

Report covering 2010
under Article 4(1) of Directive 2003/30/EC
on the promotion of the use of biofuels or other renewable fuels for transport

Introduction

This is the report for 2010 under Article 4(1) of Directive 2003/30/EC of the European Parliament and of the Council of 8 May 2003 on the promotion of the use of biofuels or other renewable fuels for transport.

Each year suppliers must ensure that a certain proportion of their sales of petrol and diesel for road transport in the Netherlands is made up of biofuels. In 2010 the mandatory percentage of biofuels was 4.0% of energy content.

This report will examine the following points referred to in Article 4 of Directive 2003/30/EC:

1. the measures taken to promote the use of biofuels or other renewable fuels to replace diesel or petrol for transport purposes;
2. the national resources allocated to the production of biomass for energy uses other than transport; and
3. the total sales of transport fuel and the share of biofuels, pure or blended, and other renewable fuels placed on the market for the preceding year.

1. The measures taken to promote the use of biofuels or other renewable fuels to replace diesel or petrol for transport purposes

In 2010 suppliers of petrol and diesel were required to substitute 4.0% of energy content from fossil fuels for road transport by biofuels. As part of this, in 2009 a scheme was introduced whereby more sustainable types of biofuel count twice as much. Biofuels produced from waste, residues, non-food cellulose material and lignocellulose material count twice towards meeting the quantitative requirements. This measure is designed to encourage more sustainable biofuels from waste and residues to be developed and placed on the market.

At the end of 2009 the Netherlands decided to reduce the excise duty on sustainably produced E85 biofuel by 27% from 1 April 2010, given the lower energy content of E85 compared with petrol.

The energy content of this biofuel, which is a mixture of bioethanol and petrol, is between 70% and 76% of that of petrol. Consequently, without this correction, more duty would have to be paid per kilometre travelled.

With the programme *Tankstations Alternatieve Brandstoffen (TAB)* – Alternative Fuel Filling Stations – the national government and other authorities have made great efforts to expand the filling infrastructure. In the first tender in 2008 €1.8 million of aid was granted to 68 ethanol filling stations and 31 natural gas stations. Of those, 11 natural gas stations and 24 ethanol filling stations have been completed. The second tender was launched at the end of 2009, leading to €3.6 million of aid being granted to 53 natural

gas/green gas pumps, three E85 pumps and four B30 pumps, which are currently under construction.

In 2010 there was also a tender under the aid scheme 'Effective and Efficient Fermentation Chain'. Entrepreneurs could submit proposals for innovative pilot and demonstration projects which significantly improve the profitability of renewable gas production and/or remove technical barriers for the supply of renewable gas to the gas network or filling stations. In total, aid of €7 million was granted.

In 2010 preparations were made for an aid scheme to promote the purchase and use of new means of transport running on biogas and higher blends of biofuels. This scheme opened in 2011. (Source: Agentschap NL)

2. The national resources allocated to the production of biomass for energy uses other than transport

In the Netherlands no national resources are allocated to the production of biomass for forms of energy consumption other than transport. Biomass will be produced if the right economic conditions exist. In order to improve the economic conditions for the production of electricity and heat from biomass, resources are deployed within the generic set of instruments for sustainable (renewable) energy. This set of instruments comprises:

- tax reduction on investment in renewable energy and energy saving (EIA);
- the *Stimulerende Duurzame Energieproductie (SDE)* – Sustainable Energy Production Incentive Scheme – for renewable electricity, renewable heat and renewable gas;
- incentive programmes for research, development and application of renewable energy and energy saving. Obtaining energy from biomass is an integral part of these instruments.

3. The total sales of transport fuel and the share of biofuels, pure or blended, and other renewable fuels placed on the market for the preceding year

Within the framework of the Decree on biofuels in road transport 2007 and the Scheme on the Administration of Biofuels in Road Transport, oil companies and oil traders which place unleaded light oil (petrol) and/or gasoil (diesel) on the Dutch market submitted individual reports to the Inspectorate of the Ministry of Infrastructure and the Environment. The reports received cover approximately 99% of the total quantity of fuels placed on the market in 2010. The following gives information on the companies supplied with quantities of petrol, diesel and biofuels in 2010:

Petrol:	5 703 million litres = 181 526 TJ (average 31.83 MJ/l)
Diesel:	7 608 million litres = 273 127 TJ (average 35.90 MJ/l)

The biofuel component of this is:

Bioethanol:	277.8 million litres x 21.3 MJ/l	= 5 917 TJ
Bio-ETBE:	59.3 million litres x 0.47 x 26.9 MJ/l	= 750 TJ
Bio-MTBE:	4.1 million litres x 0.36 x 26.2 MJ/l	= 38.7 TJ
Double-counting bio-MTBE:	30.9 million litres x 0.36 x 26.2 MJ/l x 2	= 583 TJ
Double-counting biomethanol:	127.9 thousand litres x 16 MJ/l x 2	= 4.1 TJ

Biodiesel:	133.0 million litres x 33.6 MJ/l	= 4 469 TJ
Double-counting biodiesel:	96.0 million litres x 33.6 MJ/l x 2	= 6 451 TJ
Biogas:	1.1 million m ³ x 31.65 MJ/m ³	= 34.8 TJ

Calculated on the basis of the energy content of the total quantities of petrol and diesel placed on the Dutch market, the proportion of biofuels and other renewable fuels, as set out in Article 3 of Directive 2003/30/EC, was:

4.01% of energy content.

This calculation takes account of the adjusted calorific value for petrol and diesel as set out in Article 2 of the *Besluit biobrandstoffen wegverkeer 2007* – the 2007 Road Transport Biofuels Decree. The calorific value depends on the quantities of biofuels added to the petrol and diesel.

The proportion of biofuels and other renewable fuels calculated on the basis of the energy content of the total quantities of petrol placed on the Dutch market was **4.02%**. For diesel the figure was **4.01%**.

The number of litres of double-counting biodiesel placed on the market is somewhat lower than single-counting biodiesel. Double-counting biodiesel counts twice towards meeting the quantitative requirements. As a result, **59%** of diesel energy is met by biodiesel counting twice under Article 21(1) of Directive 2003/30/EC (*sic*) and the scheme referred to above.

Annex 1

Quantities placed on the market in Tonnes of Oil Equivalent

Expressed in Tonnes of Oil Equivalent, the quantities of unleaded light oil (petrol) and gasoil (diesel) sold for road transport are as follows:

Quantity of fuel in millions of litres x conversion factor x 1 000 m³ per million litres =

Petrol:	5 703 x 0.78 x 1 000	= 4 448 toe
Diesel:	7 608 x 0.86 x 1 000	= 6 543 toe
Total:		= 10 991 toe

The quantities of biofuels expressed in Tonnes of Oil Equivalent reported by the oil companies and oil traders are as follows:

Quantity of fuel in millions of litres x conversion factor x 1 000 m³ per million litres =

Bioethanol:	277.8 x 0.51 x 1 000	= 141 678 toe
Bio-ETBE:	59.3 x 0.64 x 1 000	= 37 952 toe
Bio-MTBE:	4.1 x 0.63 x 1 000	= 2 583 toe
Double-counting bio-MTBE:	30.9 x 0.63 x 1 000	= 19 467 toe
Double-counting biomethanol:	127.9 x 0.38	= 49 toe
Biodiesel:	133.0 x 0.80 x 1 000	= 106 400 toe
Double-counting biodiesel:	96.0 x 0.80 x 1 000	= 76 800 toe
Biogas:	1.1 x 0.76 x 1 000	= 836 toe