

## Newsletter IEA Bioenergy Task 37: 8/2017

### Position Papers and Success Stories

#### The EP's ENVI Committee showed clear support for keeping crop-based biofuels

According to ePURE the members of the European Parliament's ENVI committee see clearly what the Commission and some MEPs do not: that phasing out crop-based biofuels is the wrong way to reach the EU's climate and energy goals after 2020. According to the EuroPulse poll of 11,283 respondents in 28 EU countries earlier this year, more than 69 % of Europeans surveyed say conventional crop-based biofuels should be encouraged, while just 15 % think they should not.

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#### Eliminating energy-related Carbon Emission is possible

According to a recent IRENA study, global energy-related CO<sub>2</sub> emissions can be reduced by 70% by 2050 and completely phased-out by 2060 with a net positive economic outlook. Increased deployment of renewable energy and energy efficiency in G20 countries and globally can achieve the emissions reductions needed to keep global temperature rise to no more than two-degrees Celsius. The investment needed to decarbonize the energy sector is substantial – an additional USD 29 trillion until 2050 (0.4% of global GDP). IRENA's macroeconomic analysis suggests that such investment creates a stimulus that, together with other pro-growth policies, will boost global GDP by 0.8% in 2050. [More](#)

#### IRENA Technology brief: Biogas for road vehicles

This brief highlights the technologies available – both established and newly emerging – for biomethane production and biogas-driven vehicle fleets. It evaluates costs, performance and sustainability and outlines the best practices from around the globe to accelerate uptake of this key renewable transport fuel. Germany, Sweden, Switzerland, The Netherlands, the UK and the US were the largest producers of biogas as vehicle fuel in 2016. Worldwide, around 500 plants produce about 50 petajoules (PJ) per year of such upgraded biogas, called biomethane.

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#### Caught on the road

As of October 2017, newly launched car models will have to pass more stringent exhaust gas tests in the EU. The new test method includes measuring drives in actual traffic. EMPA already tested three EURO 6 diesel cars with alarming results. They demonstrated NO<sub>x</sub> emissions during the trip between 600 and 1,400 mg/km while new vehicles after October 2017 will be restricted to 170mg/km. The researchers recommended to drive biogas/natural gas vehicles (20% biogas) with NO<sub>x</sub> emissions way below 10 mg/km.

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