Transport: Light Vehicles – Biofuel

Biofuels have the potential to reduce greenhouse gas (GHG) emissions as the CO2 produced at the tail pipe has been absorbed during the growth of the biomass used. The net GHG emissions impact of biofuel is therefore generally low being just those incurred in the supply chain, although for some crops (such as oil seeds) the impact can be much higher, hence the interest in biofuel production from wastes such as used cooking oil.
They can simply be mixed with fossil fuels and used in existing engine technologies.

Key Interaction

There will be increase in the use of biofuels in transport has implications for how that increased demand for biofuels will be satisfied.

Level 1

Efforts to popularize biofuel blended with fossil fuels is ongoing and the blend remains at low level at a blending ratio of 2-3%

Level 2

Biofuel blend ratio for biodiesel assumed to be B3 and E3 for bioethanol..

Level 3

Biofuel blend ratio increases to B10 for biodiesel and E10 for bioethanol.

Level 4

Technological advances in biofuels improve their compatibility with current vehicles allowing 15% of fossil fuel to be substituted

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Default Timing Start Year: 2025 End Year: 2050

Sub-Lever	Units	2015	Level 1	Level 2	Level 3	Level 4
Car	share	2%	3%	10%	15%	20%
LGV	share	3%	3%	10%	15%	20%
HGV Rigid	share	0%	3%	10%	15%	20%