

### EBB Press Release

## Out of the ENVI vote today the EBB calls on MEPs to avoid further legislation based on insubstantial ILUC calculations



**The European Biodiesel Board (EBB) calls Members of the European Parliament for a fair approach to avoid legislation based on unverified figures and to support existing and future investments in clean transport biodiesel.**

The Committee for Environment, Public Health, and Food Safety (ENVI) adopted today its opinion on Commission's legislative proposal on biofuels and ILUC.

Although in the last months some members of the Parliament and the whole Energy Committee started questioning unverified ILUC calculations and assumptions, today's vote was still another step in the wrong direction as far as the understanding and the practical consequences of the insubstantial ILUC theory and figures are concerned.

The lack of consistency and accuracy of ILUC factors and figures detailed in the text voted by the ENVI Committee was even acknowledged publicly in the last days by the US IFPRI scientist that calculated them. In a rational world, no ILUC assumptions should be used for fixing figures in a legislative text even only for reporting use. A recent INRA<sup>1</sup> study, very mediatised and performed by Prof. Gohin has shown that only by varying one of the dozens of assumptions of ILUC models the final result can vary by 80%. Also very recently the European Commission<sup>2</sup> itself recognised that biofuels policy has limited impacts on food commodity prices and the World Bank<sup>3</sup> clearly indicated the central role of fossil fuels prices on other commodities' variability.

The proposal of capping EU made biofuels from energy crops to a 5,5% cap (cutting by half the 10% objective entered into force only less than 3 years ago) is by far excessive in the light of the uncertainty of present ILUC theories as indicated above. Also it looks as completely vain to "book" twice 2% of the 10% target for applications, like renewable electricity for transport, that every observer with good-sense knows will never deliver more than marginal consumption by 2020: in practice this means to sterilise twice 2% of the target and it is unacceptable.

In this context EBB welcomes the maintenance of necessary strong extra-incentives for biodiesel from waste and residues (such as used cooking oils and rendered fats, which achieve up to 95% of GHG reductions) and insists on the logical and legitimate need to open advanced biofuel sub-targets for them (without sterilising 2% of the market for theoretical only electricity applications). Segmenting the market in various sub-target or creating discriminations among existing biofuels (such as illogical positive discrimination for ethanol) would only but create damages to the EU biofuels industry.

EBB insists on the positive outcome produced by biodiesel consumption in terms of security of supply in Europe and worldwide. If the vote of today would be adopted by the plenary it would further increase Europe's imports of diesel from third countries (mainly from Mr Putin's Russia), while also reducing crop availability and EU protein food supply.

<sup>1</sup> Please refer to INRA website < [here](#) >

<sup>2</sup> 2013 Renewable Progress Report ( COM(2013) 175, available < [here](#) >

<sup>3</sup> *Long Term drivers of food prices*, World Bank, available < [here](#) >

To date, European grown rapeseed, representing the major biodiesel feedstock, contributes to reduce EU 70% dependence on imports of South American soybean proteins for animal feeds.

In this background, rather than limiting European biodiesel production, EBB strongly believes that appropriate agricultural mitigation practices should be implemented in relevant regions and activities to ensure the highest sustainability of agricultural products. *"The current debate is asking the wrong questions: limiting biofuels production will neither solve hunger, nor will it prevent deforestation, says EBB Secretary General Raffaello Garofalo. ILUC modelling remains uncertain and the industry cannot be penalise on groundless assumptions"*

Finally postponing the implementation of the Fuel Quality Directive to 2025 and hampering the use of waste in biofuels put serious concerns on the relevance of any decarbonisation ambitions, raising the doubt that the market lost by biofuels in the name of environmental laws and factor will be taken over by much less environmental friendly fossil fuels.

EBB calls for a balanced policy decision protecting investments made by the industry to reduce transport CO<sub>2</sub> emissions. European biodiesel producers have shown their commitment to ensure greenhouse gas emissions savings from transport. They set an example in terms of sustainable management of land by abiding by strict mandatory criteria. A fair and long-term regulation would continue promoting research and development in advanced biodiesel from waste and residues, while fostering European employment. *Europe has the opportunity to show its commitment to keep its innovative industry at pace, declares Garofalo. Reliance on ungrounded science would only have negative consequences for European jobs and no positive results in Climate Change policy.*

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**The European Biodiesel Board** also known as EBB, is a non-profit organisation established in January 1997. Today, EBB gathers nearly 72 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 the International standards for sustainability in GHG emissions and sustainable feedstock. EBB is constantly working towards the development of improved and greener technologies.