1ST BRAZIL- U.S. BIOFUELS SHORT COURSE



MARKETS, ECONOMICS AND POLICIES OF BIODIESEL

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- Global economic *Biodiesel* scenario.
- Brazilian *Biodiesel* market and its regulations.
- Brazilian case in the State of Ceara.
- Conclusions.



What is Biodiesel ?

- Biodiesel is a biodegradable, nontoxic diesel fuel substitute that can be used in diesel engines
- Biodiesel is now made from



"yellow grease"



in the future ...



cellulose



Biodiesel Supply Chain





Motivation: why Biodiesel ?

- Growing demand for energy worldwide.
 - Outlook of scarcity on the supply side
 - Increasing oil prices
- Importance of environmental impact
 - Burn of fossil fuels → Global warming
 - Kyoto Protocol: reduced emission of carbon dioxide and nitrogen oxides
 - Need for clean energy production
- Results (1990): inclusion of biodiesel in the world energy matrix









CHANGES IN TEMPERATURE <

Temperature changes in the hemispheres



Source: NASA, 2008.



World's reliance on fossil energy

Energy: fuel

Energy: electricity

35% oil	
25% coal	
21% gas	
6% nuclear	
2% hydro	
10% Biomass and waste	
1% other renewable sources	

40% coal
20% gas
16% hydro
16% nuclear
1% oil
1% renewable

Source: Carr (2008).



BIODIESEL AROUND THE WORLD



WORLD BIOFUEL PRODUCTION



Source: REN21, 2009





Biodiesel production around the world

- Global biodiesel production: around 13 billion liters per year.
 - European Union: Main producing and consuming market.
- Industrialization process started in the 1990s.
 - Main producers (2008): Germany, the US, France, Argentine and Brazil.

Features of biodiesel use in some countries

PENSA				
Country	Tax Exemption	Type of biodiesel traded	Raw Material	Notes
Germany	Full	Gas stations supply B100 and added dies el oil	Canola	1800 refuelling stations; Biggest producer; Over 2.5 million vehicles approved to rum on biodiesel; biodiesel 12% cheaper than diesel.
Italy	Partial (up to 200 thousand ton/year)	B100; for industry and house heating; B5 and B25: for transportation	Canola and sun-flower	17 biodiesel producer
France	Partial (up to 317 thousand ton/year)	Over half of the traded diesel ha s 5 % of biodiesel (Diester). B30 is more used in captive vehicle fleets	Canola and sun-flower	3 biggest biodiesel producers; Of the 13 existing plants 7 blend 5% of biodiesel and diesel oil; 4 thousand vehicles use blend biodiesel more than 5% using B30.
US	Federal incentive *, besides specific tax for each state	B20 (more common), B2 (used by farms and some States rule that all the diesel traded has 2% biodiesel and B100 (little used)	Soy and residual frying oil	Currently used in urban bus fleets; postal services and governmental agencies; 53 biodiesel plants with a capacity for 1,18 million tons per year; Program based on small producers

•Federal law grants a tax credit of US\$ 0,50 / gallon for renewable fuel used in transportation and US\$ 1 for use in agriculture



Biofuel costs compared with prices for oil and oil products (cents per liter)

Oil	Year 2006	
Price U\$/per barrel	50-80	
Price of oil products (before tax)	35-60	
Retail price of oil products	150-200 Europe	
	80 US	
Biofuel Types	Year 2006 – costs	2030
Biofuel Types Sugar cane ethanol	Year 2006 – costs 25-50	2030 25-35
Biofuel Types Sugar cane ethanol Corn ethanol	Year 2006 – costs 25-50 60-80	2030 25-35 35-55
Biofuel Types Sugar cane ethanol Corn ethanol Beetroot ethanol	Year 2006 – costs 25-50 60-80 60-80	2030 25-35 35-55 40-60
Biofuel Types Sugar cane ethanol Corn ethanol Beetroot ethanol Wheat ethanol	Year 2006 – costs 25-50 60-80 60-80 70-95	2030 25-35 35-55 40-60 45-65
Biofuel TypesSugar cane ethanolCorn ethanolBeetroot ethanolWheat ethanolLigno-cellulose ethanol	Year 2006 – costs 25-50 60-80 60-80 70-95 80-110	2030 25-35 35-55 40-60 45-65 25-65
Biofuel Types Sugar cane ethanol Corn ethanol Beetroot ethanol Wheat ethanol Ligno-cellulose ethanol Vegetable oil biodiesel	Year 2006 – costs 25-50 60-80 60-80 70-95 80-110 70-100	2030 25-35 35-55 40-60 45-65 25-65 40-75



Taking into account

In 2007 soaring canola and soy bean oil prices led to increased biodiesel costs and damaged producers' profits, since the cost of the feedstock determines the profit (represents 82%).

•Thus, the high price of crude oil fostered biodiesel production. With oil peaking at \$147 per barrel last summer, biodiesel made economic sense. Note that, in general, biodiesel is economically viable only oil barrel price is over 80 dollars.

International Soybean Oil Price



Source: Chicago Board of Trade - CBOT





International Canola Palm oil prices



Source: Cereals & Oilseeds Review - Statistics Canada



BIODIESEL IN EUROPE



EU's Biodiesel Production

- Targets: Biofuels blended with oil /diesel:
 - 2005: 2%
 - 2010: 5.75%
- Objectives:
 - Fostering sustainable agricultural production
 - Decreasing cost of policies to rural areas
 - Diversifying energy supply
- The number of biodiesel plants foreseen in 2009 is 276
- Tools:
 - Revision of the Common Agricultural Policy (CAP) allowing producers to grow grains not destined to food
 - Energy tax exemption



EU AND MEMBER STATES' BIODIESEL PRODUCTION

EU and Member States' Biodiesel Production ('000 t)



Source: European Biodiesel Board.



BIODIESEL IN THE UNITED STATES



US Biodiesel Production

– Main raw material: **Soybean**, plus frying oil.



- Production capacity: up 280 million litres / year (National Biodiesel Board, 2006)
- **Objective**: 20% (B20) blend in mineral oil.
- Incentives:
 - Tax measures
 - Direct production incentives such as the Commodity Credit Corporation Bioenergy Program (support to raw material acquisition for manufacture),
 - Norms establishing minimum biofuel consumption per public agency and commercial fleets (defined in the Energy Policy Act - EPAct).



Source: biodieselbr.com



Sources: EIA. Annual Energy Review. Table 10.3: Fuel Ethanol and Biodiesel Overview, 1981-2007



University Extension



US Projected Production Costs for Diesel Fuel by Feedstock, 2004-2013 (2002 Dollars per Gallon)

	Soybean	Yellow Grease	Petroleum
2004/05	2.54	1.41	0.67
2005/06	2.49	1.39	0.78
2006/07	2.47	1.38	0.77
2007/08	2.44	1.37	0.78
2008/09	2.52	1.40	0.75
2009/10	2.57	1.42	0.76
2010/11	2.67	1.47	0.76
2011/12	2.73	1.51	0.76
2012/13	2.80	1.55	0.75

Source: Radich (Energy Information Administration / Biodiesel Performance, Costs, and Use)



US Biodiesel Issues

- Movements against increase in the cost of food.
- Deforestation issues prevented mandatory blends

from being implemented.

- Financial Crises: underemployment



US Biodiesel Issues

- 2008, crude oil price plunged, making the green (biodiesel) option uneconomical.
- Recession: biodiesel firms find it difficult to obtain credit for expansion.
- "The market conditions are very, very tough right now," says Joe Jobe, head of the National Biodiesel Board in Jefferson City, Mo. Of the nation's 176 biodiesel operators, "it's very difficult to say how many of them are still operating." (Forbes.com, 2009)



A shifting scenario

<text></text>	•In 2005, other regions, started to develop their own biodiesel industries.	 In 2007: European share had declined to about 46% North America and Asia accounted for 23% and 19% of world biodiesel capacity, respectively. 		
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BRAZIL'S BIODIESEL PROGRAM



Brazil's Energy Matrix – 2007 %



Source: EBC, 2008



Brazil Biodiesel Demand



Source: ANP, BiodieselBr



Brazil Biodiesel Program

- Ambitious and complex objectives involving three aspects:
 - **Institutional**: to provide market regulation;
 - Organizational: to provide incentives to agents of this chain, mainly rural producers;
 - Technological: to improve raw material development.



Castor oil



sunflower



Jathropa



Soybean



Brazil Biodiesel Program

	2002	2003	2005	
-	MCT implemented the Research and Technology Development PROBIODIESEL National Network.	 Interministerial Commission evaluated possibility of biodiesel in Brazil and set recommendatio ns for a program. First biodiesel specification (ANP 255/03). 	 January 13th, 2005 – Law 11.097 – biodiesel inclusion in the energy matrix. Permission to use 2% biodiesel plus 98% diesel blends (B2). 	
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Institutional Aspects

- Brazil's Law No 11.097 of 13 January 2005 introduces a mandatory increase of a minimum percentage of biodiesel to diesel oil traded to consumers, in any part of the country (progressive biodiesel increment reaching B5 in 2013).
 - Implementing a sustainable program fostering social inclusion;
 - Ensuring competitive prices, quality and supply;
 - Producing biodiesel from different oleaginous sources and in different regions.



Key features of the regulatory framework

- The biodiesel "Social Fuel Stamp" is a mechanism created by the Brazilian Government to provide incentives for poorer farmers (family farmers) in disadvantaged areas.
- It establishes that biodiesel producers must purchase minimum raw material percentages from family farmers and provide technical assistance. The percentage per Brazilian region is according to the table below:

	Minimun	n percentage of Ac family farms	quisition from	
Region	Before	Currently		
Ν	100/	2009/10 Crop	2010/11Crop	
CW	10%	10%	15%	
NE	50%	30%		
S	30%			
SE	30%			







Key features of the regulatory framework

- Biodiesel producers are granted a reduction on two federal taxes the social integration program contribution (PIS-PASEP) and the social security contribution (COFINS).
- Biodiesel producers have access to better financing from the National Bank for Social and Economic Development (BNDES) and other financial institutions.
- The Brazilian biodiesel market is regulated by the Brazilian Government through a public auction system which sets the volume of biodiesel that should be produced.
- The auction system gives preference to producers with the "Social Fuel Stamp", who are eligible for production of 80 percent of the total auctioned volume.



Federal tax incentives

North, Northeast and semi-arid regions			
Dow motorial	PIS/Pasep and Cofins (R\$/It biodiesel)		
RdW IIIdlefidi	Without Social Fuel Stamp	With Social Fuel Stamp	
CASTOR AND PALM	R\$ 0,15	R\$ 0,00	
OTHER RAW MATERIALS	R\$ 0,218	R\$ 0,07	

Midwest, Southeast and South regions			
PIS/Pasep and Cofins (R\$/lt biodiesel)			
Raw material	Without Social Fuel Stamp	With Social Fuel Stamp	
ANY RAW MATERIAL R\$ 0,218 R\$ 0,07			

Source: MDA, 2006



13 th SOCIAL FUEL STAMP AUCTION









Raw Materials Used for Biodiesel Production in Brazil



Source: ANP (May/2009)







BIODIESEL PROGRAM RESULTS CASE - SERTÃO CENTRAL (Ceara State's backlands)



Ceará backlands Production Scenario

Сгор	Area (ha)	Production (t)
Castor– Year 2008	40,850	23,999
Castor - Year 2009	13,468	8,080
Sunflower	5,000	2,712
Cotton	2000	1,200
Peanut	300	360
Sesame	250	175
Total	61,868	36,527.67

•Production target- 2009: 33,000 families producing castor crops associated with **bean** and **corn** crops.



Incentive to family agriculture - Ceará backlands





Results from the interviews





Results from the interviews





Results from the interviews





Conclusions

•The current gloomy scenario illustrates the risks of running a business which is plagued by the price volatility of two commodities – in this case, vegetable oils and petrol.

•Nevertheless, there is room in the vast diesel market for several types of fuels to exist side-by-side. In such a setting, biodiesel, renewable diesel and any new biomass-based diesels could only achieve a high penetration rate using all available biomass resources (e.g., soybean oil, other oils and fats, biomass and algae).

•In Brazil, as seen in the case of Ceara's producers, high costs are involved in the Biodiesel Program. The question remains as whether other means should be found to support the family farmers enrolled in Brazil's Biodiesel Program.

•New and large markets for biodiesel are expected to emerge in China and India, since the governments of both countries have announced major biodiesel initiatives.



Issues for debate

•As seen here, Biodiesel Programs are designed to promote social development. Is it viable to create a new market with different and complex social and economic objectives?

•The world grapples with finding new sources of clean fuel. However, the large cities are faced with traffic management problems. Is the real issue at hand developing renewable fuels or new transportation matrix?



Thanks!