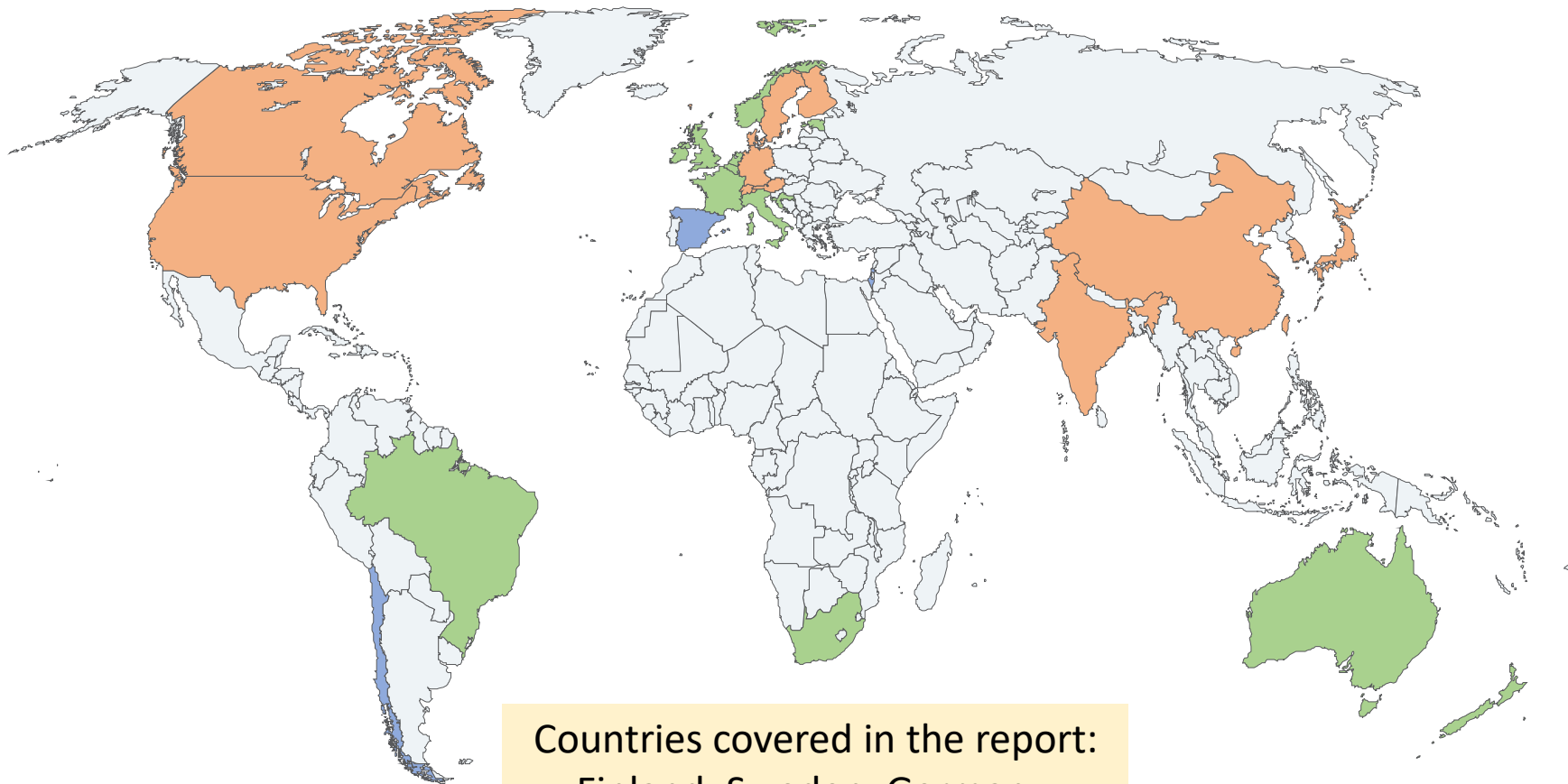
*Erneuerbare Kraftstoffe,
in Ergänzung zu Elektrofahrzeugen,
können einen wichtigen Beitrag zur
Dekarbonisierung des Straßentransports
leisten, vor allem kurz- und mittelfristig.*



IEA Bioenergy members

Members to both TCPs



AMF members



Countries covered in the report:
Finland, Sweden, Germany,
USA, Brazil,
China, Japan

Reports available at www.iea-amf.org and www.ieabioenergy.com

AMF Annex 58 /
IEA Bioenergy Task 41 Project 10
A Report from the Advanced Motor
Fuels TCP and IEA Bioenergy TCP

The Role of Renewable Transport Fuels in Decarbonizing Road Transport Key Strategies in Selected Countries



Franziska Müller-Langer
Jörg Schröder
Kathleen Miesel
DEFZ Deutsches
Biomasseforschungszentrum
gemeinnützige GmbH
Kyriakos Maniatis
Eric Fee
European Commission, DG ENER
Angela Oliveira da Costa
José Mauro Ferreira Coelho
Juliana Rangel do Nascimento
Paula Isabel da Costa Barbosa
Rachel Martins Henriques
Energy Research Office of Brazil (EPE)
November 2020

Anton Fagerström
IVL Swedish Environmental
Research Institute
Masayuki Kobayashi
Yukiaki Takada
Organisation for the Promotion of
Low Emission Vehicles (LEVO)
Helen Lindblom
Swedish Transport Administration
Shaojun Zhang
Ye Wu
Tonghua University

Markus Mülner
Helmholtz-Zentrum für
Umweltforschung GmbH – UFZ
Alicia Lindauer
Kevin Stork
Zia Hag
US Department of Energy
Nils-Olof Nylund
VTT Technical Research
Centre of Finland Ltd
Edited by Dina Bacovsky
BEST – Bioenergy and
Sustainable Technologies GmbH

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The Role of Renewable Transport Fuels in Decarbonizing Road Transport Production Technologies and Costs

Adam Brown
Energy Insights Ltd
Mahmood Ebadian
Jack Saddler
University of British Columbia
Nils-Olof Nylund
VTT Technical Research
Centre of Finland Ltd
November 2020

Lars Waldheim
Waldheim Consulting
Edited by Dina Bacovsky
BEST – Bioenergy and
Sustainable Technologies GmbH

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The Role of Renewable Transport Fuels in Decarbonizing Road Transport Scenarios and Contributions in Selected Countries

Juhani Laurikko
Ilkka Hannula
Nils-Olof Nylund
Päivi Aakko-Saksa
VTT Technical Research
Centre of Finland Ltd
November 2020

Edited by Dina Bacovsky
BEST – Bioenergy and
Sustainable Technologies GmbH

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The Role of Renewable Transport Fuels in Decarbonizing Road Transport Deployment Barriers and Policy Recommendations

Dina Bacovsky
Andreas Sonnleitner
BEST – Bioenergy and
Sustainable Technologies GmbH
Adam Brown
Energy Insights Ltd
November 2020

Edited by Dina Bacovsky
BEST – Bioenergy and
Sustainable Technologies GmbH

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Transport sector indicators highly vary

	Finland	Sweden	Germany	USA	Brazil
Population size	5,545,000	10,100,000	83,780,000	331,000,000	212,600,000
Land area, km ²	303,890	410,340	348,560	9,147,420	8,358,140
Pop. density	18.2	24.6	240.4	36.2	25.4
Cars/capita	0.501	0.486	0.552	0.717	0.180
Car-km/capita	7,600	5,600	7,800	13,000	3,000
Car-km/km ²	138,000	137,000	1,880,000	270,000	76,000
MDT&HDT-km/capita	633	502	496	1,535	374
MDT&HDT-km/km ²	11,555	12,344	119,214	55,554	9,514



Country assessments

5 vehicle categories

- passenger cars
- delivery vans & light-duty trucks
- buses & coaches
- medium-duty trucks
- heavy-duty trucks

6 propulsion systems

- spark ignited engine (SI)
- compression ignited engine (CI)
- (plug-in) hybrid electric vehicle with spark ignited engine (PHEV-SI)
- (plug-in) hybrid electric vehicle with compression ignited engine (PHEV-CI)
- battery electric vehicle (BEV)
- fuel cell electric vehicle (FCEV)

12 fuel options

- gasoline
- diesel
- CNG
- E5
- E10
- E27
- E85 / E100
- B7
- Drop-in hydrocarbons (FT-liquids, HVO)
- CBG
- electricity
- hydrogen

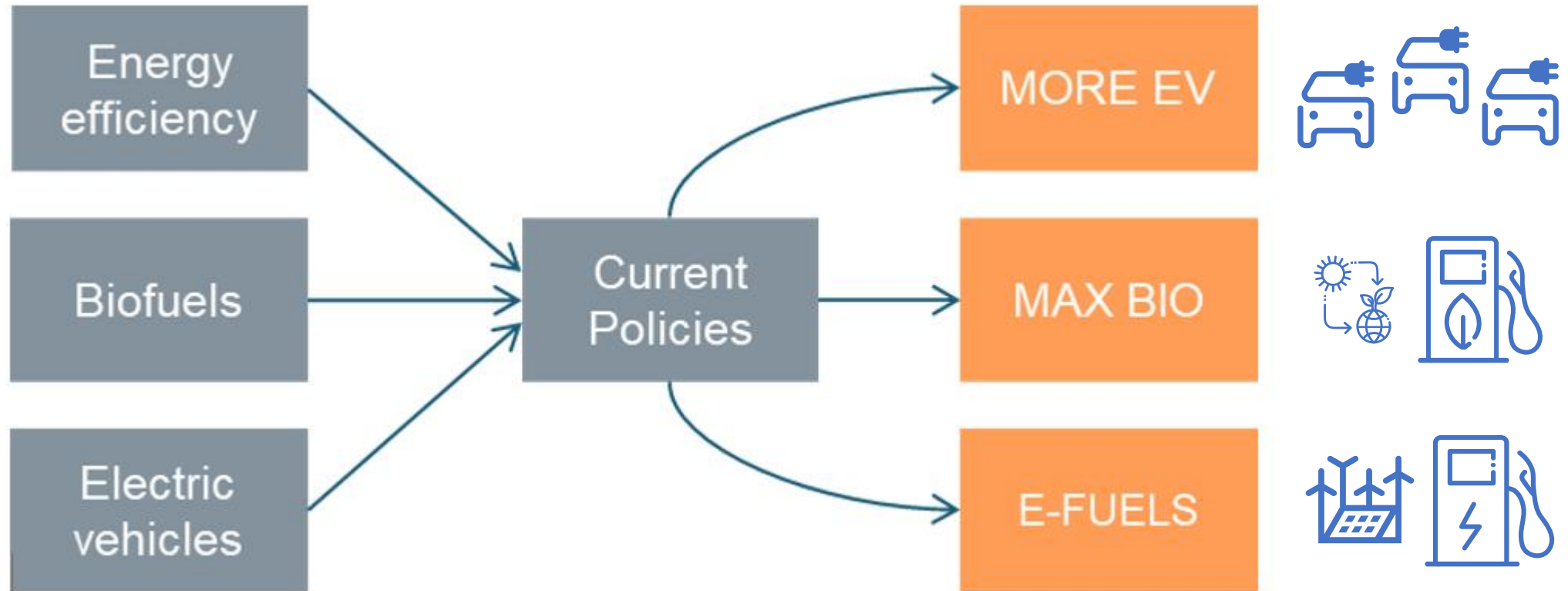
Main input feed (given for each future year of projection)

- assumption on total sales in each vehicle category for future years
- assumption on the distribution between the available powertrain/fuel options in sales
- assumption on fuel consumption (or energy efficiency gain) for future years
- assumption on annual driven distance (“VMT”), variable between categories, age classes and powertrain/fuel combinations

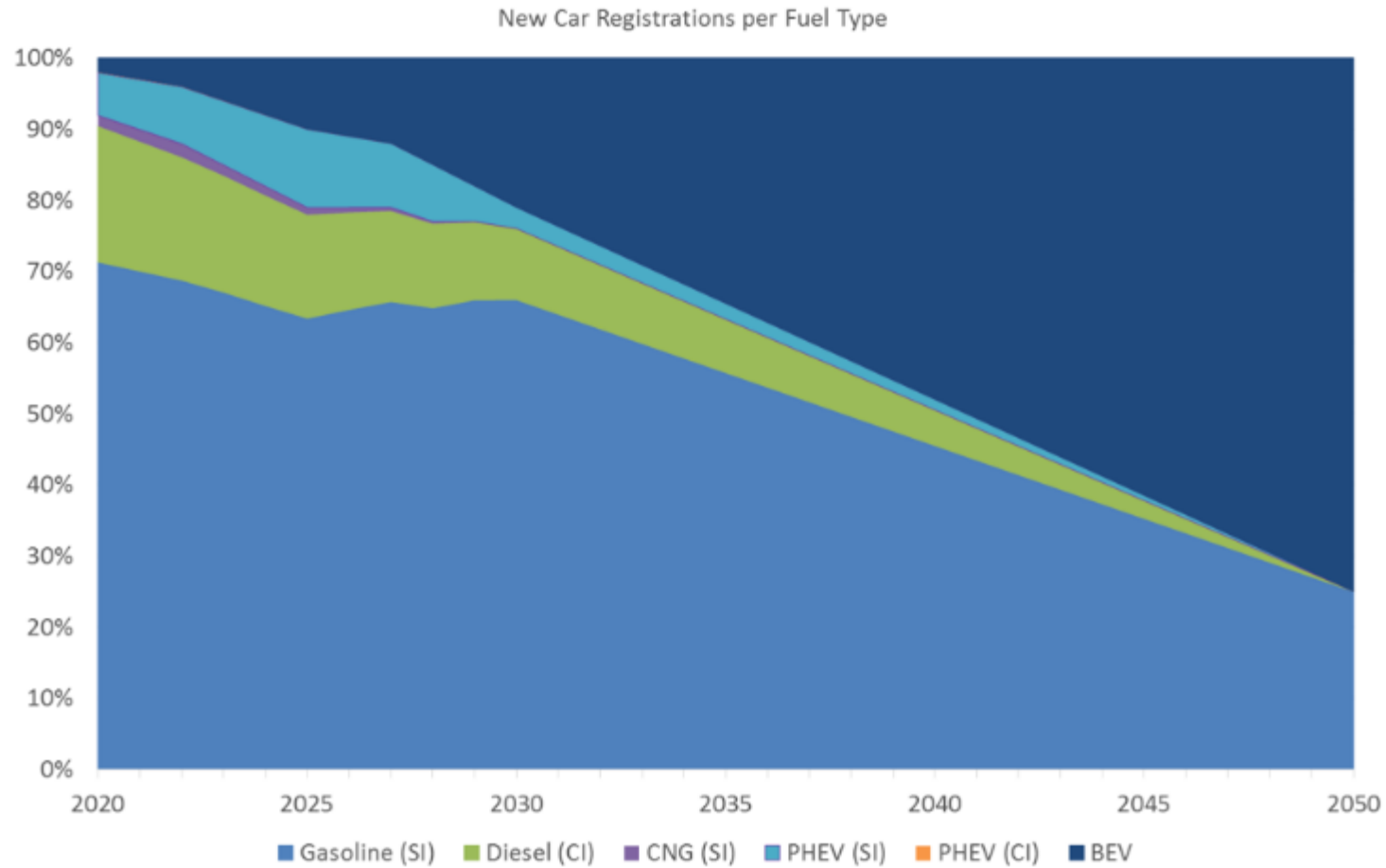
Calculation of Energy need and TTW CO2 emissions

CO2 emissions of renewable shares and electricity are assumed to be zero

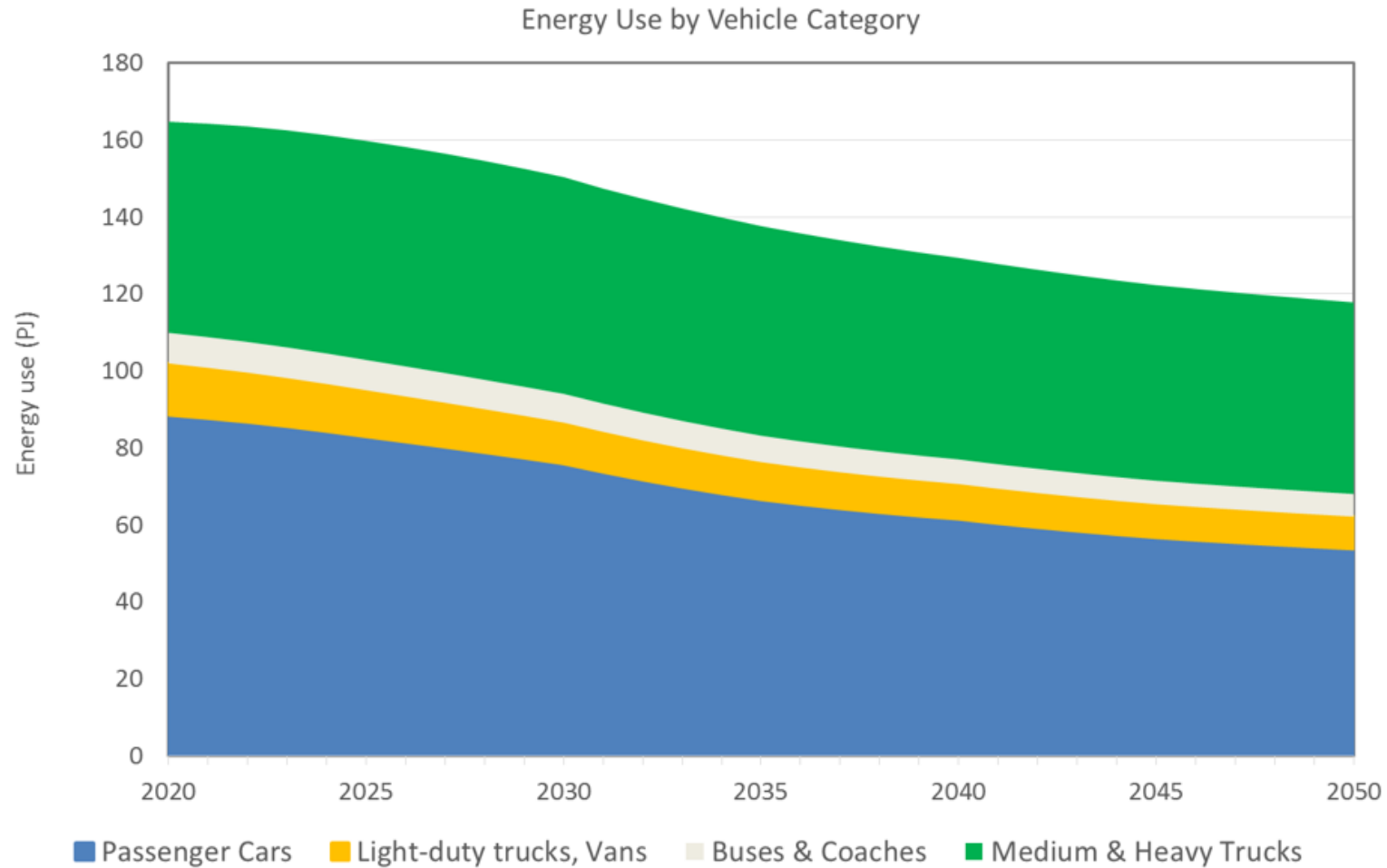
Scenarios



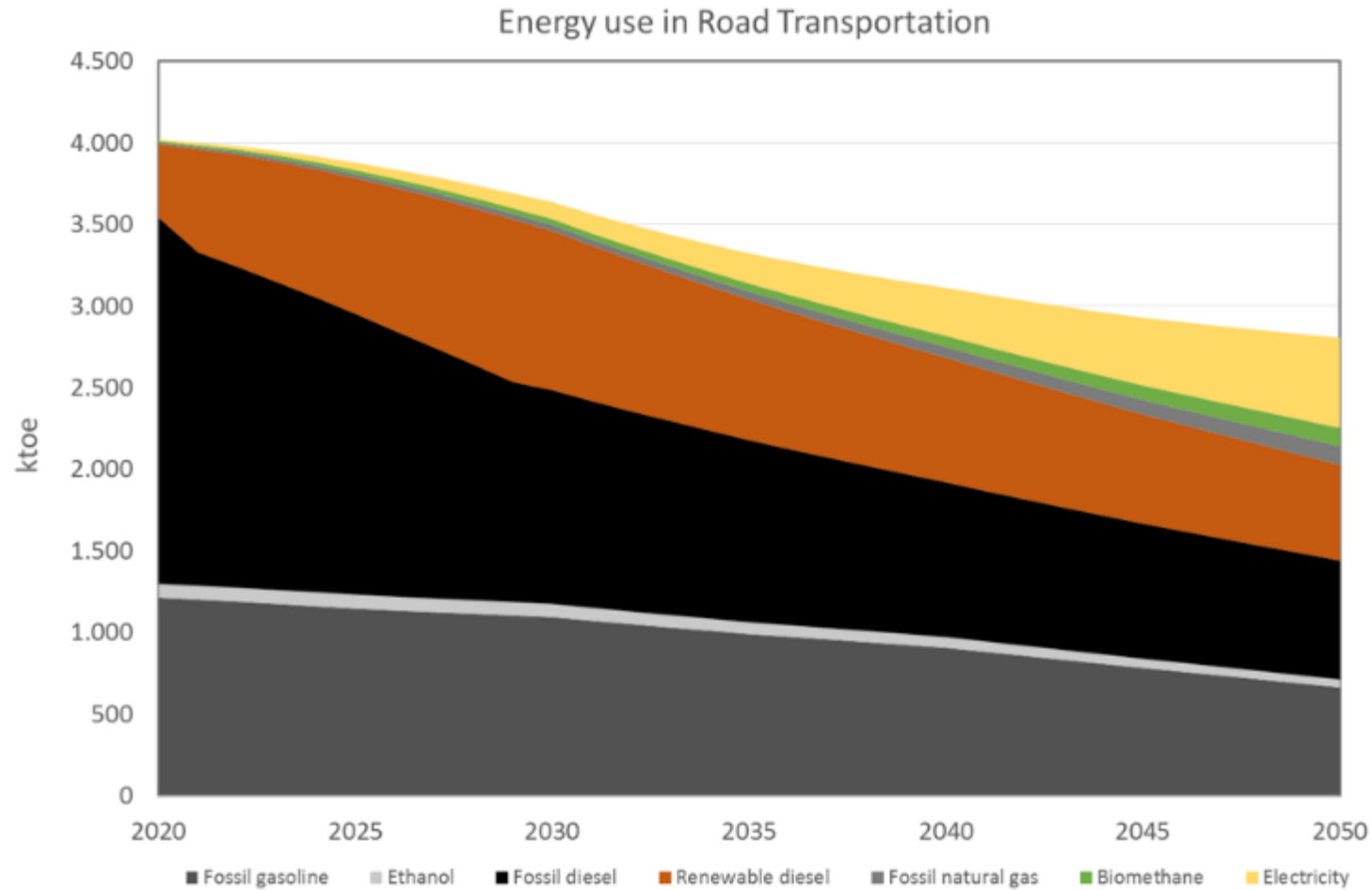
Current Policies - FINLAND



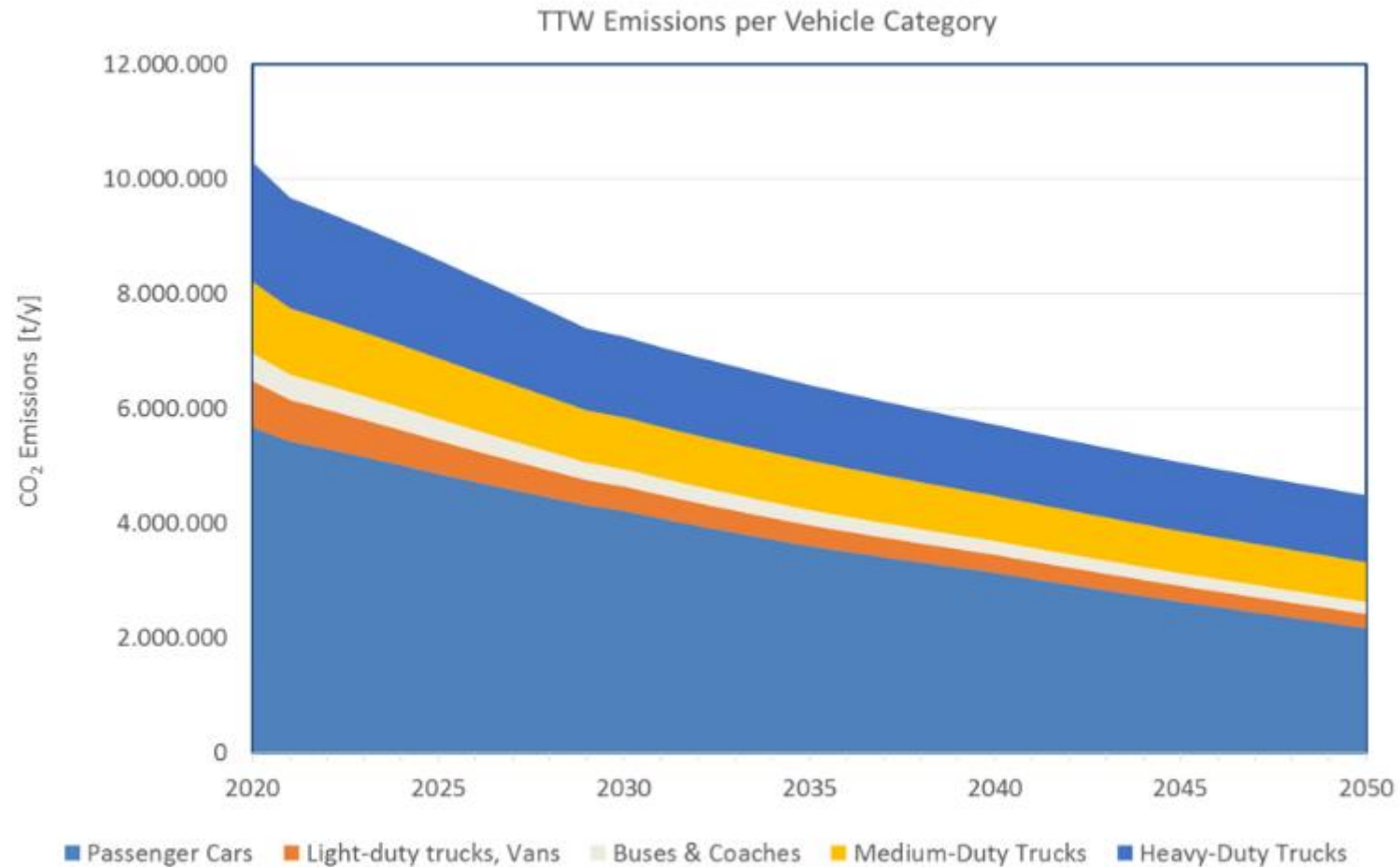
Current Policies - FINLAND



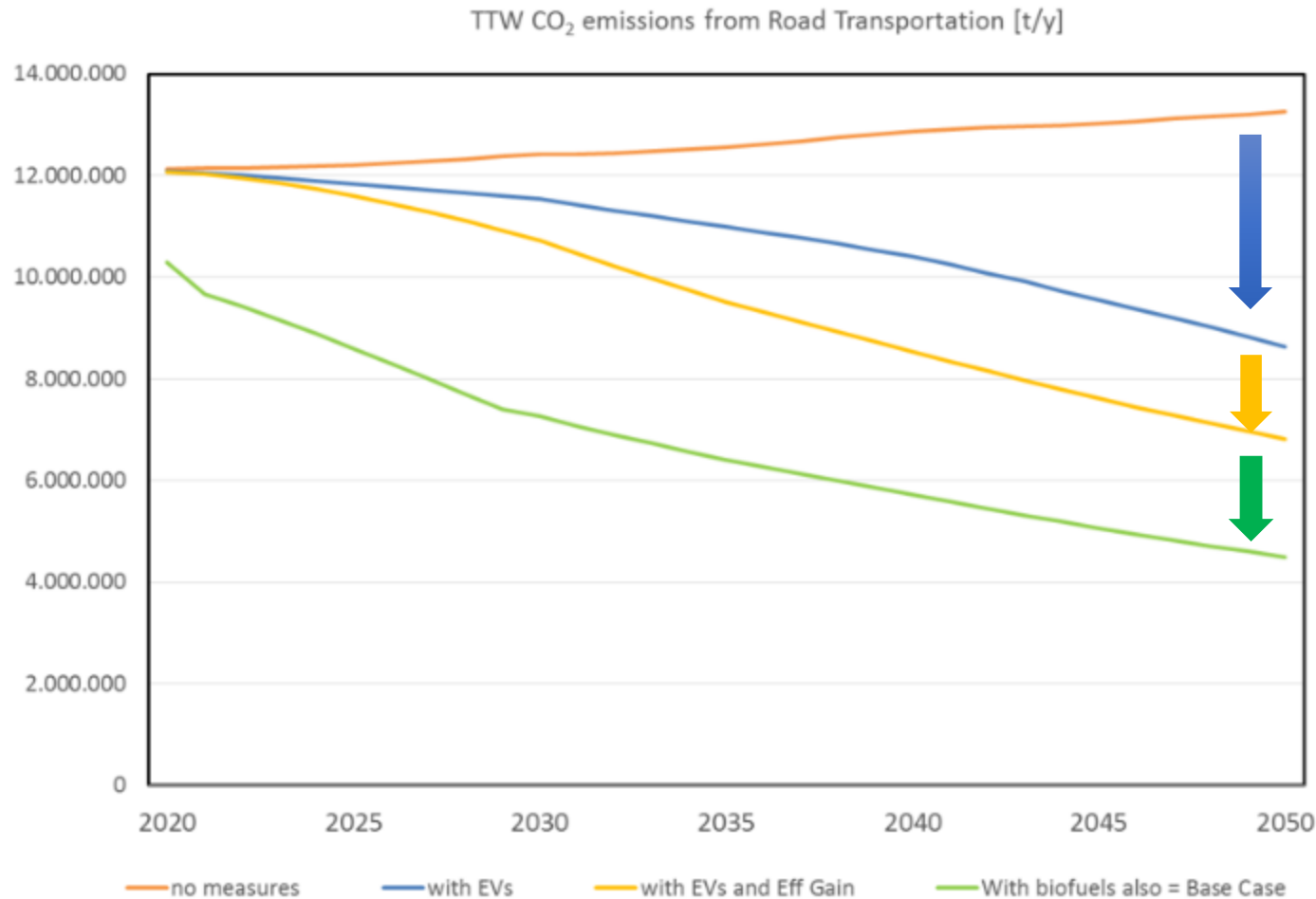
Current Policies - FINLAND



Current Policies - FINLAND



Current Policies - FINLAND



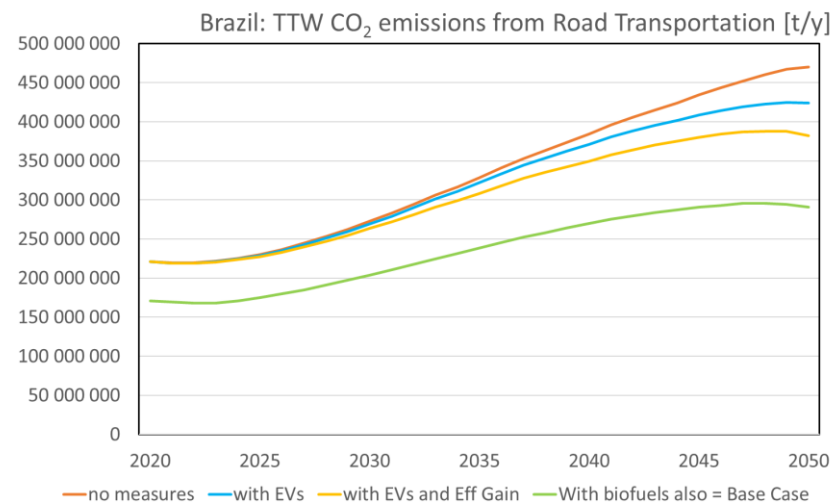
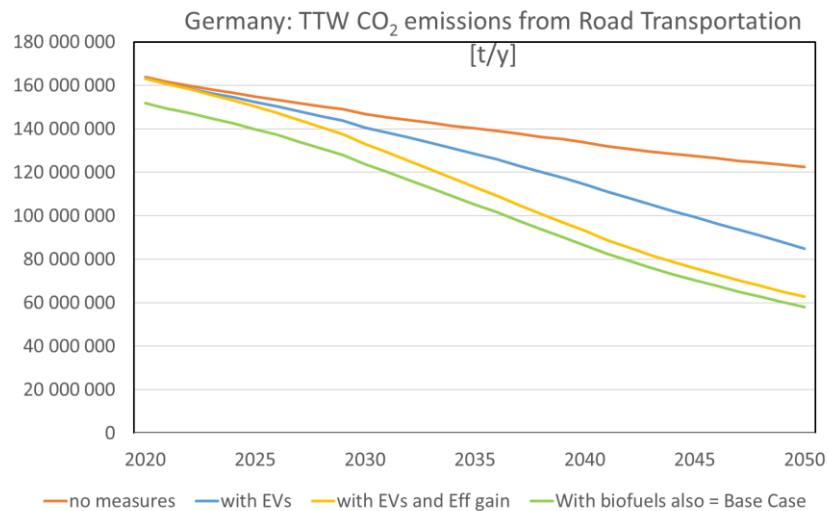
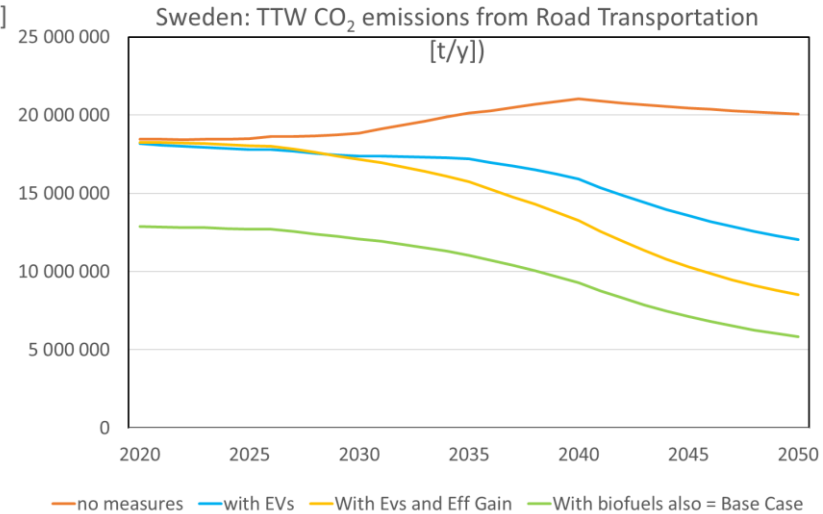
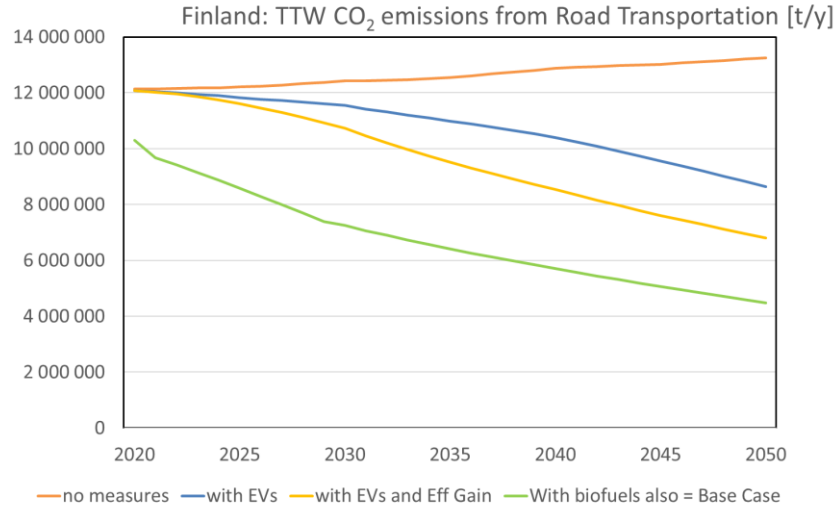
Electrification

Improvement in energy efficiency

Biofuels



TTW CO₂ Emissions Current Policies



Key Messages

- Bringing the GHG emissions of the road transport sector down to zero by 2050 cannot be achieved by one measure alone.
- Countries that deploy a set of different measures such as reducing transport demand, improving vehicle efficiency, and adding renewable energy carriers such as biofuels, e-fuels, renewable electricity and renewable hydrogen have the best chances to meet ambitious decarbonization goals.
- Our assessment shows that biofuels contribute most to decarbonization now and up to 2030, 2040, or even 2050, depending on the country. In Germany, efficiency gains become the main contributor after 2030, and in Finland and Sweden the impact of biofuels remains largest until around 2040 when the use of electric vehicles takes over. In Brazil, biofuels remain the largest contributor until 2050.

Thank you to the team of authors!

Dina Bacovsky

dina.bacovsky@best-research.eu



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