A LOW-CARBON FUTURE FOR EUROPE NEEDS MORE AMBITIOUS RENEWABLES TARGETS IN TRANSPORT

1/4 of all EU GHG emissions come from transport

1/3

GHG emissions from transport are projected to remain 1/3 higher than their 1990 levels by 2050

GHG transport emissions need to fall by 2/3 to meet EU’s goal of 60% emissions reduction in transport by 2050

EU road traffic is set to grow 30% by 2030

GHG transport emissions need to fall by 2/3
to meet EU’s goal of 60% emissions reduction in transport by 2050

And yet, the EC is proposing unambitious targets for renewables in transport by 2030

<table>
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<tr>
<th>Current share (2015)⁴</th>
<th>Envisioned share of renewables in transport (REDII)</th>
<th>Actual target for renewables in transport needed to achieve the long-term goal of 60% emissions reduction in transport</th>
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<td>6%</td>
<td>10.6%</td>
<td>20%</td>
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In a business-as-usual approach, the EC projects 90% oil dependence in transport by 2050

Almost 90% of European transport’s renewable energy today comes from 1G biofuels...

...and yet the EC wants to cut the share of 1G biofuels by almost 1/2

This will inevitably increase, instead of cutting, Europe’s GHG emissions

Brazilian sugarcane ethanol is available now and results in over 70% fewer emissions than petrol

Brazil has replaced more than 40% of petrol consumption with sustainable ethanol, saving in its flex-fuel fleet alone an average of 28.5m tonnes CO₂eq per year. That’s 4.75 times more than Europe (6m in 2015)

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¹ ePure: On the road to 2030 – Decarbonising Europe’s road transport sector (2016)
² EC White Paper: Roadmap to a Single European Transport Area – Towards a competitive and resource (2011)