



CONCEPT NOTE – JAKARTA

The transport sector is responsible for almost 1/4 of the emissions of polluting gases that intensify the greenhouse effect. In this scenario, ethanol shows how we are going to complement the different routes, taking into account the context of each region. With increasingly sustainable production and reducing emissions, ethanol is a protagonist in the construction of the new era of sustainable mobility.

Whether pure or mixed with gasoline, ethanol is the fuel of the present, but also of the future of sustainable mobility. Brazilian sugarcane ethanol has one of the lowest carbon footprints among renewable fuels in the world – up to 90% of reduction when compared to gasoline.

Since 2003, the launch of flex fuel cars, ethanol has already avoided the emission of almost 600 million tons of CO₂ into the atmosphere and we can go beyond. With the development of new automotive technologies, biofuel can be used in hybrid flex cars and, in the future, generate electricity for fuel cell-powered electric cars.

To establish a strong biofuel industry, countries need a sound and clear policy regime promoting production and consumption, considering pricing, procurement, and blending, which leads to the necessary investments in production and supply.

Today, around 70 countries in the world already have rules that establish the mixture of ethanol into the gasoline. And, with an eye on the positive effects of biofuel, countries like India and the United Kingdom are increasing blend levels in order to reduce emissions and improve air quality.

The energy transition is inevitable, and the future of mobility is multiple. According to the International Energy Agency (IEA), a body of the Organization for Economic Cooperation and Development (OECD), developing countries represent the greatest potential for expansion in the consumption of renewable energy, but several lack the technology, policy experience, and expertise to adequately expand production, blending, and distribution rapidly enough to reap significant benefits.

This is where Brazil's 45-year experience in producing and using ethanol as fuel in the transport sector can play an important role in speeding up implementation of biofuel use in a number of countries, in order to reduce carbon emissions. There are opportunities to transfer technical know-how and expertise accumulated in Brazil over time in order to answer possible questions or obstacles that may still exist in the path towards increased ethanol production and use.




SUSTAINABLE MOBILITY: ETHANOL TALKS INDONESIA

As no country is the same, and every experience has to be adapted, transformed, and modified to fit every reality, a rich, deep, substantive dialogue between experts, policy makers, regulators and industry representatives is the best way for countries to learn from each other's successes and mistakes, and come across the best ways to scale up sustainable mobility.

As part of commitments to the United Nations, Indonesia has set unconditional reduction target of 29% of greenhouse gas emissions and conditional reduction target up to 41% of the business as usual scenario by 2030. These targets in emission reduction are considered as an ambitious step, taking into consideration its development challenges in eradicating poverty, as well as creating a better quality of life for its citizens as stipulated by 1945 Indonesia Constitution. **Blending ethanol into gasoline** is part of Indonesia's strategy to reduce GHG, in line with the country's **commitments to Paris Agreement**.

The Seminar will provide an opportunity for cooperation and dialogue between experts, policy makers, regulators and industry representatives from Indonesia and Brazil on how to scale up ethanol production and use in Indonesia for sustainable mobility under the light of the Brazilian experience with ethanol in the transport sector, including discussions on ethanol's economic, social and environmental benefits for sustainable mobility, as well as some of the most important issues of implementation.



From the Brazilian side, UNICA (Brazilian Sugarcane and Bioenergy Industry Association), APLA (Brazil Ethanol Cluster), Brazil's Ministry of External Relations/Division for Energy Progress (MRE/DEN) and ApexBrasil (Brazilian Trade and Investment Promotion Agency) propose to identify possible knowledge gaps, and offer cooperation transferring the Brazilian experience on ethanol, working with counterparts from Indonesia to identify where and how this experience would be applicable, and how it could be adapted when necessary.

