

Voluntary Report – Voluntary - Public Distribution

Date: June 30, 2025

Report Number: JA2025-0035

Report Name: Action Plan to Introduce E10 and E20 in Japan

Country: Japan

Post: Tokyo

Report Category: Biofuels

Prepared By: Daisuke Sasatani

Approved By: Erica Summe

Report Highlights:

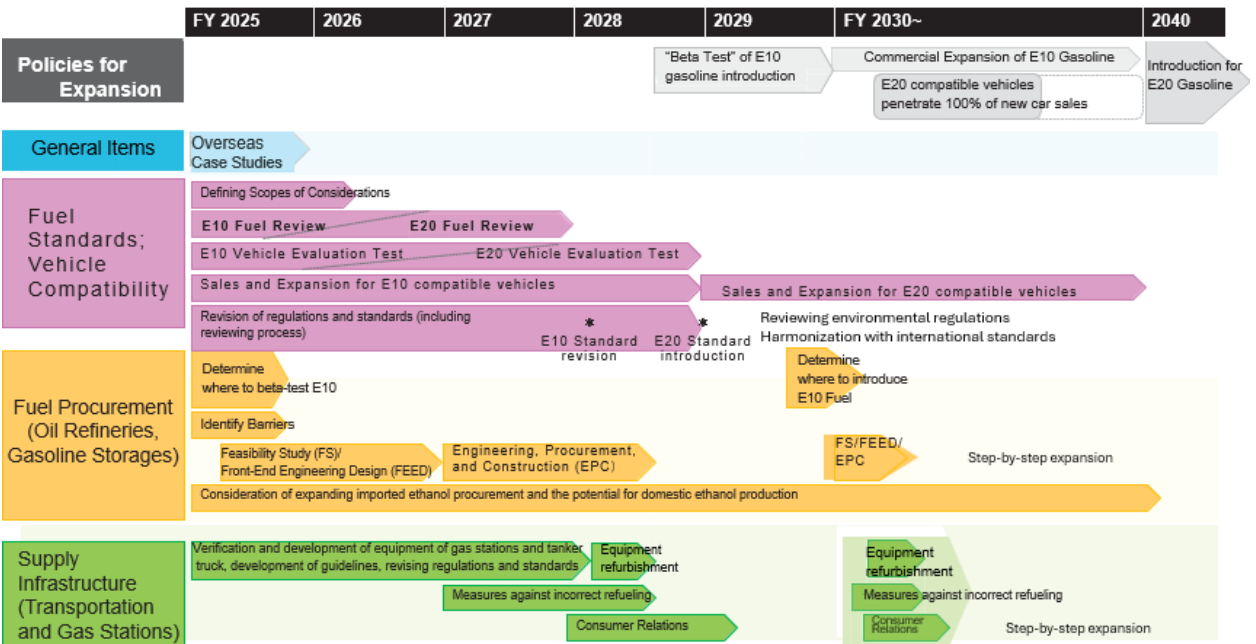
On June 10, 2025, Japan's Ministry of Economy, Trade and Industry (METI) introduced an action plan to introduce E10 and E20 gasoline. As part of this plan, Japan aims to introduce a nationwide E10 gasoline option by 2030. To prepare for this transition, METI plans to conduct a smaller-scale introduction of E10 gasoline in 2028. Additionally, METI has proposed a revised gasoline base-line greenhouse gas (GHG) emission value for gasoline and is planning to incorporate GHG default values for ethanol derived from Brazilian corn, Thai sugarcane, and Thai cassava.

Background:

On June 10, 2025, the Ministry of Economy, Trade and Industry (METI) convened the [19th Resource and Fuel Subcommittee Decarbonized Fuel Policy Subcommittee](#). During this session, experts discussed two key topics: the action plan for direct ethanol-blended gasoline and the proposal for establishing a new carbon intensity (CI) baseline value for gasoline.

On November 11, 2024, METI’s Agency for Natural Resources and Energy (ANRE) announced plans to increase bioethanol consumption for on-road vehicles. These plans include the introduction of E10 gasoline¹ by Japanese fiscal year (FY) 2030 and E20 gasoline by FY 2040 ([JA2024-0057](#)). Before implementing E10 gasoline nationwide, ANRE decided to conduct a beta-test near oil refineries. This approach focuses on a smaller geographical area to effectively address potential barriers to the nationwide adoption of E10 gasoline. To support this initiative, [ANRE](#) proposed an action plan aimed at facilitating the introduction and expansion of bioethanol consumption, as illustrated in Figure 1 (also refer to the attached PDF document for additional details). This plan highlights strategies to overcome legal, technical, and commercial challenges associated with the commercialization of E10 and E20 gasoline over the next five years and beyond. ANRE also emphasizes the importance of studying biofuel introduction cases from other countries to replicate successful efforts. Moving forward, the Government of Japan will consider how to support these introduction efforts.

Figure 1. METI’s Action Plan for the Introduction and Expansion of Bioethanol to Gasoline
(Drafted by METI, unofficial translation)



Source: [METI](#)

¹ E10 is a fuel blend consisting of up to 10 percent ethanol mixed with gasoline. E20 is a fuel blend containing up to 20 percent ethanol mixed with gasoline.

Second, when METI issued Ordinance 3.0 under the Sophisticated Act² on March 31, 2023, it set the greenhouse gas (GHG) emission reduction target for transport biofuel at 55 percent of GHG emissions for gasoline until METI could complete a new life cycle assessment (LCA) for gasoline. Once METI finalizes the gasoline LCA, the reduction target will increase to 60 percent of GHG emissions from gasoline use ([JA2023-0012](#), [JA2023-0014](#)). On June 10, 2025, [METI announced](#) that the gasoline GHG emission value will be revised from 88.74 gCO₂eq/MJ to 90.17 gCO₂eq/MJ due to increased GHG emissions from required desulfurization operations by oil producers. METI plans to propose Ordinance 3.1 under the Sophisticated Act, which will include the revised gasoline-based CI value. The proposal will be opened for public comments before the GHG reduction target is officially increased to 60 percent.

Separately, METI plans to calculate the LCA GHG emission values for Brazilian corn-based ethanol, Thai sugarcane-based ethanol, and Thai cassava-based ethanol. These default values will be added to the existing ones for Brazilian sugarcane-based ethanol and U.S. corn-based ethanol. METI aims to release the revised Ordinance 3.2, incorporating these new default values, by spring 2026.

Additionally, during the committee meeting, METI provided an overview of [proposed support programs](#) for next-generation liquid fuels and [shared updates](#) on GHG reduction measures for the International Maritime Organization (IMO). For additional information on the Japanese liquid biofuels market, please refer to the [Japan Biofuels Annual](#).

Attachments:

No Attachments.

² The Sophisticated Act's full title is the Act on Promotion of Use of Non-Fossil Energy Sources and Effective Use of Fossil Energy Raw Materials by Energy Suppliers.