

# Heavy Vehicles – Biofuel

In 2007, Nigeria formulated a national biofuel policy that would help the nation produce about two billion litres by 2020. 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.

In 2015 the share of biofuel consumed by road vehicles, Aeroplan and marine was zero,

## Key Interaction

Increasing 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 are on pipeline and the blend remains at low levelat blending ratio 3%

## Level 2

Biofuel blend ratio for biodiesel assumed to be B10 and E10 for bioethanol.

## Level 3

Biofuel blend ratio increases to B15 for biodiesel and E10 for bioethanol.

## Level 4

Technological advances in biofuels improve their compatibility with current vehicles allowing 20% of fossil fuel to be substituted.

Default Timing Start Year: 2025 End Year: 2050

Sub-Lever	Units	2015	Level 1	Level 2	Level 3	Level 4
HGV						
Articulated	share	0%	3%	10%	15%	20%
Bus	share	0%	3%	10%	15%	20%
Rail						
Passenger	share	0%	3%	10%	15%	20%
Rail Freight	share	0%	3%	10%	15%	20%
Non-Road						
Mobile						
Machinery	share	0%	3%	10%	15%	20%
Shipping						
Domestic	share	0%	3%	10%	15%	20%
Shipping						
International	share	0%	3%	10%	15%	20%

