



## PRESS RELEASE

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### Higher ethanol use can lead to 14% GHG reduction in European transport by 2030 - new study

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**Brussels, Today - A new [study](#) by renowned global consultancy Ricardo Energy & Environment has found that the higher use of ethanol in Europe would contribute to a 14.1% GHG emission reduction in European transport, even after possible land use change (ILUC) emissions have been taken into account.**

The study, commissioned by ePURE, explores the potential contribution of ethanol for reducing Europe's transport emissions up to 2030. The study builds upon previous Ricardo research carried out for the European Commission's DG CLIMA and for the European Climate Foundation, both using the SULTAN model, but removes artificial constraints on ethanol uptake by focusing on the introduction of E20 high-octane fuel, a fuel blend containing 20% ethanol and 80% petrol, and vehicles with engines optimised to run more efficiently.

The EU has set the objective to achieve at least 40% GHG reductions across the entire economy by 2030. The European Commission has already signaled that this 2030 objective will require substantial emission reductions in transport, with 12-20% GHG reductions in transport needed, and is expected to present a Communication on 20 July detailing areas for further action.

The Ricardo study finds that:

- Even after accounting for estimates of ILUC emissions, the use of biofuels results in significant well-to-wheel GHG reductions compared to the use of conventional fossil based fuels, i.e. petrol and diesel.
- Increasing the share of ethanol beyond 2020 levels further reduces GHG emissions. In particular, the highest GHG reductions in transport (14.1%) compared to 2005 are achieved when ethanol use is increased through the introduction of E20. This reduction is compared to a 9.3% GHG reduction in a scenario with no biofuels at all.

The study confirms that ethanol contributes the most to reducing GHG emissions in transport due to ethanol's relatively low ILUC impact, based on GLOBIOM modelling work, and the improved efficiency benefits of E20 optimised vehicles which result in lower net fuel consumption. Ricardo's findings validate a [meta-analysis](#) by the University of Vienna, which found that ethanol makes petrol combust more cleanly and efficiently.

The study concludes that policy makers should explore the deployment of high-octane E20 fuel and vehicles with E20 optimised engines in the context of reducing transport emissions by 2030 and in the longer-term to 2050.

*"European ethanol already makes a strong contribution to decarbonising Europe's transport sector and can help to reduce the climate impacts of the fuels we use to power petrol cars. This study shows that ethanol's climate benefits can be further enhanced through the use of higher ethanol blends. E20 fuel is a win-win for Europe's climate because it significantly reduces emissions and its high-octane content increases engine efficiency resulting in less fuel consumption",* said **Robert Wright, Secretary-General of the European renewable ethanol association (ePURE).**

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**About ePURE**

The European renewable ethanol association (ePURE) represents the interests of European renewable ethanol producers to the European institutions, industry stakeholders, the media, academia and the general public. Based in Brussels, ePURE represents 42 member companies, with production plants in 16 member states, accounting for 90% of the installed renewable ethanol capacity in Europe. The organisation, established in 2010, promotes the beneficial uses of ethanol throughout Europe.