



28 June 2021

EU Biofuels Chain

Statement on upcoming revision of EU CO₂ Standards for Cars & Vans

Emissions reduction: the fuel is more important than the engine.

EU climate policy works best when it avoids predicting winners and losers and sticks to the principle of technology neutrality – fostering the cheapest, most efficient and effective decarbonisation solutions. For road transport this means sustainable biofuels, today's main tool for reducing emissions and displacing fossil fuel.

In addition to their proven emissions-reduction benefits, biofuels strengthen the independence and revenue of European farmers, support a thriving circular bioeconomy, help ensure a secure supply of sustainable food, feed, and non-food products, and reduce Europe's dependence on imports of protein feed and fuel.

To allow sustainable biofuels to fully contribute to the European Green Deal's long-term vision of carbon-neutrality, **the upcoming revision of the EU CO₂ reduction targets for cars & vans cannot continue ignoring the emissions savings delivered by sustainable biofuels every day.**

This restrictive "*Tank-to-Wheel*", or tailpipe approach, so far adopted by the European Commission, distorts competition among powertrain technologies and misleadingly labels electromobility as emissions-free. It also fails to incentivise biofuels and biogas with a lower GHG footprint and renewable content by not recognising their biogenic energy content. **This can be corrected by moving to a "*Well-to-Wheel*" methodology** that considers the nature of the energy powering vehicles, distinguishes between fossil and biogenic CO₂, and accounts for the production and end-of-life emissions of the vehicles.

Today's internal combustion engine and hybrid cars will remain on the road for a long time and, while electric vehicles have an important role to play in saving emissions, they will not be a solution fit for all European consumers. Automotive manufacturers should be allowed to continue improving the efficiency of internal combustion engines, namely by developing engines capable to run on higher biofuel blends to further reduce CO₂ emissions. Only by using all the available technologies the EU will be able to deliver on its European Green Deal ambitions and lead the world in the fight against climate change.



The EU Biofuels chain includes:

Founded in 1953, **CEFS** represents European beet sugar manufacturers, cane sugar producers and refiners covering sugar production in 19 EU countries (Austria, Bulgaria, Belgium, Croatia, the Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, Lithuania, Poland, Romania, the Netherlands, Slovakia, Spain, Sweden) plus the United Kingdom and Switzerland.

CEPM brings together Professional and inter-Professional organisations whose mission is to represent and defend in their respective countries the interests of all or part of the maize chain: corn, maize silage, maize seed, and sweet corn. To fulfil these objectives, CEPM carries out monitoring, lobbying and communication activities, and makes concrete proposals.

The **C.I.B.E.** is the international confederation of sugar beet growers. It represents the interests of beet growers vis-à-vis European Institutions and international organisations since 1927. CIBE is composed of national and regional associations from 18 European beet-producing countries. These include 140,000 growers from 16 EU countries (Austria, Belgium, the Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Italy, the Netherlands, Poland, Romania, the Slovak Republic, Sweden, the United Kingdom) and roughly 130,000 growers from 2 non-EU countries (Turkey and Switzerland).

COCERAL is the European association of trade in cereals, oilseeds, pulses, olive oil, oils and fats, animal feed and agrosupply. It represents the interest of the European collectors, traders, importers, exporters, and port silo storekeepers of the above-mentioned agricultural products. COCERAL's direct members are located in 14 EU countries, with one European association, Unistock representing the professional portside storekeepers for agribulk commodities within the EU and one associated member in Switzerland. With about 3000 companies as part of COCERAL national members, the sector trades agricultural raw materials destined to the supply of the food and feed chains, as well as for technical and energy uses. Gafta is an extraordinary member of COCERAL.

Copa and Cogeca are the united voice of farmers and agri-cooperatives in the EU. Together, they ensure that EU agriculture is sustainable, innovative, and competitive, guaranteeing food security to half a billion people throughout Europe. Copa represents over 23 million farmers and their families whilst Cogeca represents the interests of 22,000 agricultural cooperatives. They have 66 member organisations from the EU member states. Together, they are one of the biggest and most active lobbying organisations in Brussels.

The **European Biodiesel Board (EBB)** is a non-profit organisation established in January 1997. Today, EBB gathers close to 60 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.

The **European Oilseed Alliance (EOA)** 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.

The **European renewable ethanol association (ePURE)** represents the interests of European renewable ethanol producers to the European institutions, industry stakeholders, the media, academia, and the general public. The organisation, established in 2010, promotes the beneficial uses of ethanol throughout Europe. Based in Brussels, ePURE speaks for 35 member companies and associations (including 19 producers), with around 50 production plants in 16 member states, accounting for about 85% of the renewable ethanol production in Europe.

FEDIOL represents the interests of the **European vegetable oil and protein meal industry**. With over 180 facilities in Europe, the sector provides over 20.000 direct employments. Our members process approximately 55 million tonnes of basic products a year for the food and non-food markets. Oilseed crushing produces vegetable oils and protein meals as co-products. While vegetable oils are used for food and technical uses (pharmaceuticals, paints, detergents, biodiesel, etc.), protein meals are used to meet the increasing global demand for meat and protein.

Advanced Biofuels Coalition LSB is a coalition of leading advanced biofuel technology developers and producers committed to making a significant contribution to meeting the EU ambitions of decarbonizing the transport sector. Sustainable advanced biofuels are a fast-track solution for decarbonizing transport. Advanced biofuels bring multiple benefits in terms of CO2 reduction, investments, revenues for farmers and forestry, improved waste management practices, job creation and an increase in energy security. LSB represents 11 companies from 9 countries.

EWABA is a Brussels-based association representing the interests of the European waste-based and advanced biofuels industry before EU institutions, national governments, industry, civil society and the media. We promote the inclusion of waste-based and advanced biofuels in the EU fuel mix as a sustainable means of reducing greenhouse gas emissions in EU transport. Our +35 members active in most EU Member States collect and use waste and advanced feedstocks listed in parts A and B of Annex IX of the Renewable Energy Directive (REDII) to produce sustainable biodiesel with the highest GHG savings (up to +90%) when compared with fossil fuels, thus enabling "near-term decarbonization" of the EU road and maritime transport sectors.