FUELS OF THE FUTURE

21st International Conference for Renewable Mobility
22nd & 23rd January 2024 | Berlin

21st International Conference on Renewable Mobility “Fuels of the Future 2024”

REVIEW

BBE ufop BDBe Fachverband BIOGAS VDB

At the 21st Conference on renewable mobility, from January 22nd to 23rd 2024, everything revolved around latest trends and possible applications for renewable fuels. Under the theme **"Navigator for Sustainable Mobility!"**, seventy-five experts from science, politics and research presented in fifteen sessions over two days, innovative developments relating to climate-friendly mobility of the future that is suitable for everyday use.

The conclusion: To quickly reduce the enormous use of fossil fuels in road, air, and shipping traffic, an ambitious and, above all, technology-open expansion of all renewable drive options such as biofuels, e-fuels and e-mobility must have top priority. The participants at the conference are sending the clear message that, in view of the need to catch up on climate protection in the transport sector and the global vehicle population of around 1.3 billion vehicles with combustion engines, there is no way around a ramp-up of alternative fuels. Even if electric vehicles dominate new car registrations in the future, climate protection solutions will be needed for non-electrified areas of application such as aviation and shipping, machinery in agriculture and forestry, heavy goods vehicles and for the vast number of vehicles with combustion engines. The Chairman of the German Bioenergy Association, Artur Auernhammer, emphasized at the opening of the conference that sustainable biofuels such as biodiesel, bioethanol or biomethane currently make the greatest contribution to climate protection in transport, but that in future other options that can be used in the existing infrastructure would have to be added, e.g. e-fuels and HVO. It became clear at the conference that fuel manufacturers and the vehicle industry are ready to use more sustainable fuels. The framework conditions set by the EU with the Green Deal provide for the first time a complete regulatory framework for the entire transport sector without mineral oil, including the infrastructure. The experts from science and business agreed that a technology-neutral approach to fleet limits and a comprehensive greenhouse gas balance for all powertrains is crucial to achieve fast and substantial greenhouse gas reductions.

The Conference team would like to thank all participants for taking part in the conference and hopes you enjoy reading the Conference review. We look forward to welcoming you again next year to the **22nd Conference on renewable mobility "Fuels of the Future 2025" in Berlin on January 20th to 21st 2025.**

Your Fuel Conference Team


Anschaft


Thank you

Session 1 – Climate protection targets in transport between aspiration and reality

Moderation: Stefan Arens, Union for the Promotion of Oil and Protein Crops

Artur Auernhammer, Chairman of the BBE board, opened the 21st Conference on January 22nd. The topic was the blockade by the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV) regarding the increased use of renewable fuels. This was said to be purely ideological and technically unfounded. "We therefore urge German Environment Minister Steffi Lemke to acknowledge that sustainable biofuels are indispensable for climate change mitigation in the transport sector and at the same time reduce our dependency on oil imports from high-risk areas," stressed Auernhammer.

In his presentation "The BMDV Overall Concept »Renewable Fuels« to promote the further development and market ramp-up of advanced biofuels and e-fuels," Hartmut Höppner, State Secretary at the German Federal Ministry for Digital and Transport (BMDV), emphasized the greenhouse gas savings from renewable fuels. "We want to further exploit and expand this potential. Climate-friendly fuels are a vital component of the climate-friendly mobility of the future," Höppner said.

Jane Amilhat, Head of Unit Clean Transport Transition (RTD.C.3) Clean Transport Transitions (Automotive, Aviation, Rail, Maritime), European Commission followed with her contribution "EU Initiative for Sustainable Mobility". Her conclusion: " Alternative fuels will make a significant contribution to reducing emissions and achieving the goals of the European Green Deal. In order to produce these fuels sustainably, we need to set high standards in production, promote innovation and develop cross-modal solutions."

Dr. Marcus Bollig from the German Association of the Automotive Industry (VDA) explained how realistic and achievable the climate protection targets are from the perspective of the automotive industry. "The importance of renewable fuels for de-fossilising the existing fleet must be incorporated more strongly into climate protection in the transport sector. In addition, the next steps must be taken to develop the announced 'e-fuels strategy,'" he concluded.

The presentation by Niels Anspach of BP Europe SE, focused on a global strategy to de-fossilise the fuel mix: "Biofuels are absolutely mission critical in the aviation and marine sectors, where we really do not see much in the way of a viable alternative in the medium to long term. So, certainly today, there is only one way to decarbonize and that's biofuels."

Session 2 – Panel discussion: When will the strategy für energy transition in transport arrive?

Moderation: Sonja van Renssen, Editor-in-Chief of Energy Monitor

Session 1 was followed by the panel discussion to debate a potential fuel strategy for the energy transition in transport. The panellists were Jane Amilhat, European Commission; Simon Brück, German Freight Forwarding and Logistics Association (DSLV); Prof. Dr. Thomas Garbe, Volkswagen AG; Alois Gerig, German Bioethanol Producers Association (BDB^{e}) and Dr. Uta Weiß, MEW Mittelständische Energiewirtschaft Deutschland.

As a representative of the European Commission, Jane Amilhat emphasized the improvements made at European level in the transport sector. However, she also recognised that the problem of Chinese biodiesel imports must be tackled, as this is counterproductive for the integrity of the entire EU climate policy.

"We need every option to decarbonize the transport sector. We have a huge fleet running on internal combustion engine and the decision on heavy duty infrastructure is not what we hoped for, because currently we only have two fulfilment options: H2 or electricity," said Simon Brück, focusing on the current possibilities regarding renewable mobility.

Prof. Dr. Thomas Garbe mentioned that there is still no approval for E20 in Germany. However, only one to two percent of all cars need the current protective grade E5. His conclusion: "An E20 approval should not be a problem within the EU. If E5 were no longer mandatory as a fuel, filling stations could still offer E5 if there is demand for it."

Alois Gerig emphasized: "We need to use more biofuels in order to achieve the goal of de-fossilisation. It would be good if farmers could use their own fuel." At the same time, the chairman of the Federal Association of the German Bioethanol Industry (BDB^{e}) criticized the situation regarding allegedly advanced biofuel imports from China and called for a louder outcry from the industry.

Uta Weiß, CEO of Mittelständische Energiewirtschaft Deutschland (MEW), emphasized the positive aspects of renewable liquid fuels. "The advantage of renewable liquid fuels is that the existing infrastructure (tanks, ships, petrol stations, vehicles) can be used." At the same time, she called for all fuel solutions to be used. The E5 protection class only restricts the use of higher blends.

There was a consensus that suspected counterfeit biodiesel imports from China must be restricted and that the opportunities for renewable fuels in the EU and Germany must be expanded. All resources and technologies must be used for climate protection in the future. The existing infrastructure and thus also the fuel supply must be expanded.

Session 3 – Implementation of EU legislation in transport – Challenges and opportunities

Moderation: Elmar Baumann, German Biofuels Industry Association

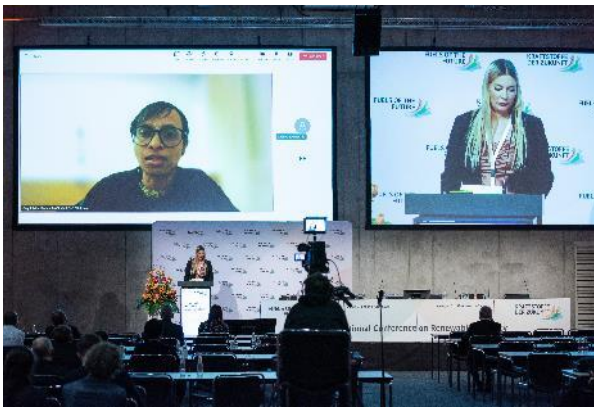
Katja Wodjereck from Neste explained: "It's a joint mission! Companies must promote alternative fuels and make them profitable. In doing so, we need to focus on real greenhouse gas savings and not on virtual ones!" This requires two pillars: Global competition and innovation.

"We value diversity!" was the message from Prof Dr Christian Beidl from the Darmstadt University of Technology. He emphasized: "We need an optimal mix! There can be no technology path based on one solution alone. At the moment, we are not setting ambitious, but rather unrealistic energy targets. The focus must be on defossilization of the transport sector and a sustainable circular economy."

"Biofuels have been reducing fossil fuels in transport for over 20 years. In future, we will need an increase of 20-25 % by 2030 in order to achieve the targets set out in RED III, including for air and sea transport," said Dr. Anita Breyer from the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV) in her presentation titled "The role of biofuels in achieving climate protection targets in the transport sector".

Jana Nysten from the Environmental Energy Law Foundation emphasized that the target price in European emissions trading ETS 2 is probably too low to decarbonize German road transport. "A price of around 200 euro per tonne of CO_2 would be required for successful decarbonization," she argued.

This year, Madhumita Gogoi Saikia from the Free University of Bozen-Bolzano was awarded the Young Talent Award for a project on sustainable fuels in aviation. She will present her project in more detail at the 22nd conference.



Session 4A – E-Fuels | Current status and expectations

Moderation: Dr.-Ing. Franziska Müller-Langer, DBFZ German Biomass Research Centre, gemeinnützige GmbH

Zoe Stadler from IEA Advanced Motor Fuels (AMF TCP) opened the session with a global overview of e-fuels and end user perspectives. According to her, e-fuels are an important complement to biofuels. It is important to combine the synergies and advantages of e-fuels and biofuels.

Matthias Moras from Porsche AG provided insights into the development of e-fuels from Chile: " "At Porsche we think of sustainability holistically - that's why we focus on a double-E: e-mobility and complementary eFuels. Produced at a suitable location eFuels can enable a high efficiency at competitive costs."

In his presentation, Martin Miller, Rolls-Royce Power Systems, emphasized that there is already a large industry that relies on methanol. "In terms of energy density, methanol is the best alternative in the marine sector compared to hydrogen and batteries."

Prof. Dr Manfred Aigner, German Aerospace Centre (DLR), believed we need everything to save the climate. One technology alone would not be enough. "I realized: with e-fuels, we know which components we need, but we still have to implement it on an industrial scale. That was the motivation for the project."

Session 4B – Bioethanol – Realizing the potential now

Moderation: Stefan Walter, German Bioethanol Producers Association

In his presentation, Daniel Klüh, Technical University of Munich, showed how he and his colleagues calculate the technical and economic evaluation of ethanol production from biomass and electricity in their modelling study with AspenPlus. Economic realisation of this type of ethanol production would be possible but is not yet planned. The prerequisites for economic production are low electricity prices and the availability of local biomass.

"20 % ethanol in petrol represents a 'sweet spot' for the European market. The use of paraffinic diesel is also very promising," said Prof Dr Thomas Garbe from Volkswagen AG in his presentation entitled ‘Advantages of alcohol-based Fuels for future engines.’"

Rod Williams, Convenor of the CEN E10+ Task Force explained in the presentation “Technical specification CEN E10+ work” that by developing a technical specification for a higher proportion of renewable energies, it would be possible to offer an option that could make a real contribution to the decarbonization of road transport in Europe. This technical data could then be established as a European standard.

"The digital Fuel Twin enables CO_2 from fuels to be monitored and reported, e.g. as part of the Corporate Sustainability Reporting Directive. A digital label is attached at every step of the fuel supply chain," emphasized Dr Marko Babic, Robert Bosch GmbH in his presentation on the digital fuel twin.

Session 4C – International Biofuel Trade

Moderation: Marco Zühlke, German Biofuels Industry Association

Dr. Claus Keller explained that the demand for de-carbonisation is increasing, but that there are still enough question marks and problems, especially for German suppliers: "Internationally, the biggest issues are the armed conflicts in Ukraine and the Middle East, the effects of El Nino on soya and palm oil production. In the EU, the issues include certification, new quotas, and limits for cultivated biomass."

"The import of biodiesel from China is influenced by various factors," said Dr. Norbert Schmitz from the certification system ISCC System GmbH in his presentation "Certification of sustainable fuels for road, air and sea transport on the global markets". Among other things, capacity building in China with corresponding government incentives in Europe and competitive market prices were conducive to imports. The ISCC measures or EU investigations into possible circumvention of anti-subsidy tariffs, on the other hand, acted as an obstacle to imports.

Patrick Lynch from Bioledger emphasized in his presentation that available data on used cooking oil (UCO) supply chains is incomplete. Fraudulent behaviour could be prevented by real-time monitoring of the entire supply chain in a single centralized EU database.

"In the low-ILUC risk certification of sustainable biofuels, the evaluation of trade-offs and compromises plays a decisive role: these include health, air pollution and the loss of biodiversity," says Beike Sumfleth from the DBFZ German Biomass Research Centre, gemeinnützige GmbH.

Session 4D – Advanced alternative fuels – From research to practice

Moderation: Prof. Dr. Thomas Willner, Hamburg University of Applied Sciences

Daniel Vilela Oliveira from the Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV) presented the current status of the German government's National Biomass Strategy (Nabis) at the congress. The goals of the Nabis should be ambitious, but not unrealistic, he said. Natural resources must be used sustainably and limited resources must be used efficiently.

Giulia Squadrin, Argus Media, spoke about the benefits and challenges of expanding the supply of hydrogen-treated biofuels. Despite a current slump in demand, e.g. in Sweden, the RED III would boost demand.

Dr.-Ing. Hendrik Wollmerstädt from TU Bergakademie Freiberg explains the Fischer-Tropsch synthesis in his lecture: "Iron-based Fischer-Tropsch syntheses are particularly interesting. However, catalysers for CO cannot be transferred to CO_2 in particular. Further research is needed here."

Dr. Paul Knüpfer, also from TU Bergakademie Freiberg, focused on the MtG process (MtG = methanol to gasoline) in his presentation. "With the MtG process, gasoline can comply with DIN standards. The processes are ready for the market. An increase in the knocking number is achieved through hydro-isomerisation."

"Methanol production is the key issue for alternative fuels. Currently, it is not possible to predict where the hydrogen we need will come from. Electricity from renewable energies and hydrogen will not be available for 8,000 hours a year. What is needed, is intelligent control depending on the volume," said Dr. Armin Günther from Air Liquide Global E&C Solutions Germany GmbH.

Session 5A – Fuel research – Raising the potential for innovation

Moderation: Prof. Dr. Jürgen Krahl, Ostwestfalen-Lippe University of Applied Sciences

Prof. Dr.-Ing. Frank Atzler, University of Dresden, said: "Hydrogen will be a pre-product for the world energy trade and will have many suitable applications. However, the world energy trade itself will rely on other substances. The optimum solution for a green worldwide energy system is not only a question of efficiency but dominantly of overall system cost!"

Prof. Dr. Markus Jakob, University of Applied Sciences Coburg, emphasized in his presentation entitled "B10 for partial de-fossilisation of the existing fleet": "Ammonia is not a problem. We cannot detect it in any of the tests. The R51 fuel can help us massively with our existing fleet. We can switch 12 percent of the regenerative drives with it. R51 could provide the equivalent of 4.8 million carbon-neutral vehicles in the fleet."

Dr. Martin Müller from Cirkel Beratungsgesellschaft mbH reported on the use of biodiesel in current car and commercial vehicle fleets: "The energy density of methanol is half that of diesel. If I use methanol in the combustion process, I no longer need a soot filter or desulphurization. M15 can already be used in any engine today. This is not rocket science."

Sebastian Feldhoff from OWI Science for Fuels gGmbH gave a summary of the latest fuel research activities. His conclusion: "The method we have developed for determining fuel stability with sensors works in principle. However, there are currently still large errors and scatter in the forecasts. The database therefore needs to be expanded in order to statistically validate the model. In addition, some influences still need to be integrated into the model, e.g. superposition effects in multi-component mixtures."

Session 5B – Biomethane as a fuel

Moderation: Dirk Bonse, German Biogas Association

Hendrik Etzold, DBFZ German Biomass Research Centre, gemeinnützige GmbH, opened the session with his presentation "Pilot-SBG: GHG quota as a driver for renewable methane from regional biogenic residues and waste materials". He emphasized that biomethane from regional biogenic residues and waste materials can represent an important second source of income for farmers. However, income fluctuates greatly and is associated with a prominent level of risk.

Under the title "The power of change: Germany's largest biomethane plant fuels the energy transition with green innovation", Hermann Benning from revis bioenergy GmbH explained that the Nordfuel plant saves 550,000 tons of CO_2 equivalents per year. The economies of scale enable high efficiency, low emissions, efficient project development and low energy consumption.

Alexey Mozgovoy, Hitachi Zosen Inova BioMethan GmbH, gave a presentation entitled "Conversion of gas to liquid for market diversification of biogas plants". He explained: "In biomethane liquefaction, the GHG ratio is the key to success. The liquefaction of CO_2 and biomethane enables their use in food and beverage production, in the chemical and construction sectors and as fuel for long-distance vehicles and ships. This reduces emissions."

Jörg Fischer, EnviTec Biogas AG, emphasized in his presentation: "Biomethane can reduce CO_2 emissions in heavy goods transport. A one-sided focus on electric mobility is not enough. Biomethane and other fuels must be seen as part of the solution. Biofuels are the best option for heavy goods transport in particular."

Zoltan Elek from Landwärme GmbH closed the packed session and presented the impact of legal breakthroughs on European biomethane trading. "The biomethane market differs greatly between the member states. A legal framework is needed to create a uniform biomethane market."

Session 5C – Biofuels and renewable fuels in shipping

Moderation: Prof. Dr.-Ing. Bert Buchholz, University of Rostock

Andrea Wehinger, Federal Ministry for the Environment, Nature Conservation, Nuclear Safety and Consumer Protection (BMUV), spoke about FuelEU Maritime, the EU legislative initiative to reduce greenhouse gas emissions in maritime transport. "FuelEU Maritime is part of the EU Commission's FitFor55 legislation and addresses the demand for fuel. One of the aims of the initiative is to increase the use of renewable and low-carbon fuels in maritime transport in line with EU-wide climate targets," says the expert.

Prof. Dr.-Ing. Wolfram Gottschalk from IAV GmbH gave a presentation on the use of biofuels and emission behaviour in a maritime four-stroke generator engine. "The biodiesel B100 was once again able to prove its competitiveness on a 4SMS Aux engine," was the conclusion of his presentation.

In his presentation "Decarbonization of LNG using biomethane and e-methane - Status today and outlook", Dr. Max Kofod from Shell Global Solutions GmbH explained that LNG offers a dependable decarbonization pathway for the shipping sector.

"NOW GmbH supports the German government in its climate and industrial policy goals by promoting sustainable and innovative concepts. This includes the implementation of promising projects to achieve climate neutrality with a focus on the transport sector," said Dr. Christopher Stanik, Team Leader Maritime Applications at NOW GmbH.

Session 5D – Biofuels from waste and residues

Moderation: Detlef Evers, Waste-Based Fuels Association for Medium-sized Businesses

Dáša Mamrillová from the European Waste-based & Advanced Biofuels Association - EWABA gave a presentation on the availability of raw materials to produce biofuels considering the revision of Annex IX of the RED. According to Mamrillová, there are numerous incentives for the use of biodiesel. For example, B10 will be approved in the future. However, the legal situation is very complex and she criticized the lack of coherence of the instruments.

Hubert Zenk from Jeder Tropfen Zählt GmbH presented his company's project: a collection system for used cooking oil from households. The citizens are enthusiastic, Zenk expressed his delight. In 2023, 640,000 people were already involved in the collection. The important thing is that the oil collection is clean and efficient, he concluded.

"Waste-based biofuels as a solution to decarbonize the maritime industry" was the title of the presentation by Manja Ostertag from Bunker Holding A/S. She spoke on the topic of biodiesel in shipping. 84 % of the ships built have conventional engines. The addition of biodiesel is therefore the only option for de-fossilisation.

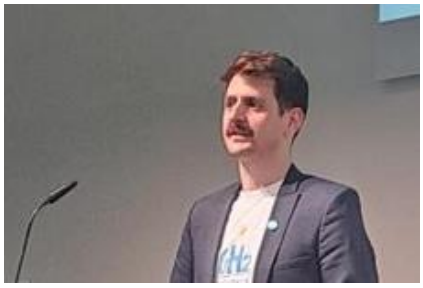
Daria Kochetkova from SGS Inspire, SGS Germany GmbH closed the session with her presentation entitled "Hydrotreated Vegetable Oil as a complete replacement for fossil diesel and competition to biodiesel?". "With Hydrogenated Vegetable Oils (HVO) you have a better distribution of the fuel in the engine, but a lower density. NO_x emissions are improved. HVO can also be used 100%."

Session 6A – Energy economy – Green hydrogen

Moderation: Werner Diwald, German Hydrogen and Fuel Cell Association

Dr. Felix Matthes, Deputy Chairman of the National Hydrogen Council, spoke about the National Hydrogen Strategy 2.0: "The hydrogen core network is the first time that we are building a very large infrastructure network on a precautionary basis. In terms of market fundamentals, we have created a whole series of prerequisites. We now need to establish certification procedures for green hydrogen."

Dominik Herzog from H2 MOBILITY Deutschland GmbH & Co. KG, Dominik Herzog presented his company's project. "Over the past few years, we have been able to gain a lot of experience through operation and thus reduce costs by 50 percent. We will need hydrogen where electrification has a challenging time," he emphasized.



"Our mission: to inspire people and industry to contribute to a sustainable future by building the world's most efficient hydrogen-powered car," emphasized Thijs Vanderlinden and Julie Den Dekker from ECO-RUNNER. Last year, the two won the congress's competition for young researchers and have now had the opportunity to present their research once again.

"With Renewable Fuels of Non-Biological Origins (RFNBO), the main energy content must come from electricity, and this must be completely renewable. It must be ensured that fossil power generation is not increased," said Michael Kolbeck from TÜV Süd Industrie Service GmbH in his presentation on the certification of e-fuels.

Session 6B – Renewable fuels in heavy duty and freight transport

Moderation: Korinna Jörling, NOW GmbH

Jörg Schneider, DB Cargo AG, emphasized that freight transport by rail saves over 80 % CO_2 equivalents compared to transport by road. "The challenge remains that there are no market-ready alternatives to conventional diesel engines for heavy shunting and freight transport in the short term," he said.

"We absolutely need the introduction of HVO100. If this fuel is used more widely, the price will fall. Future regulation must not ignore renewable fuels", predicted Johannes Küstner from Iveco Group in his presentation entitled "Technology neutrality in the crisis: Why future regulation must not ignore renewable fuels!".

In his presentation on proof of GHG savings for fuel customers, Peter Jürgens from REDcert Gmbh was of the opinion that proof of GHG savings is a monster of bureaucracy and very time-consuming. The goal should be a technology-open system for proven GHG savings.

The session was concluded by Simon Brück from the German Freight Forwarding and Logistics Association (DSLV). His conclusion: "Climate neutrality is the goal, but it can only really be achieved if the technology is open. Therefore, the right conditions must be created."

Session 6C – Biofuels and renewable fuels in aviation

Moderation: Prof. Dr.-Ing. Martin Kaltschmitt, Hamburg University of Technology

Adrian Herberger from Airbus Operations GmbH spoke about his company's strategy regarding climate-neutral flying: "Airbus is focusing on hydrogen from renewable energies for decarbonization, but biofuels also play a role. Airbus believes in hydrogen-powered aviation because no CO_2 is emitted, H_2 can be used universally and because the cost of producing H_2 is expected to fall in the coming decades as its use by industry increases."

Benedikt Wirmer, Wirtschaftsverband Fuels und Energie (en2x), stated in his contribution "Ready for take-off? How the market ramp-up of SAF succeeds", he stated that there are three important aspects for a successful ramp-up of Sustainable Aviation Fuels (SAF): a cross-sectoral approach, the limits of quotas must be recognized, and private investment must be made possible.

"According to the Net Zero Pathway of the International Energy Agency (IEA), a SAF share of 15 % is required in 2030 in order to achieve the goals of the Paris Agreement," emphasized Florian Schäfer from PwC Strategy& (Germany) GmbH. He saw the availability and scalability of sustainable raw materials as well as the levels of awareness of Sustainable Aviation Fuels (SAF) as further obstacles.

Ralph-Uwe Dietrich, German Aerospace Center (DLR), emphasized that Sustainable Aviation Fuels (SAF) is feasible today and necessary for Europe's climate commitments: "All technologies are mature and available. Legislation will put an end to the use of fossil fuels."

Session 6D – Renewable motive power for agriculture and forestry

Moderation: Prof. Dr. Peter Pickel, John Deere GmbH & Co. KG

Edgar Remmele, Technologie- und Förderzentrum (TFZ), and Henning Eckel, Kuratorium für Technik und Bauwesen in der Landwirtschaft, emphasized in their presentation on renewable drive energies for agricultural machinery that around two billion liters of diesel are consumed in agriculture. 24 % of the fuel requirement is used for light work in animal husbandry. This proportion would have to be electrified. There would probably be enough electricity from renewable energies by 2045.

In his presentation "Vegetable oil as a bridging technology - the ResiTrac project", Andreas Schröder from John Deere GmbH & Co. KG highlighted, among other things, the practicality of vegetable oil tractors. "Vegetable oil tractors are practical and vegetable oil fuels are a key technology for reducing greenhouse gas emissions. John Deere is working on mono and multi-fuel solutions."

Dr. Philipp Kress from AGCO GmbH provided an overview of fuel cell tractors in use: "H_2 tanks are too small for large tractors. H_2 is interesting for smaller tractors around 100 kW. 20 kg of H_2 is enough for five hours of operation. In the future, a combination of battery and fuel cell will be remarkably interesting.

"The resource efficiency of farms in Österreich must be increased. The aim of the funding is to increase the resilience of farms in crises. Security of supply is to be increased. At the same time, greenhouse gases are to be reduced on the farms", according to the analysis by Alexander Bachler, Austrian Chamber of Agriculture.

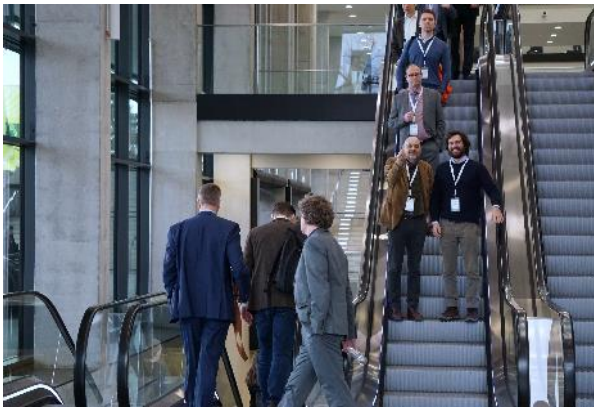



IMAGE REFERENCES

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