



Strasbourg, October 4th, 2017

Press release

EU Parliament debate debunks misconceptions on biodiesel carbon savings and benefits

Ahead of key votes on the post-2020 EU Renewable Energy Directive (RED II) in the ITRE, ENVI and TRAN Committees of the European Parliament (EP), EU Biodiesel Chain held a debate in Strasbourg aimed at countering misperceptions on biofuels with latest scientific findings on the positive role of biodiesel production in decarbonising transport and in agricultural sustainability.

Opening the event, the RED II AGRI Rapporteur **MEP Marijana Petir** described the hard work done within the Agricultural Committee in achieving a compromise on the role of conventional biofuels, saying that *"the recent vote in the AGRI Committee is a powerful signal to steer discussions within the ENVI Committee, in a way that recognizes the important role of sustainable biofuels for rural development and GHG emissions reduction in the EU."*

The Shadow Rapporteur in the ITRE Committee **MEP Seán Kelly** stated: *"It is vital that we ensure regulatory certainty as many of those who currently produce 1st generation biofuels are the same ones that we are counting on to invest in the development of advanced biofuels. As a result, reducing the share of conventional biofuels would send the wrong signal to investors and be detrimental to the development of advanced biofuels."*

Echoing his colleague, **MEP Massimiliano Salini**, TRAN Committee Shadow Rapporteur, commented on the need to grant stability for the investors who decided to take consistent risks based on EU Commission's guidelines. *"The cap on crop-based biofuels introduced in the current Renewable Energy Directive – he declared – was meant to finally solve the debate on land use change. Yet, further changes in EU legislation brought instability and harmed both fuel suppliers and European farmers, for whom biofuels represent a fundamental outlet."* To further put aside any concerns on alleged land use change (ILUC), the need for a traceability system that ensures sustainability of all biofuels was stressed, and efforts by the industry to put in place such a system were unilaterally welcomed.

Delivering a keynote speech on the differences between two models assessing induced biofuels' GHG emissions from land use change – GLOBIOM, used in debates on RED II, and GTAP-BIO, used by the US California Air Resources Board – **Professor Wally Tyner** from Purdue University (USA), stated: *"In my experience, it is better to have an open model due to a broad stakeholder input. While GTAP is peer-reviewed, transparent and subject to stakeholder examination, GLOBIOM is not open for scrutiny"*. In investigating the important differences between these two models, Professor Tyner determined the causes for many of these differences, and concluded that *"with improved assumptions, GLOBIOM ILUC figures for oilseed crops would substantially decrease."*

Alongside the EP work, EU Member States are also looking into a revised RED II draft by the Council Presidency. This draft confirms an overall will to maintain the 7% cap and include an optional incorporation obligation on 1st generation biofuels. While this is a positive development, **it is also crucial to tackle specifically the transport sector by setting a renewables' incorporation obligation of at least 15% by 2030**. Without it, the current European market for biofuels will be fragmented after 2020 and will solely rely on national initiatives and policies.

Speaking on behalf of the EU Biodiesel Chain, **Henri Rieux, FEDIOL President**, concluded: *"It is crucial to ensure policy continuity after 2020 by not lowering the contribution of conventional biofuels. The current renewables target in transport should be extended beyond 2020 and the 7% maximum contribution of biofuels from arable crops to the share of renewables in transport should not be reduced."*



The **EU Biodiesel Chain** brings together the entire European Biodiesel value chain:

The **European Biodiesel Board (EBB)** is a non-profit organisation established in January 1997. The EBB gathers close to 70 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.

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

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. Its 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, protein meals are used to meet the increasing global demand for meat and protein.