

# Manifesto for a “Made in Europe” transition towards carbon-neutral transport

## The European Biodiesel Board’s key recommendations for the 2024-2029 EU legislative term

According to the Eurobarometer surveys, over the past five years, the cost of living and climate change have consistently been featured in the five most important issues facing the EU. This confirms that the EU cannot afford to choose between climate and the economy; between sustainability and affordability - **we must do both**.

The upcoming EU legislators must find the right balance and promote an inclusive, pragmatic and affordable climate policy without sacrificing the ambition of a net zero EU by 2050.

### The European biodiesel industry can contribute to these objectives by:

- Immediately allowing an **affordable and effective** transition towards carbon neutral transport;
- Reinforcing the **EU’s independence** for the supply of renewable fuels and valuable co-products including food and feed;
- Providing a strong contribution to **waste valorisation**.

### What do we need?

- **A consistent strategy** for biofuels and the bioeconomy;
- A pragmatic and fully-fledged **integration of biodiesel** in the transport sector’s decarbonisation policies;
- Decisive trade measures and strict sustainability standards **enforcement**.



---

## The European biodiesel industry offers:

### **An affordable and effective transition solution towards carbon neutral transport**

Biodiesel is the largest renewable energy source that can successfully **decarbonise all transport modes**.

The cost difference between biodiesel and fossil fuels is smaller than for other alternatives and it is easily scalable using the **same infrastructure** of transport, vehicles and distribution at tank stations.

Thanks to biodiesel, every car, van, truck, aeroplane and ship can immediately contribute to the decarbonisation policy objectives.

### **A reinforced independence for fuels, feed and food supplies**

Biodiesel produced in the EU is a **domestic**, renewable fuel that replaces imported fossil diesel. In addition, while the EU currently imports two-thirds of vegetable proteins used in agriculture, crop-based biodiesel co-products provide a secure internal supply of food and feed products.

Every kilo of crop-produced biodiesel is generating two kilos of vegetable proteins.

Biodiesel also provides an **additional source of income for EU farmers** and encourages the efficient use of resources and land.

### **A strong contribution to waste valorisation**

EU biodiesel is **mostly produced from diversified EU feedstock sources**, complemented by imports abiding by the highest standards of sustainability and traceability implemented in the EU. More and more biodiesel is produced from **wastes, residues and advanced feedstocks**, contributing to the circularity of the EU's economy.

Beyond renewable fuels, **European biodiesel biorefineries produce valuable co-products** replacing fossil-based chemicals or polymers - **at the forefront of circular economy innovation**.

The renewable biodiesel produced from wastes and advanced feedstocks can offer up to 90% GHG savings compared to fossil diesel.

---

To unlock its full potential contribution to an inclusive, pragmatic and affordable climate policy, **the European biodiesel industry asks** the upcoming European Commission and co-legislators to deliver:

## **A consistent strategy for biofuels and the bioeconomy**

- Undertake a strategic review of **bio-based raw materials** in Europe, similarly to what was done for critical raw materials;
- **Review the limit set for the contribution of biofuels** to the Renewable Energy Directive (RED) transport targets to take into account the entry of **new feedstocks**;
- Recognise the **benefits brought by crop-based biodiesel** to the EU's strategic food and feed autonomy, including in the upcoming "Protein Strategy";
- Align the EU Taxonomy with the RED to **promote biodiesel**.

The EU must urgently realise that until 2050, a very significant share of the legacy and new road vehicle fleet will continue to run on liquid fuels.

## **A pragmatic and fully-fledged integration of biodiesel in the transport sector's decarbonisation policies**

Up to 2050, electrification, hydrogen and other solutions will need to be complemented by biodiesel blends in road transport. This requires:

- **A comprehensive vision for renewable fuels beyond 2030**, including the adoption of sectorial renewable targets for 2040 and sub-targets for road transport in the scope of the RED and the Effort Sharing Directive;
- **An attractive and harmonised taxation** that further displaces the demand for fossil diesel towards renewable biodiesel;
- Reviewed CO<sub>2</sub> emission standards for new vehicles (light and heavy-duty) to **recognise the role of biodiesel in decarbonising transport**.

## **Decisive trade measures and strict sustainability standards enforcement**

As the world's largest market for biodiesel, the EU is attracting more and more imports. EU biodiesel producers must be on a level-playing field with their non-EU counterparts, which requires a:

- Strict **enforcement** of trade defence laws against dumping and unfair subsidies;
- Review of the sustainability verification regime in the RED, to ensure that imports comply with the **same strict certification criteria** as European biofuels, and that **fraud is prosecuted**.



# ABOUT BIODIESEL AND EBB

The European Biodiesel Board (EBB) is the association for companies producing biodiesel (\*FAME; Fatty Acid Methyl Ester and HVO; Hydrotreated Vegetable Oil) in the EU. The association represents biodiesel producers using all feedstocks: food/feed crops, waste, residues, and other innovative biogenic materials.

Biodiesel is a biofuel used primarily as a substitute for fossil fuels in transport, but production forms part of a value chain generating co-products such as food, feed, biochemicals and biopolymers.

## Read more about:

What is biodiesel: [EBB website](#)

Biodiesel GHG savings and feedstocks: [EBB 2023 statistical report](#) (June 2023)

Renewable fuels in transport: [Eurostat - Share of energy from renewable sources](#) (2022)

On EU biofuels policy: [European Court of Auditors Special report 29/2023 on the EU's support for sustainable biofuels in transport](#) (December 2023)

A bioeconomy strategy: [The Bioeconomy Blueprint Building a circular and resilient Europe – European Bioeconomy Alliance](#) (November 2023)

Road vehicles fleet: [ACEA's report 'Vehicles on European Roads'](#) (February 2024)

A vision for renewable fuels beyond 2030: [EBB Position on the EU's 2040 Climate Target](#) (June 2023)

Projections of biodiesel demand up to 2050: [The role of biodiesel in EU climate action](#), Studio Gear Up, (December 2021)

Dumping practices and circumvention of duties: [EBB Initiates Anti-Dumping Proceedings Against Chinese Biodiesel Imports](#) (December 2023)

For further information, contact **Domenico Mininni**  
at [\*\*domenico.mininni@ebb-eu.org\*\*](mailto:domenico.mininni@ebb-eu.org)  
or visit our website [\*\*www.ebb-eu.org\*\*](http://www.ebb-eu.org)