

"Set a limit on fossil fuels in transport in the Netherlands"

The challenges of coupling economic perspectives and climate neutrality in the Netherlands transport system

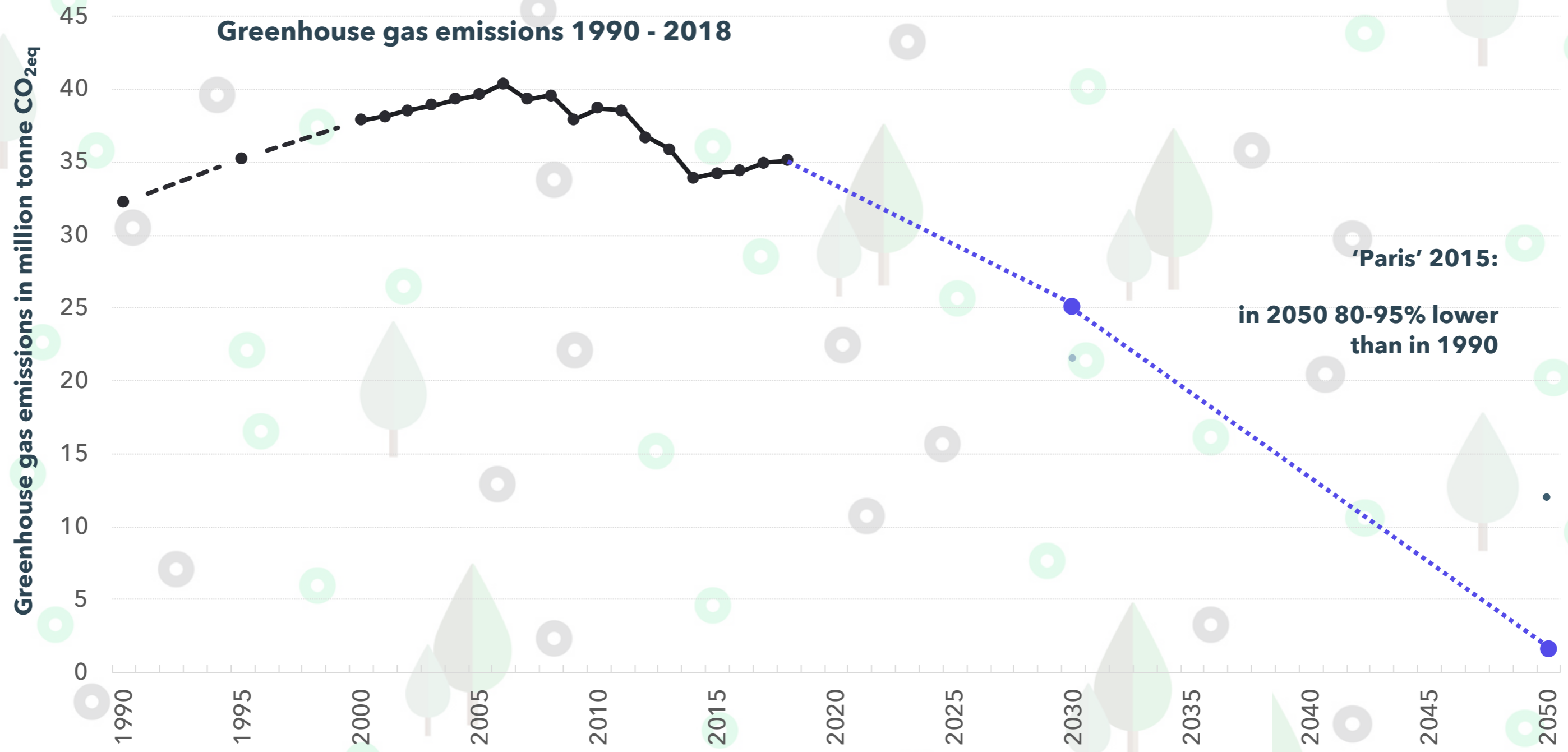
Fuels of the Future, 17th International Conference on Renewable Mobility, Berlin

Eric van den Heuvel, Director Platform Sustainable Biofuels

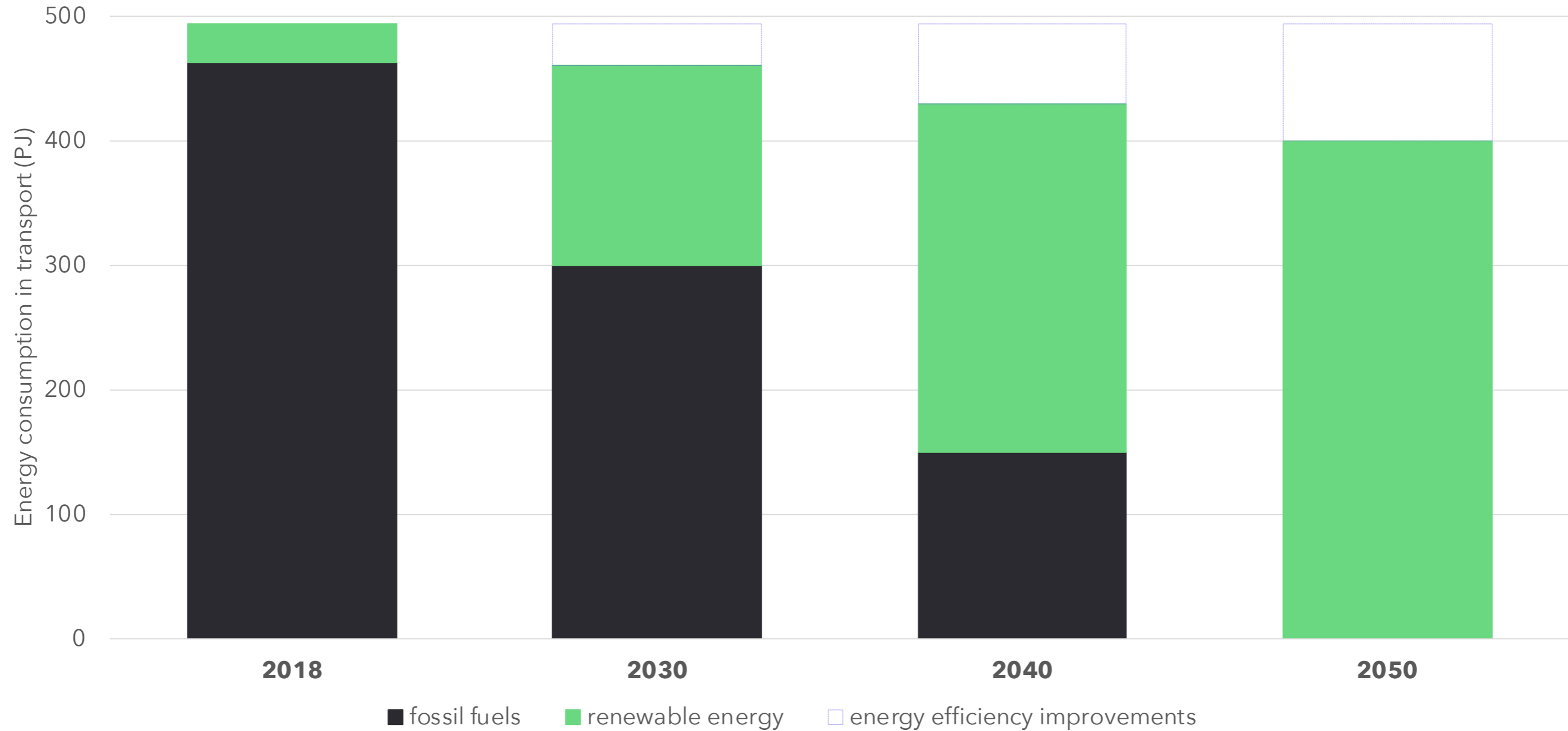
Key take-away messages

- **In 2030: Limit the fossil fuel use to max two third of current level**
 - Necessary to be on track for zero fossil or climate neutrality in 2050
- **In coming decade renewable fuels are the dominant renewable energy option in transport**
 - Electric mobility will grow exponentially, but its energy share in 2030 still modest
- **30% of renewable fuels is possible with existing fuels specs and vehicle requirements**
 - So let's use that potential
- **'EV-fication' of passenger road transport will ultimately shift renewable fuels to long distance road, shipping and aviation**
 - International shipping and aviation markets very important for the Netherlands

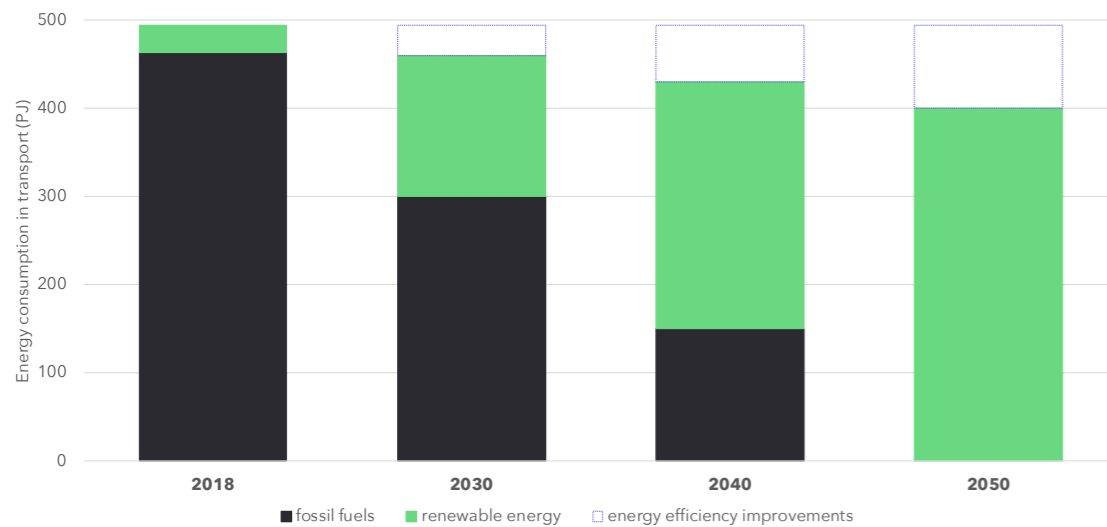
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A decreasing limit on fossils, towards zero in 2030 will direct all innovation and investments to renewable energy based options.

The mobility needs will not decrease in line with fossil. A limit thus provides long term security for renewable energy initiatives

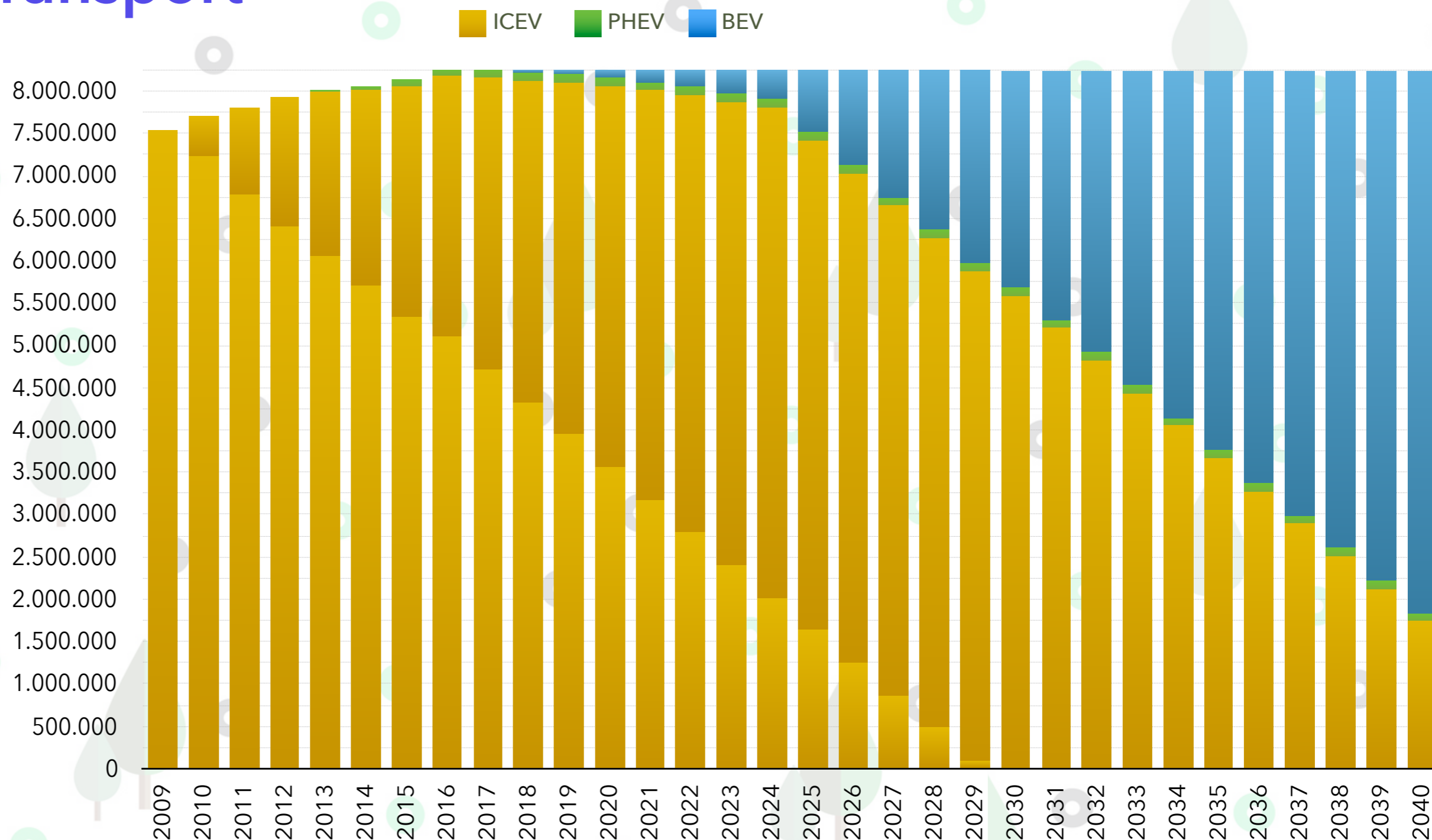
A limit on fossil will establish a strategic collaboration between electric mobility and renewable fuels (both biofuels and e-fuels) to improve the climate neutral performance, each maximising their core benefits

In coming decade renewable fuels are the dominant renewable energy option in transport

Development of the passenger car market in NL

- Assumed stabilisation of fleet at 8,2 million cars (in reality market is growing: (2019 8,5 million)
- Gradual inflow of BEV, 100% from 2030 onwards

Passenger cars represent half of total energy consumption in transport



Model calculations by studio Gear Up, 2017. See also www.studiogearup.com/full-focus-on-electric-vehicles-is-not-enough-to-bring-down-carbon-emissions-in-the-Netherlands/

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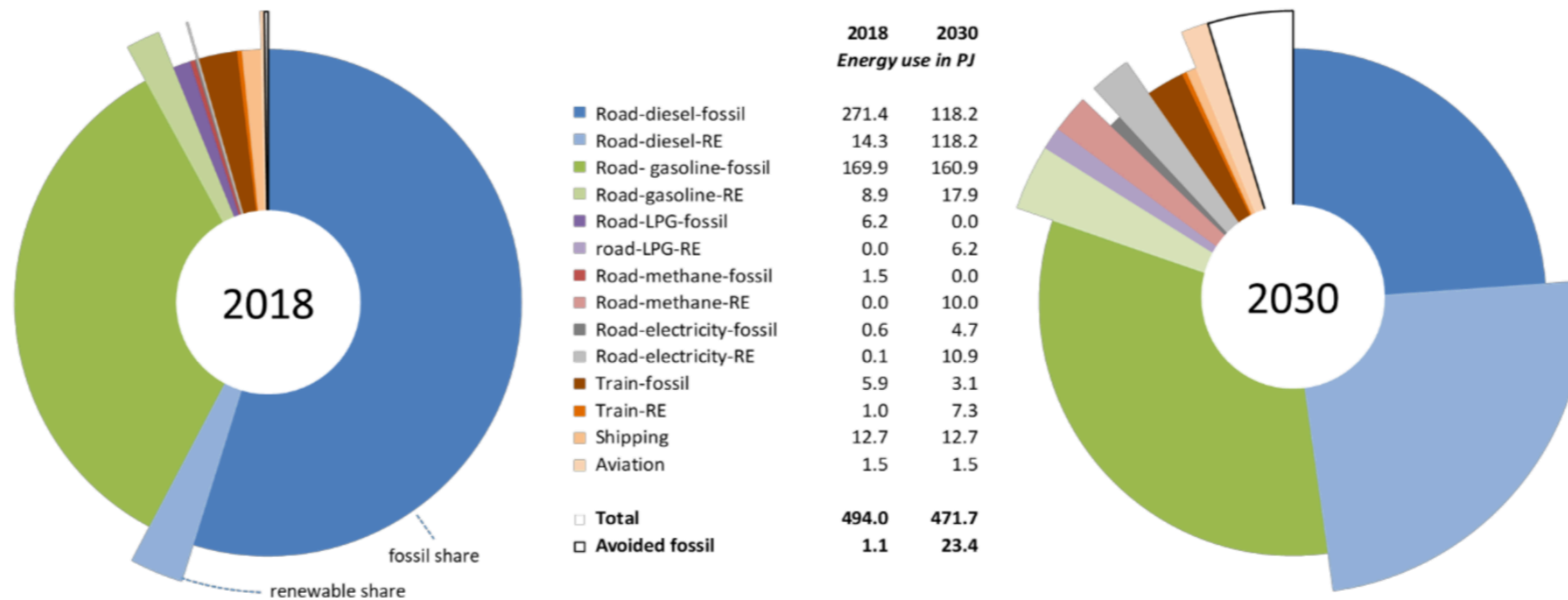
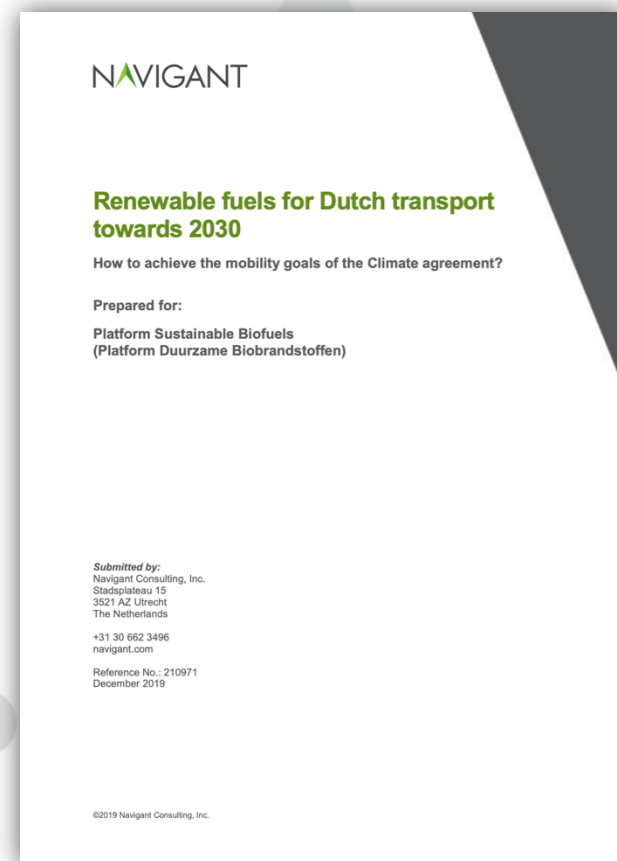
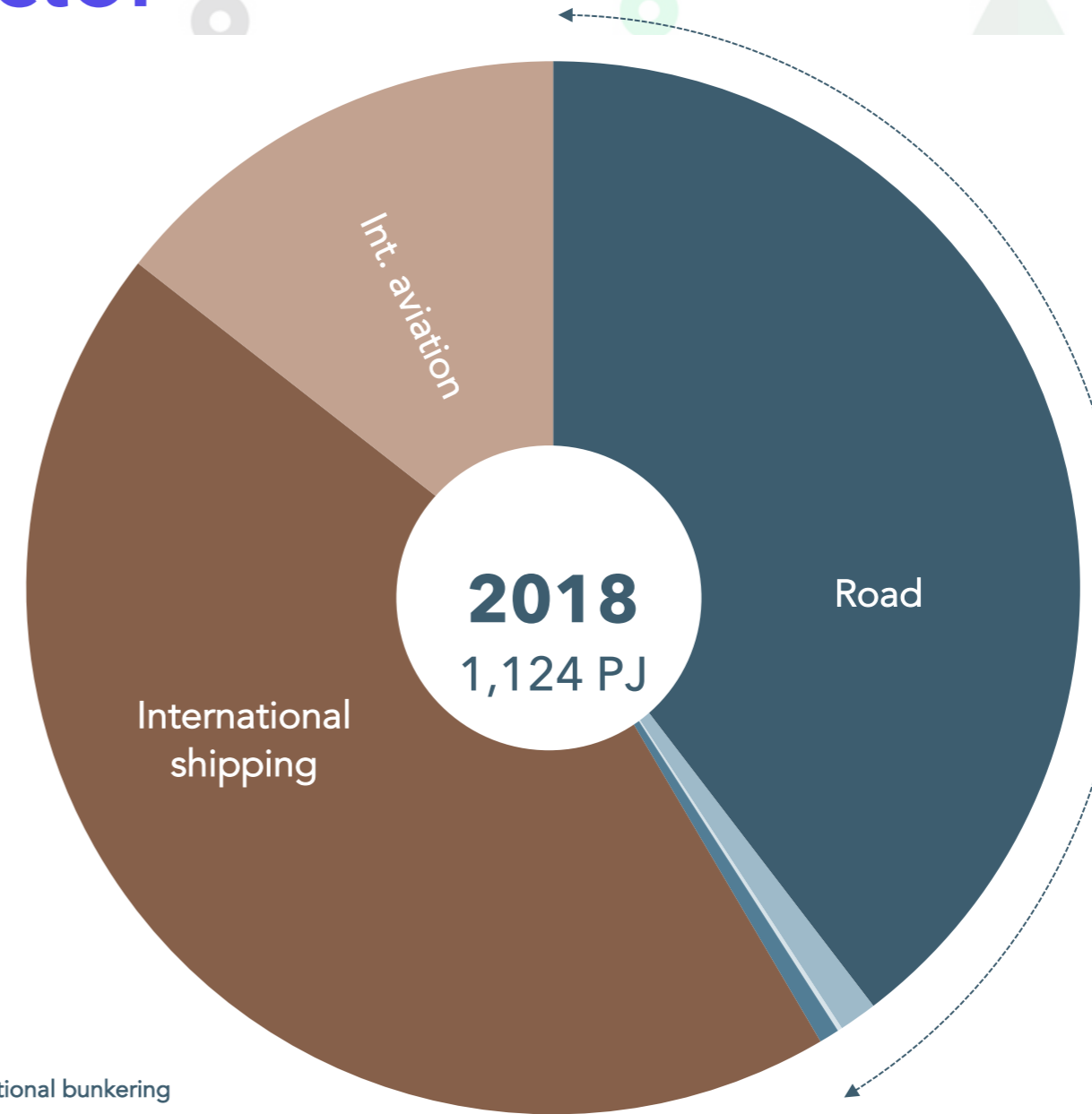
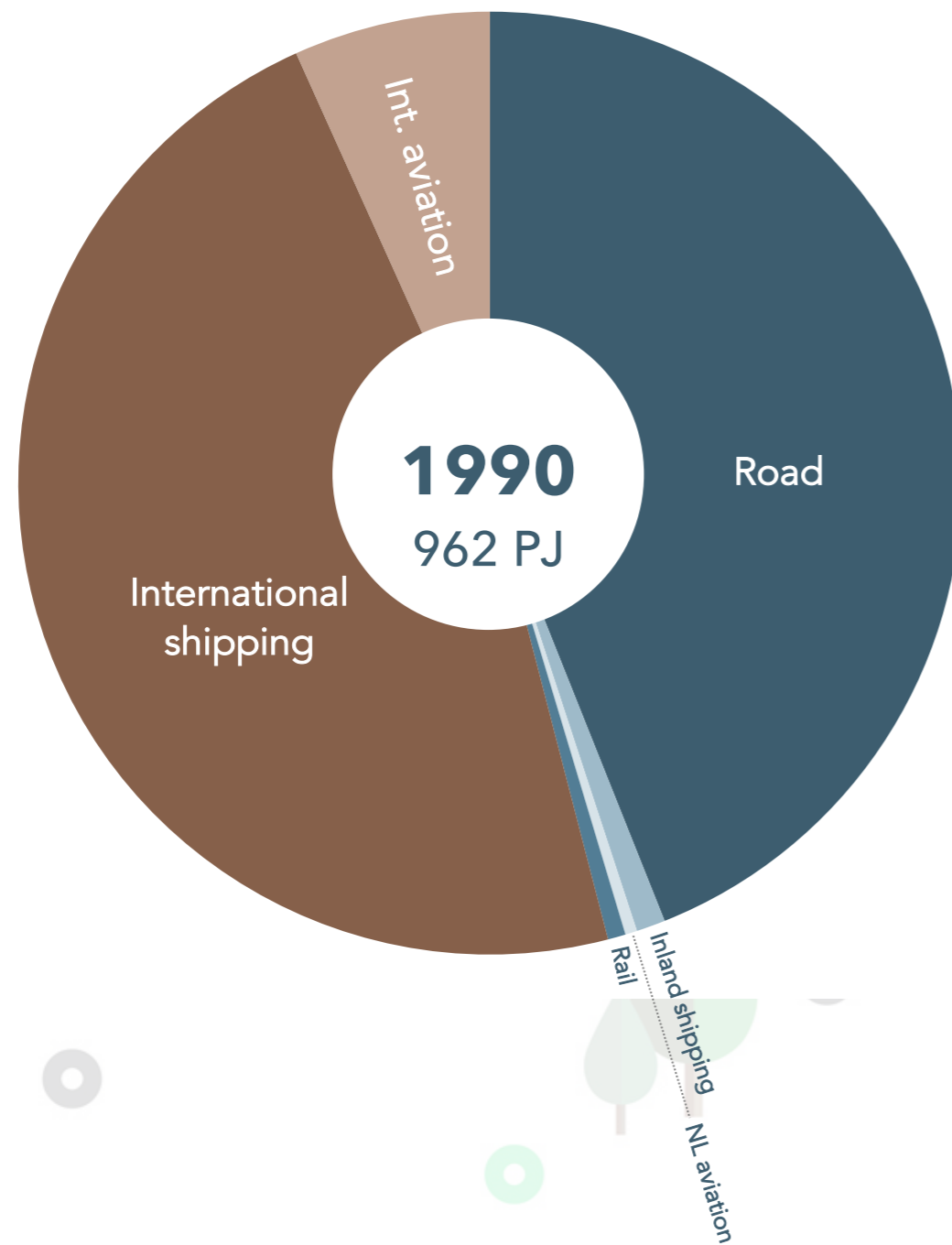


Figure 6. Contribution of fossil and renewable fuels in 2018 and 2030. RE indicates renewable, shown as expanded parts of the diagram.

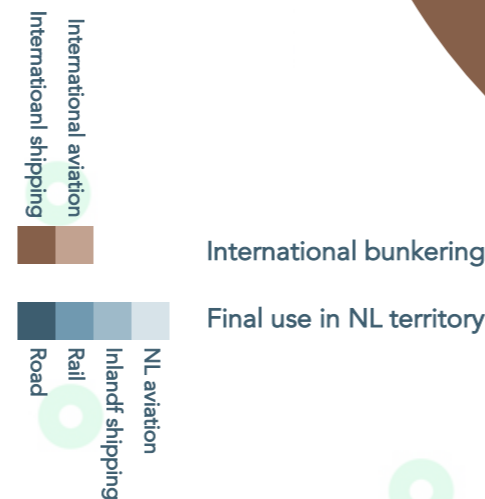
Source: Navigant, Renewable fuels for Dutch transport towards 2030, 2019
Find report: www.platformduurzamebiobrandstoffen.nl/infotheek-item/Navigant-dutch-mobility-pathways-2030/

Netherlands is the world's 4th largest bunker market for shipping.

Aviation also important economic factor



Subject to the NL Climate Agreement



Source: Statistics Netherlands

Driven by **Nature.**

Conclusions

- An over time decreasing limit on fossil fuels is necessary to achieve 2030 climate targets 2030 and climate neutrality in 2050
- Renewable molecules (fuels) will play dominant role in next decade.
- Renewable electrons (electricity) come into play, providing efficiency gains
- At national level a share of 30% of renewable fuels is achievable
- The economic relevance of the bunkering position (and petrochemical cluster) of NL requires a strategic repositioning.
Renewable energy is elementary in that transition.

More information?



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