



B+ Manifesto on Decarbonising HDVs with higher biodiesel blends

Bearing in mind our common climate objectives:

- The imperative of achieving the Paris COP21 goals of decarbonisation in all economic sectors and limiting a global temperature rise to well below 1.5° Celsius.
- The ambition of the European Union (EU) to lead the decarbonisation efforts at global level, translated into the Fit-for-55 package, as well as the long-term global goal of achieving carbon neutrality by 2050.
- The need to decarbonise the existing Heavy-Duty Vehicle (HDV) fleet in the most efficient and cost-effective way.

Recognizing the characteristics of the HDV sector:

- Road freight is a key sector for Europe's economic strength, delivering goods 365 days per year and translating the European Single Market into reality.
- Today, around 98% of HDVs run on liquid fuel, most of which is still fossil fuel.
- In the sector of commercial road transport, vehicle total cost of ownership is a key factor.
- Internal combustion diesel engines are amongst the most economical powertrain technologies in the HDV sector, delivering cost-competitive freight costs, and powering the European freight industry.
- New HDVs typically stay in operation for many years, and have a multitude of critical operational requirements (including cargo, longevity, range, etc.), making them considerably challenging to quickly replace.
- The HDV sector is notably a "hard to abate" transport sector, alongside aviation and shipping.

Considering the existing potential of green fuels:

- Green fuels like FAME biodiesel, HVO, e-fuels and others, are low hanging fruits and deliver significant GHG emissions savings, competitive with electric vehicles, on a well-to-wheel (WtW) basis.
- They contribute to the circular economy by delivering co-products to replace chemicals and additives in a wide variety of areas such as medical disinfectants, cosmetics, food, feed, etc.
- They valorise wastes & residues, promote the bioeconomy, contribute to more green jobs in the agriculture and bioeconomy sectors, reduce the use of fossil fuels, decrease reliance on imported fuels, and lower the EU's dependence on protein imports.
- Fuel demand in the HDV sector is foreseen to increase in the upcoming years, reinforcing the need to immediately accelerate decarbonisation of the sector's existing fleet, alongside developing more efficient vehicles.
- Throughout Europe, several examples of HDV fleets using green fuels in high blends in diesel have demonstrated the significant potential for this highly cost-effective method for decarbonisation of this sector, if it is scaled up through policy incentives.
- The infrastructure and supply chains for liquid fuels are already in place facilitating moving to high blends as a relatively simple, cheap, and easy solution.

The European green fuels sector is ready to continue decarbonising the transport sector. To help with this mission, the undersigned organizations call on policymakers to:

- Put in place a European regulatory environment that respects technology neutrality, allowing for all alternative fuels & powertrains to play a role towards a low carbon economy.
- Keep a role for the Internal Combustion Engine (ICE), and in particular the diesel engine, if running with renewable & zero emission fuels.
- Put in place a regulatory framework that differentiates between CO2 emissions from fossil fuels and emissions from biogenic fuels.
- In the ongoing policy discussions on the EU CO2 Standards for HDVs, consider vehicles powered by carbon neutral fuels as equivalent to battery electric and fuel cell vehicles.
- Put in place the necessary legislative and technical framework to allow higher blends of green fuels, particularly in dedicated and captive fleets.

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European & Global Associations

EBB – European Biodiesel Board

eFuel Alliance

EWABA – European Waste-based & Advanced Biofuels Association

LSB – Advanced Biofuels Coalition

WBA – World Bioenergy Association

National associations

ABA – Associação de Bioenergia Avançada (Portugal)

AGQM – Association Quality Management Biodiesel e.V. (Germany)

APETRO – Associação Portuguesa De Empresas Petrolíferas (Portugal)

APPA Renewables – ASOCIACIÓN DE EMPRESAS DE ENERGÍAS RENOVABLES (Spain)

Assitol – Associazione Italiana dell'Industria Olearia (Italy)

Assocostieri – Italian association for companies operating in the energy logistics sector (Italy)

BBB – Belgian Biodiesel Board (Belgium)

EsteriFrance (France)

EWABA Espana (Spain)

KIB – Polish Chamber of Biofuels (Poland)

MvAK – German Waste-Based Biofuels Association (Germany, Austria, Netherlands)

MVO – The Netherlands Oils and Fats Industry (Netherlands)

NBAA - Nederlandse Biodiesel uit Afval Alliantie (Netherlands)

NVDB – Dutch Association of sustainable biofuels (Netherlands)

PCBC - Plataforma para a Promoção de Combustíveis de Baixo Carbono (Portugal)

PEK - Plattform Erneuerbare Kraftstoffe (Austria)

Polish Coalition for Biofuels and Protein Feed (Poland)

PSPO – Polish Association of Oil Producers (Poland)

RFTA – Renewable Transport Fuel Association (UK)

VDB – German Biofuels Association (Germany)

ZVVB – Association of the Producers and Use of Biofuels in Slovakia (Slovakia)

Companies:

ACT Commodities (Netherlands)

Adriatica Oil (Italy)

Argent Energy (UK, Netherlands)

BDI Bioenergy (Austria)

BeyondFuels (Portugal)

Bio Oil Group (Austria)

Biocom Energia (Spain)

Bioport (Portugal)

Connex Trading (Netherlands)

Elnomart (Portugal)

Envien Group (Slovakia)

Greenenergy (UK, Netherlands)

Ital Bi Oil S.r.l (Italy)

Masol Cartagena Biofuel (Spain)

Masol Continental Biofuel (Spain)

Masol Iberia Biofuel (Spain)

Muenzer Bioindustrie (Austria)

Neste (Finland)

Olleco (UK)

PREOL (Czech Republic)

Prio (Portugal)

REMONDIS Sustainable Services GmbH (Germany)

Resiway (Portugal)

Sabio Fuels (Italy)

SARIA SE & Co. KG (Germany)

Saipol (France)