

EBB

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PRESS RELEASE

Lower emissions savings requirement for fossil fuels - stricter rules for biofuels: the wrong approach to climate change mitigation

As negotiations between the European Parliament and the Council attempt to finalise one of the most ambitious package of EU policies, notably aiming at mitigating climate change, the Council of the EU is proposing to weaken the responsibility of fossil fuel suppliers to deliver greenhouse gas emission reductions.

The initial proposal for a revised Fuel Quality Directive - one of the major policies governing climate change emissions from road transport - would require fossil fuel suppliers to cut by 10% the greenhouse gas emissions of the fossil fuels they place on the market by 2020.

But, as stated in recent official documents consulted by EBB, the Council look set to lower the obligatory greenhouse gas emission reduction target from the proposed 10% to 6% only: this comes as a 40% "gift" to the oil and refining industries, without any environmental, economic or social justification.

EBB notes with strong disappointment that at a time when more and more strict sustainability criteria and more and more stringent GHG saving requirements are imposed to biofuels (which are a potential solution to climate change), the Council is proposing to lower the GHG cuts and environmental criteria to be applied to fossil fuels (which are a major problem for climate change).

This erratic move seems to confuse the potential solution with the existing problems and surprisingly penalises the first at the advantage of the seconds. Furthermore, it directly contradicts EU's commitments to drastically reduce greenhouse gas emissions by 2020. It even looks incomprehensible when thinking that transport is the only sector where GHG emissions keeps rising and even exponentially, while in all the other sectors a reduction has started. In addition, the transport sector is still not covered under the EU Emission Trading Scheme (ETS) and the Fuel Quality Directive is so far the only tool to cap GHG in transport.

"It is fully unjustified and misguided to overburden with stringent criteria biofuels - which represent a genuine solution - while at the same time relaxing requirements for mineral fuels, which represent a major problem", declared EBB Secretary General Raffaello Garofalo.
