



**Ryan Institute for Sustainable Development, National University of Ireland Galway (NUI Galway)**

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E-mail reply to: [biofuel.obligation@dccae.gov.ie](mailto:biofuel.obligation@dccae.gov.ie)

**Biofuels Obligation Scheme – 2017 Consultation on future increases in the biofuels obligation rate**

In reply to questions 1 and 6 in particular of the Department’s consultation document:

The legislation grounding the Biofuels Blending Obligation (BBO), includes provision for it to include gaseous transport fuels.<sup>1</sup>

NUI Galway’s Ryan Institute for Sustainable Development submits that with compressed natural gas (CNG) transport options due to become more readily available in Ireland between now and 2020, including under the Causeway project<sup>2</sup>, that the BBO include provision for an obligation on suppliers of CNG for transport to blend an amount of renewable, biomethane with their CNG. NUI Galway’s Ryan Institute for Sustainable Development submits also that provision should be included for recognition of the added environmental benefits of using biomethane that has been sourced from sustainable and indigenous residues, by-products and waste-based materials.

In addition to the bio-based transport fuel alternative offered by renewable biomethane, there are also cross-sectoral benefits from its production process: in addition to offering a causeway to de-carbonising the transport fuel sector, it also offers opportunities to mitigate greenhouse gas emissions from agriculture and food-processing and produce a more sustainable source of fertiliser, through the digestates that are one of the products of biomethane recovery in anaerobic digestion.

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<sup>1</sup> Section 3, the Energy (Biofuel Obligation and Miscellaneous Provisions) Act 2010 (the Biofuel Obligation Act), amending the National Oil Reserves Agency Act 2007 (the NORA Act).

<sup>2</sup> NUI Galway’s Ryan Institute for Sustainable Development is a partner with Gas Networks Ireland in the EU co-funded Causeway innovation project.