



Press release

Biofuels will save several millions tonnes of CO₂ by 2030 and help decarbonise the EU transport sector

Brussels, 12 May 2016 – In light of today's stakeholder event on "A sustainable bioenergy policy for the period after 2020", the biodiesel supply Chain underlines that bioenergy will be crucial to achieve the decarbonisation of EU economy. In the transport sector notably, biodiesel helps save CO₂ emissions, while improving energy security and contributing to jobs and growth in rural areas.

Today, the European Commission is hosting a stakeholder conference on "A sustainable bioenergy policy for the period after 2020" which will discuss future bioenergy policies in the EU. In this light, the biodiesel supply Chain highlights the central role biodiesel has played and will continue to play in the future of the EU's climate and energy policy.

Indeed, the use of renewable energy in transport reduced carbon emissions by 35 million tonnes in 2013, most of these savings coming from the use of biofuels¹. The sustainability criteria set by the EU require biofuels to reduce CO₂ emissions by at least 35% compared to fossil fuels, and by at least 50% starting in January 2018. This ensures that **today, European biofuels are the most sustainable biofuels in the world.**

Speaking on behalf of the biodiesel supply chain, Raffaello Garofalo, Secretary General of European Biodiesel Board (EBB) remarked: "There has been a witch-hunt against biodiesel and this is unjustified. Our industry and our products do contribute to decarbonisation, and we urge the European Commission to give sustainable biodiesel a role in the sustainable fuel mix after 2020".

Moreover, and in light of the recent revival of the Indirect Land Use Change (ILUC) debate, the biodiesel supply Chain emphasises, that the California Air Resources Board² (CARB, the same agency which was involved in revealing the recent Volkswagen scandal) sets an ILUC factor of 14.5g CO₂eq/MJ for rapeseed biodiesel. **CARB has highlighted that biodiesel is the most sustainable liquid biofuel, reducing CO₂ emissions by 50% to 81% on average compared to fossil fuels.** In contrast, the new GLOBIOM study commissioned by the European Commission finds ILUC figures three to five times higher for all kind of feedstocks. And while CARB has an open model and publicly debated assessment processes, the EU-commissioned study lacks transparency and has not been peer-reviewed. Such considerable differences in the results of the two studies should therefore lead to extreme caution when assessing ILUC impact and drafting the post-2020 EU legislation on renewables.

Furthermore, it appears from all studies that ILUC originates mostly from poor environmental governance in third countries, not from European production and farming practices. The biodiesel supply Chain therefore emphasises that deforestation and bad governance are global cross-industry issues, reaching far beyond biofuels, and should be addressed as such by the EU and its partners.

Moreover, as statistical data from the EU show that the land used for agriculture in the European Union has reduced rather than expanded over the past 10 years, biodiesel produced from EU feedstock should be exempted from the application of an ILUC factor.

It should also be recalled that, in addition to allowing considerable emissions savings, **biodiesel improves energy security and contributes to more than 200.000 jobs in rural areas.** The EU imports 30 million tonnes of diesel every year (15% of its total consumption): as 60% of biofuels come from European feedstocks, biodiesel production improves energy security by reducing fossil fuel imports.

¹ [COM\(2015\) 293](#)

² [Low Carbon Fuel Standard](#)



Finally, biodiesel, produced from vegetable oils, also triggers the production of considerable volumes of feed materials in Europe which are used as animal feed source, thus contributing to **reducing EU's protein dependency** while ensuring a steady income for European farmers.

In light of all these points, the biodiesel supply Chain **calls on the Commission to take a balanced view on biofuels and to grant them a role in the post-2020 decarbonisation strategy.** Sustainable long-term decarbonisation of transport can only be attained with the help of all renewable energies, including biodiesel.

The **European Biodiesel Board (EBB)** is a non-profit organisation established in January 1997. Today, EBB gathers nearly 80 members across 21 Member-States, which represents 75% of the European output. Biodiesel is the main European solution to reduce emissions from transport and dependence on imported oil. EBB aims to promote the use of biodiesel in the European Union and is committed to fulfil International standards for sustainability in GHG emissions and sustainable feedstock. EBB is constantly working towards the development of improved and greener technologies.

FEDIOL is the federation representing the European industry of vegetable oils and proteins. Representing more than 35 companies in 17 countries and 20,000 employees, its members include producers, refiners and traders in the oil industry.

Founded in 2002, the **European Oilseed Alliance** brings together the oilseed producing organizations from the main European countries (Germany, France, UK, Poland, Czech Republic, Finland and Belgium) and represents 90% of European oilseed production.

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