



Press Release

2030 package must include transport rules if Europe is to meet its own climate targets

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Brussels, Today – At tomorrow’s Energy Council meeting, EU Energy Ministers must call for the introduction of a separate binding framework for decarbonisation and renewable energy use in transport as part of the 2030 climate and energy policy, says the European Renewable Ethanol Association (ePURE). Failure to do so will leave Europe unable to meet its own climate objectives and further threaten energy security.

“Ministers must acknowledge the successes of the current policy in generating billions of litres of renewable fuels, mitigating GHG emissions in transport, helping to strengthen energy security, and keeping investment and jobs inside Europe. The current policy should be built upon, through the introduction of new measures to promote sustainable biofuels, both conventional and advanced”, said Mr. Rob Vierhout, Secretary-General of ePURE.

The absence of specific, binding targets for renewable energy use in the transport sector in the European Commission’s white paper ignores the very pressing need to decarbonise transport, whose emissions have steadily increased by 36% since 1990 and now account for 26% of the total EU emissions. Without a dedicated framework for transport, Europe will fail to achieve the binding target of 40% GHG emissions reductions put forward by the Commission. In the short-to-medium term, biofuels are the only cost-effective¹ abatement tool available to reduce GHG emissions in transport.

Security of energy supply is also an important element that should not be overlooked, especially given the recent developments in Ukraine - considering that Russia is an important fuel supplier to Europe. Europe’s dependence on imported oil has reached 85%, with EU transport alone being 94% dependent on oil-based fuels. Home-grown renewable fuels, such as ethanol made in Europe, have an important role to play in displacing some of these oil imports, which often come from politically or economically unstable countries. Since 2003, domestic renewable ethanol has displaced the need for 104 million barrels of oil and saved the EU oil bill EUR 6.1 billion in the process.

The current policy has been a success. Since the introduction of the RED and FQD targets, the use of biofuels in Europe has grown to about 5% of total transport energy, and is projected to reach 8% by 2020. A binding renewable energy use target in transport was key to providing the necessary guidance and predictability that encouraged investment in the sector. It is imperative for the EU to renew and increase these ambitions up to 2030 in order to ensure consistency, continuity, and to capitalise on the full benefits of sustainable biofuels.

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(1) [The Role of Biofuels Beyond 2020, Element Energy \(2013\)](#)

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