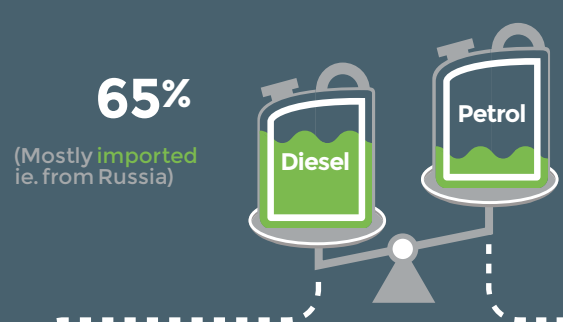
use... Bioethanol

It has one of the highest greenhouse gas savings. UNICA wants to ensure that the future of biofuels in Europe doesn't just rely on biodiesel, but also leaves room for bioethanol.

Back in 2013, a majority of Members of the European Parliament supported an amendment providing that "Each Member State shall ensure that the share of energy from renewable sources in petrol in 2020 is at least 7.5% of the final consumption of energy in petrol in that Member State."[1]

The ILUC proposal is critical to the future of bioethanol in the European Union, as it will set the framework for the use of biofuels in the EU until 2020.

Current imbalance in the EU fuel mix[2]



Biodiesel

EU biofuels market[3]

20%

Bioethanol

5% cap

limit for conventional biofuels

≈ 14 Million Toe[4] = B7 diesel that contains 7% biodiesel used in Europe

is not enough. Even a 7% cap is still insufficient since biodiesel installed capacity is 20.9 Million Toe, which means it can supply 7% cap through B-10 or B-30.[5]

= no space for bioethanol

Vote for 6.5%

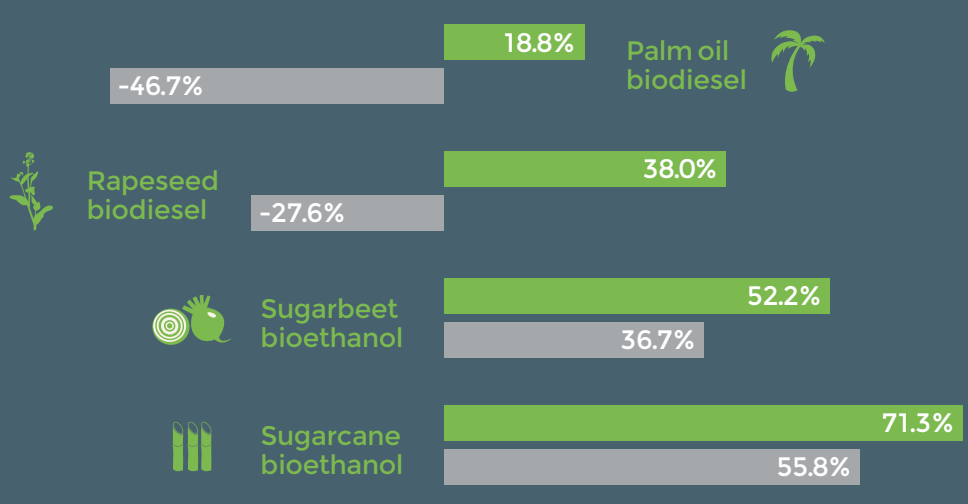
OF RENEWABLES IN PETROL

for more bioethanol in the fuel mix

Why? Because bioethanol will help achieve EU targets:

60%	10%	6%
Emissions reduction by	RES in transport	Emission reduction in fuel used by
2050	2020	2020
White Paper for transport	Renewable Energy Directive	Fuel Quality Directive

Default GHG emission savings[6]



Recommendations

- Bioethanol should be promoted if the EU is serious about achieving its transport decarbonisation targets and, more generally, its climate objectives.
- The 6.5% sub-target for renewables in petrol represents an effective way to keep bioethanol in the market.
- Imports of sustainable biofuels from non-EU countries can contribute to the EU attempt to reduce its GHG emissions. Brazilian Sugarcane Ethanol achieves among the highest GHG emission savings even when ILUC is accounted for.
- GHG emissions reduction targets for transport should be kept beyond 2020 to provide the right incentive for industry.

References

1. VoteWatch Europe, Fuel Quality Directive and Renewable Energy Directive, Article 3, paragraph 4, amendment 152cp/1, http://term7.votewatch.eu/en/fuel-quality-directive-and-renewable-energy-directive-draft-legislative-resolution-article-3-paragra-5.html
2. UNICA calculation based on data from JRC, "EU renewable energy targets in 2020: revised analysis of scenarios for transport fuels", 2014
3. EurObserv'ER, Biofuels Barometer, July 2014.
4. In terms of volume. UNICA calculation based on data from JRC, "EU renewable energy targets in 2020: revised analysis of scenarios for transport fuels", 2014. In terms of energy content. UNICA calculation based on data from JRC, "EU renewable energy targets in 2020: revised analysis of scenarios for transport fuels", 2014
5. JRC, "EU renewable energy targets in 2020: revised analysis of scenarios for transport fuels", 2014
6. Stats from Directive 2009/28/EC, Annex V and from Annex I of COM(2012) 595 final

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