

EUROPEAN BIODIESEL BOARD

# Manifesto

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



March 2024

# FOREWORD

Five years is a long time in policy! The original momentum and support, prevailing at the time of the Green Deal and the Fit for 55 Package, has been severely tested. The consequences of the climate crisis – such as heat waves, floods, droughts and biodiversity loss – are undeniable. Nonetheless, since 2021 EU citizens are also confronted with a massive increase in the cost of living. Energy and fuels are especially hard to afford. Internationally, there are conflicts in Ukraine and the Middle East, trade and diplomatic tensions with China are ramping up, and American political uncertainties dawn. These challenges require the EU to become more independent, more self-reliant and more active in protecting the European industry.

As we are approaching the European election, we reflect once more on the priority of the bloc's citizens, and these priorities are clearly on their minds. According to the Eurobarometer surveys, over the past five years, the cost of living and climate change have consistently 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 next European Commission and the co-legislators will need to find the right balance and promote an inclusive, pragmatic and affordable climate policy without sacrificing on its sustainability ambitions.

As we set on this journey together, as a continent, the European biodiesel sector contributes its share to achieve net-zero by 2050. We hope this manifesto inspires inclusive and sustainable policy solutions for the next European legislature.

*~ Xavier Noyon, Secretary General of EBB*

## ABOUT EBB

The European Biodiesel Board (EBB) is a non-profit organisation established in January 1997. The EBB gathers over 37 members across 21 Member-States, representing over 65% of the European output. Biodiesel is the main European solution to reduce emissions from transport and dependence on imported oil. The EBB promotes the use of biodiesel in the European Union and is committed to fulfil international standards for sustainability in GHG emissions and sustainable feedstock. The EBB is constantly working towards the development of improved and greener technologies.

# VALUE PROPOSITION

In the transition towards net-zero, the biodiesel industry has a role to play in the EU. Our value proposition consists of three elements:

1.

## Affordable and effective transition to carbon neutral transport

Biodiesel is the **single largest renewable energy source** that can be used in all transport modes and beyond. Already available at the tank stations, and for captive fleets across the EU. Biodiesel is the tool that will allow to ensure that we **succeed in the decarbonisation of the road, aviation and maritime transport sectors**, alongside electrification and other renewables. You can already use biodiesel in existing planes, ships, barges, trucks, vans, and cars and directly contribute to the EU climate objectives. The cost of biodiesel is lower than that of other alternatives and the solution is **easily scalable**, using the same transport and distribution infrastructure.

2.

## Domestic supply of fuel and food

The biodiesel **produced in the EU is a renewable fuel** that replaces imports of fossil diesel, where the EU is particularly dependant on imports since our refining capacity is limited. Also, every kilo of crop-produced biodiesel generates **two kilos of vegetable proteins**, therefore biodiesel use supports EU food- and feed-supply independence. With the EU importing close to two-thirds of vegetable proteins, biodiesel crop co-products provide a secure base of internal supply and help balance this import dependency. Biodiesel also provides **additional income for farmers** and encourages the efficient use of resources and lands.

3.

## An EU industry, abiding by the highest standards for sustainability and circularity

The biorefineries in which biodiesel is produced are the cornerstone of the European **circular bioeconomy**. Beyond renewable fuels they produce valuable co-products replacing chemicals or polymers from fossil origin. They innovate constantly to develop new ones. In addition to crops, biodiesel is increasingly produced from **wastes, residues and advanced feedstocks**. Some of these wastes had no other use prior to its application in biodiesel. Other advanced feedstocks such as intermediate crops open new opportunities for carbon farming. The renewable fuels produced from those feedstocks can offer up to **90% GHG savings** compared to fossil fuels. This industry is based in the EU and processes feedstocks that mostly originate in the EU, and is complemented by imports abiding by the highest standards of sustainability and traceability implemented in the EU.

# 2024-29 EU LEGISLATIVE TERM

To deliver on this value proposition, the European Biodiesel Board proposes the following roadmap for the 2024-29 EU legislative term.

1

A real strategy for biofuels and the bioeconomy

2

A plan B\* to meet the EU climate objectives for the transport sector

\*B for biodiesel

3

Protect the EU biodiesel industry from unfair competition

### 1 A real strategy for biofuels and the bioeconomy

- The EU should conduct a **strategic review of bio-based raw material** in Europe, like it was done for metals and minerals in the Critical Raw Material Act.
- Review the limit that is set for **contribution of biofuels to the Renewable Energy Directive** (RED Annex IX) transport target, to take into account new feedstocks.
- It is high time that the EU **recognises the benefits of crop-based biofuels value chain** to the strategic food and feed autonomy of the EU. We expect the upcoming “Protein Strategy” to document this and put in place a long-term perspective for farmers and the biodiesel producers.
- Beyond biodiesel our biorefineries generate several other bio-based and circular products, **displacing fossil fuels** as they do so. The EBB joins with fellow EUBA members in urging EU policymakers to act to **realise the full potential of the circular bioeconomy** and implement our joint recommendations.<sup>1</sup>
- Biofuels must find their place in an **EU taxonomy that aligns fully with the RED** and does not discriminate, particularly against crop-based biofuels.

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1) [PDF - EUBA Bioeconomy Blueprint REV - Read online](#)

## POLICY ASKS

- a) Strategic review of bio-based materials in the EU.
- b) Review upwards, the limit that is set for the contribution of waste biofuels as feedstocks are added to RED Annex IX.
- c) Recognition of the importance of crop-based biofuels in the protein strategy.
- d) Realise the full potential of the bio-based circular economy.
- e) Full alignment of EU taxonomy with the RED.

### 2 A plan B\* to meet the EU climate objectives for the transport sector

- The EU must recognise that up to 2050, a very significant share of the legacy and new fleet in the EU will continue to use liquid fuels. Electrification, hydrogen and other solutions must be complemented by a **gradual increase in biodiesel blended with fossil fuels in road transport**. We need every solution available to displace the 90% of fossil fuel used in transport today.
- **Long-term sectorial renewable targets** to meet the future road transport GHG reduction targets for 2040 and beyond. There appears to be no clear vision for road transport after 2030. Both the Renewable Energy Directive and the Effort Sharing Directive include 2030 targets – that is just six years from now.
- In the coming decades we need **reduced taxation for all forms of biodiesel** across the EU, relative to fossil fuels. This will make renewable fuels attractive for both businesses and consumers. At the same time, taxation at Member State level needs to be harmonised to safeguard a well-functioning Single Market .
- **Recognising the renewable character** of CO<sub>2</sub> emissions from renewable biofuels in CO<sub>2</sub> standards for light and heavy-duty vehicles.

### POLICY ASKS

- a) A strategy for increasing the share of renewable fuels in legacy fleets.
- b) Binding targets for renewable use and/or GHG intensity reductions in road transport post-2030.
- c) Attractive taxation for all biofuels implemented across the EU.
- d) Recognising biofuels' contribution in CO<sub>2</sub> regulations for cars, vans and heavy-duty vehicles.

### 3 Protect the EU biodiesel industry from unfair competition

- Biodiesel imports are rising in the EU, the U.S., Indonesia, Argentina and now China. European biodiesel producers have successfully argued that those imports were not in compliance with the international trade rules and measures have been imposed. This fight does not stop; the EU must **protect its domestic producers and resolutely sanction unfair trade practices**.
- Unfortunately, the measures addressing the risk of fraud are an integral part of the Renewable Energy Directive and partly justify caps and some restrictions. The implementation of the Union Database will help improve traceability. Despite those measures the media, NGOs and the EU industry are convinced that **fraud is still practiced on a significant scale** and that domestic producers are **not on a level playing field with their counterparts outside the bloc**, where it is more difficult to identify and sanction fraud. The **framework for verification of the sustainability for RED must be reviewed and improved** in close collaboration with the stakeholders.

## POLICY ASKS

- a) Strict enforcement of trade defence measures against unfair imports of biodiesel.
- b) Review of Sustainability Verification in RED in order to better tackle fraud and ensure a level playing field for producers in the EU. This can be done on the occasion of the implementing and delegated acts for RED III.

## **FURTHER READING**

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**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 \(December 2023\)](#)



# Thank you!



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