



ewaba

European Waste-based & Advanced Biofuels Association

ANNUAL REPORT

THE VOICE OF WASTE-BASED AND ADVANCED BIODIESEL IN EUROPE



Public version

December 2023

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WELCOME!

We are delighted to present to you our 2023 Annual Report!

This year EWABA is celebrating 10 years serving its members in Brussels by supporting and promoting the European waste-based and advanced biodiesel industry.

We believe in a supply chain approach at the service of our entire industry. Today, EWABA represents 50+ companies, from biodiesel producers to feedstock collectors, including technology providers, traders, consultants and national associations. Our members are active in 23 EU Member States, the UK and Switzerland.

Last year EWABA members produced more than 2.2 million tons of waste and advanced biodiesel, supplied largely for road decarbonisation but also increasingly being used in the maritime sector.

By substituting a significant volume of fossil-based diesel, our members have reduced more than 7 million tons of CO₂eq (carbon dioxide equivalent) in 2022, up from 6.3 million tons of CO₂eq saved in 2021. Our industry is steadily growing and so is our members' contribution towards the EU's climate targets transitioning towards achieving climate neutrality by midcentury.

Waste-based and advanced biodiesel has significantly contributed to the greenhouse gas (GHG)

reduction performance of the road transport sector for close to two decades. Now, as the EU Energy transition progresses our products are reaching new engines and new markets. Most prominently, the maritime and on-road heavy duty sectors are set to concentrate demand for waste-derived and advanced biodiesel, and this trend is set to continue well beyond 2030.

2023 brought the adoption of key EU legislation for our industry, such as the revision of the Renewable Energy Directive- REDIII and the FuelEU maritime regulation, among other important instruments within the Fit for 55 Package. This solid regulatory framework paves the way for the industry to further consolidate and flourish. However, 2023 has also brought important challenges with extremely negative market conditions affecting the industry at large across the EU. The solution to these challenges will come from a combination of trade defense measures, the implementation of the EU database for biofuels (UDB) and crucially better performing certification and verification systems.

Each year, our industry accelerates its contribution to an increasingly sustainable transport sector while further supporting key EU policies within the Green Deal, such as the Circular Economy Action Plan and the Net Zero strategy. Let's keep up the good work!



FOREWORD BY PRESIDENT

Dear EWABA members, dear friends of waste-based biofuels,

An annual report is the best opportunity to do three things. To say thank you, to review what has been achieved and then to prepare for the challenges ahead.

My first year in charge as EWABA President is now behind me. I would therefore like to thank my team, all members of our association and all stakeholders and friends of sustainable biofuels. Not only for the fact that we worked together on an insanely professional level and that we achieved a lot. Rather, I would like to express my gratitude for the fact that, in addition to the daily trouble-shooting at European and national level, we have also succeeded in driving in important political stakes.

We have achieved a lot for our members since EWABA was founded. Thanks to our serious work and expertise we have become a key stakeholder in European Energy Policy, but we have often been driven by EU policy. It was our goal to become the driver of policy, and I think we are in the process of achieving that. The B+ Summit in Estoril in last April and the jointly signed manifesto mark a milestone on this path. The Summit and the Manifesto have enabled us not only to comment on the European political agenda, but also to incorporate our demands more strongly.

Why is this more important than ever in 2023? Because the many crises that have swept across Europe, especially since the Corona pandemic, have led to opinions triumphing over facts and loud bluster over rational measures in most areas. In such a time, I think it is essential, to bring calm to the discussion, and then to tackle the challenges with a new and clear focus. And that's exactly what we did at Estoril. I would like to thank all those who made this event possible,



who contributed to the discussion and who accepted the challenge with our association. With our products, we are now delivering the largest single measure to reduce greenhouse gas emissions in the transport sector. B+, i.e. higher biofuel blends, will be able to expand this indispensable contribution.

But there is another point in our favour. The companies represented by EWABA stand for sustainability, regional value creation, global transparent supply chains and, above all, the reduction of fossil feedstock. Like no other industry, we stand for a true circular economy. Why? Because we have all always had one thing in focus: To produce sustainable biofuel. We focus on our product and put it at the center of our work. Circular economy can only work if we focus on the product itself. I am grateful that together we keep this cycle moving. As long as we do not lose this focus on our product, we will continue to be a central element in achieving climate targets.

As in the past, we, especially the team around Angel Alberdi, consistently continued on the path of constructive discussions and negotiations in 2023. In my view, retaining and expanding our network in EU and national institutions is precisely the key to our joint success. I would like to thank all our members for this. So please let us



continue to speak in the different languages of the EU, but with a clear common message.

As an association we see the problems that we are facing in the market. However, we have shown that we can accept and master these challenges. One challenge that hit us all massively was the „Asian issue“. Irrespective of how the problem came about, it is important to me to solve this problem within the scope of my possibilities. It was therefore not so important to me to identify the culprits as to identify the problem solvers. I am therefore grateful that we have once again managed to begin restoring full confidence in our industry along the entire value chain. The open, honest dialogue with the certification bodies, which is based on trust, is a central element for me. We cannot be blamed for inadequate regulation and the associated loopholes. I have therefore done everything in my power to make clear a fact that is immutable for me. Our certification systems are part of what we do. They are the ones who prove the sustainability of our products. They are therefore our partner, with whom we work together to point out the errors in the system and to develop and demand solutions. I would therefore also like to thank all those who did not lose themselves in arguments, but kept focus.

Because we will need the energy for more important things. Whereas a few years ago there was still the principle of „waste-based biofuels for road and transport“, today we see a much more diversified market ahead of us. The abundance of available feedstock, in quantity and type, has increased. Today, we work with feedstock that we didn't know about a few years ago, and we will continue to expand this mix in the coming years. However, this is also the case with regards to the areas of application of our products and feedstock. The maritime sector and aviation are increasingly coming to the fore. This means that we have to think about a time of „biofuels beyond the road“.

EWABA stands for solving problems and not for ideologically prohibiting solutions. We stand for exhausting all possibilities and measures, not looking for culprits and problems. We stand for

maximum solutions for our industry and thus for the highest possible economic and ecological benefits.

In the coming years, we are facing important changes in European biofuels policy. This will also have an impact on global supply chains. The question will be: Do we want to actively intervene in material flows in order to divert feedstock, or do we leave this to the market? My answer here is clear: if you let them, feedstock will always find the most efficient and economically and ecologically sensible way. If, as is currently being discussed in the EU, we artificially distort the level playing field, then the raw material will not be used in an ecologically sensible way. Above all, economically, it will take a wrong turn.

The efficient use of higher blends throughout transport is one of the key legislative priorities for EWABA and will contribute significantly to climate change mitigation efforts without the need for changes, new investments or technological upgrades. We can start blending biodiesel from waste in higher quantities today.

The B+ Manifesto highlights the potential of our green fuels to contribute to the circular economy, promote the bioeconomy and reduce dependence on imported fuels. Our economic success goes hand in hand with ecological and social value creation. It is our industry, our businesses and manufacturing facilities that currently represent the only appreciably effective measure to decarbonize the traffic and transport sector – waste-based and advanced biofuels.

I assure you that I will continue to work for our common interests with all my strength and, hopefully, with the necessary reason and calmness. At the same time, I ask all of you to continue to support the EWABA family with all your strength.

Thank you!

Ewald-Marco Münzer
President

FOREWORD BY SECRETARY GENERAL

Dear EWABA members,

2023 has been yet another very intense year for our industry. Our collective efforts led to the adoption of improved key pieces of legislation, such as the revision of the Renewable Energy Directive-REDIII and the FuelEU Maritime Regulation, which constitute a solid regulatory framework for the promotion of waste-based and advanced biodiesel in the 2025-2030 period. The job is far from being done though.

We must ensure the right REDIII transposition with a fair promotion of waste-based and advanced biodiesel at national level. We will promote the inclusion of B10 provisions in national legislation in application of the revised Fuel Quality Directive (FQD) including appropriate measures to effectively bring B10 to the pumps across EU Member States. The REDIII transposition will mostly coincide in time with the transposition of the revision of Annex IX that will bring much needed eligible new feedstocks. We will work to secure the role of biodiesel feedstocks coupled with an ambitious increase of the Part B limitation, and we will advocate for a workable approach to the conditionality on cover crops. We will be visiting national capitals hand in hand with our members to achieve these objectives building on our successful REDII transposition campaign.

Our industry also has to get ready to supply increasing volumes of waste-based and advanced biodiesel to the maritime sector towards 2025 and beyond to meet the FuelEU Regulation ambitious GHG reduction targets. We must strike a balance between the specific needs of the maritime industry and our industry's own needs. We have recently created a Maritime Taskforce within EWABA that is putting our collective knowledge together to tackle these challenges.

This year has also witnessed particularly dire market conditions amid concerning trade flows from third countries. It is a paradox that the European industry has been working to set up a solid system of regulatory promotion to the benefit of non-EU producers. We are also collectively



working to stop these trade flows by supporting pan-industry trade defense actions and acting on our clear commitment to increasing traceability and transparency and improve certification practices. We are supporting the improvement and implementation of the Union Database for Biofuels (UDB) beyond the 1 January 2024 deadline for onboarding economic operators and advocating for a speedy transition towards the registration of transactions. This is being done upon the work of our ongoing 20-member UDB pilot. In addition we are working on the further improvement of standards for voluntary schemes.

We look at 2024 with hope as a new European Parliament and a new College of Commissioners at the European Commission will take over for a 5-year term. We will be promoting the role of waste-based and advanced biodiesel with a clear aim to improve the regulatory framework with an eye on the role of renewable fuels post-2035 and the revisions of REDIII, ReFuelEU Aviation and FuelEU Maritime due in 2027.

I am proud of our continuous work at EWABA and feel that our regulatory achievements coupled with our members' consistently positive feedback and the outstanding 12 new members that joined us in 2023 prove that we keep rowing in the right direction. Thank you for your support in this journey!

Angel Alvarez Alberdi
Secretary General



FOREWORD BY DIRECTOR OF COMMUNICATIONS AND ANALYSIS

Dear EWABA members,

It is time to brace ourselves and prepare for a new world of energy and biofuels across Europe and the globe!

Following intense negotiations over the past few years, the verdict has shown that Europe will – and should – remain at the forefront of climate mitigation efforts.

This year 12 new members joined our association from across the waste and advanced biodiesel supply chain. This makes us immensely proud and showcases part of our strengthened reach, exposure, and – not to take this lightly – increased responsibility.

We represent 53 members (at publication) but more than this we represent an industry that is rapidly evolving, facing several challenges as well as opportunities over the coming years.

The overly complex fit for 55 package is now a reality and despite having provisions for regular revisions, it is the closest framework we have to regulatory and investment certainty. Our goal as an association and industry is to further work with policymakers on improving the files passed. Protecting European industry is imperative at a time when domestic industries have indeed faced better times, especially in traditionally strong economies.

The European elections coming up in June 2024 will largely determine the direction the EU will take when it comes to protecting its own brand and “made in the EU” product, increase ambition by also remaining realistic on what’s at stake, and find ways to stay ahead or at least side by side to other ‘superpowers’ longing with their own objectives.

To achieve all this, we need to look inwards before looking outwards. Within our continent, within our Member States, within our economy



and our own industry. What has worked so far? And what hasn’t? How can we excel further and secure long-term viability and sustainability for our industry? As a sector, we should fight hard to increase renewable volumes available to the European market at a time when energy security as well as energy poverty have become the two pillars that the European Union has been missing from its clear targets. Setting new ambitious goals without ensuring that we possess the means to achieve these is pointless, and truthfully a bit repetitive.

Year in, year out, EWABA members will continue to make their important contribution to our economy and climate, protecting and supporting the European industry, providing job opportunities, as well as investing in R&D and new facilities to reach new achievements, and reduce their footprint further. We support all forms of renewable energy and sustainable fuels that provide employment, growth, emission reduction and circular industries that benefit the economy and society in multiple ways. Let’s make sure we are all in the same page!

Leonidas Kanonis

Communications & Analysis Director

FOREWORD BY GOVERNMENT AFFAIRS DIRECTOR

Dear EWABA Members,

The previous year has been really an exceptional one in terms of legislative development as it has delivered the final agreements on almost all the crucial legislative pieces negotiated under the Fit for 55 package.

We are happy to see major improvements compared to the original proposals which we managed to achieve with your excellent contribution to enable further growth for our industry.

In REDIII the double flexibility for Annex IXB and obligatory double counting for the whole Annex IX are significant stimulants for waste and advanced biodiesel deployment, and introduction of B10 biodiesel blend is another milestone on this journey. We are enthusiastic for next year's campaign in Member States for its proper deployment together with higher biodiesel blends.

The role of waste based and advanced biodiesel has been confirmed as essential in the final text of FuelEU Maritime being the most commercially mature technology with a view to decarbonising maritime transport in the short term. The pressure expected on our feedstock in the aviation industry was moderated with the broadening of the feedstock base in the ReFuelEU Aviation and along with the finalizing revision of Annex IX of the RED we expect other feedstocks such as intermediate and cover crops to play a role in the aviation decarbonisation and ensure fair space in the road transport as well.



These improvements of the legislative environment are extremely important positive signals during the difficult times our industry is currently facing due to raising imports of advanced biodiesel from China with destructive impacts on EU producers.

We have been successful in helping to initiate the anti-circumvention measures to prevent these imports, and continue negotiations with the European Commission and voluntary schemes on the improvements of the existing certification systems.

The proper and timely implementation of the EU Database for biofuels expected as from next year will be another key element in this field.

Daša Mamrillova

Government Affairs Director



FOREWORD BY MARITIME TASKFORCE CHAIR

Dear EWABA members,

The maritime sector has for more than a hundred years been running on residual fuels but is now facing a transition as game changing as the transition as a range of regulatory requirements will enter into force soon.

From 2024 shipping will be included in the EU ETS, FuelEU Maritime will enter into force in 2025 and global regulation along the same lines will apply from 2027. This means that the shipping sector is looking into alternative fuels and it is fair to say that the sector is a newcomer to the market of green fuels.

On the other hand, the maritime sector with all its complexities is also unknown territory to many of the green fuel producers. Biofuels have the great advantage of being a drop-in fuel not requiring any alternation to the ship's engine for instance. In contrast new engine types are required for burning efuels making biofuels the obvious solution for compliance for vast majority of the existing fleet.

Against this backdrop, EWABA decided to establish a Maritime Task Force in order to provide a forum among its members for exchange of knowledge on the use and demand



for biofuels in the maritime sector. We have had our first two meetings with great attendance, questions and discussions on the regulatory requirements, availability of feedstock and standardization just to mention a few topics.

As chair of the Maritime Task Force I very much look forward to help driving this important work of including the shipping industry to the group of off takers of biofuel as a key step in the journey towards decarbonization.

Maria Skipper Schwenn

Director of Environmental Regulatory and Public Affairs at Bunker Holding
Chair of EWABA's Maritime Taskforce



OUR WORK

Founded in 2013, the European Waste-based & Advanced Biofuels Association (EWABA) is a members-driven non-profit association focusing on supporting its members with a unique blend of information, services and interest representation.

EWABA provides in-depth policy, regulatory, and market information to its members and offers updates on legislative developments, strategy and our association activities in Brussels and the EU via regular communications. To achieve our objectives, we have set up EWABA working groups that meet regularly on topics such as Government Affairs, Communications, Technical and Maritime affairs, to ensure the best possible intel and analysis for our membership.

EWABA represents its members before EU and national authorities aiming to achieve the best

possible regulatory framework for waste-based and advanced biodiesel. We also engage with media, research institutes and the wider public to better serve our members. Collectively we secure public policies that enable large-scale deployment of sustainable biofuels across the EU in the most efficient way possible.

Our members are working together to produce sustainable renewable fuels of the highest quality that create added economic and environmental value. We are proud to promote the excellent work of our members in the waste-based and advanced biodiesel supply chain, and support them in their delivery of decarbonisation solutions for the EU transport industry. Together, we showcase the positive climate mitigation and socio-economic effects of our industry.

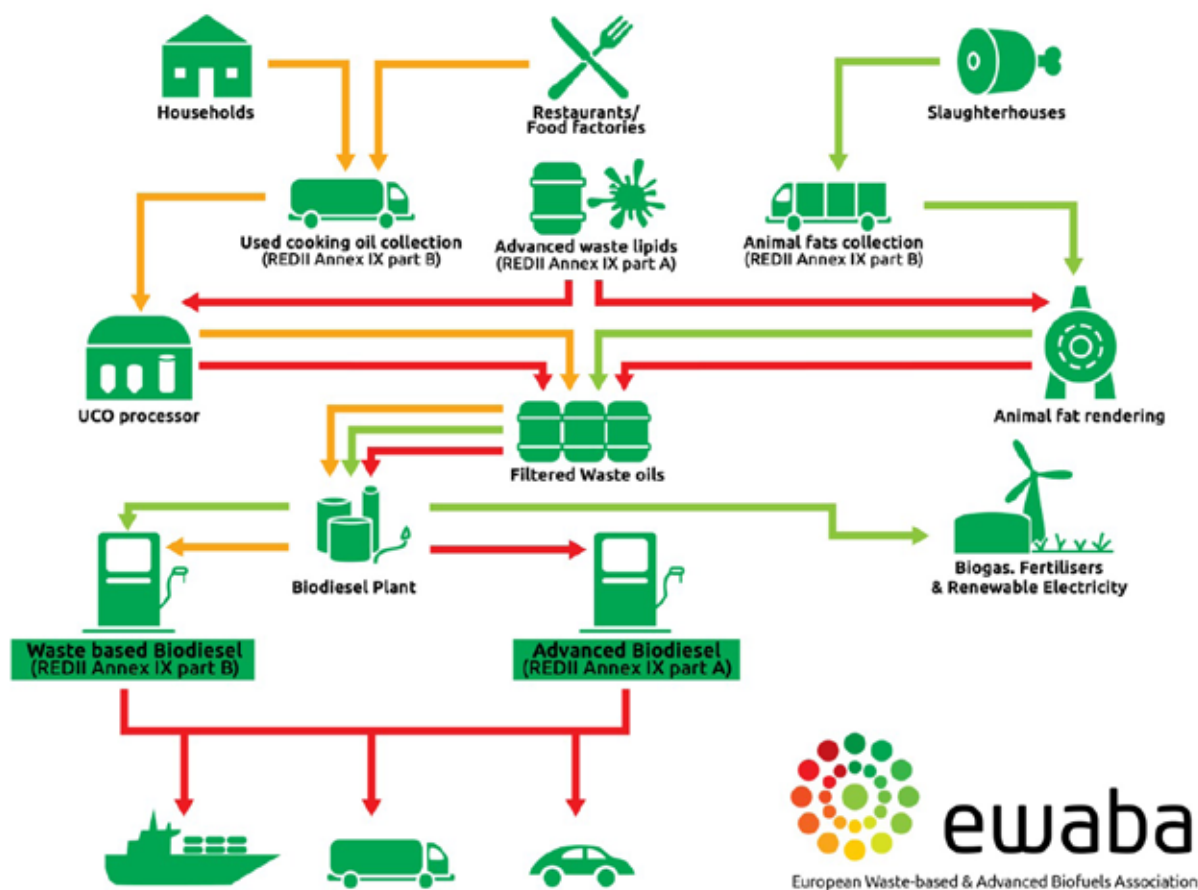




OUR MEMBERS

EWABA SUPPLY CHAIN



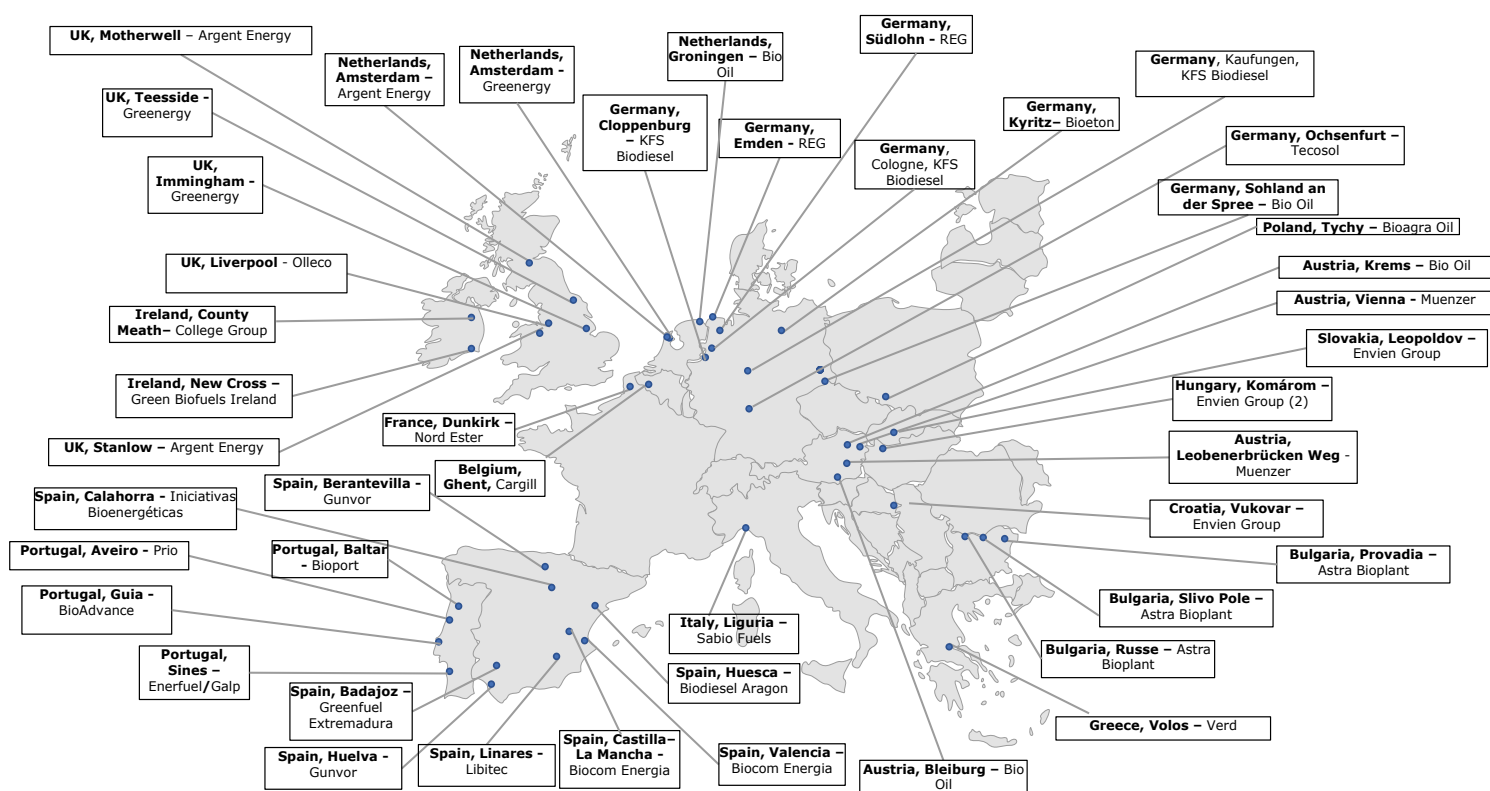
The waste biodiesel supply chain is long but not particularly complex. Used cooking oils (UCOs), animal fats (tallow) and other advanced feedstocks are collected from restaurants, food factories, slaughterhouses, households and industries. Following collection, these are all processed and cleaned in special processing units to remove impurities and water. Filtered waste oils are then fed into biodiesel plants to produce waste-based and advanced biodiesel, depending on the feedstock used. The final renewable waste fuel is used in passenger vehicles, heavy duty vehicles (trucks, buses, etc.) and vessels.

By-products deriving from biodiesel production such as fertilizer is sold to the farming industry, while glycerine is largely used in biogas plants for the generation of electricity or on the oleochemicals sector.

The EU waste-based and advanced biodiesel industry composes more than 55 production facilities distributed across most EU Member States and the UK directly employing 5,000 people and more than 20,000 indirectly. Many of the companies in the industry supply chain are SMEs and strengthen employment and economic development in remote and rural regions of the EU.



EWABA WASTE BIODIESEL PRODUCTION MAP



This picture, taken during our X General Assembly in November 2022 in Brussels, represents the handover of EWABA's Presidency to Ewald Marco Münzer CEO of Münzer Bioindustrie, from former president Michael Fiedler Panajotopoulos, Director of Public Affairs Europe at Chevron Renewable Energy Group. We sincerely thank Michael for his excellent tenure as president for 9+ years and for his key role in the creation of our association.

EXECUTIVE BOARD

Our board consists of industry leaders collectively steering the association's direction to achieve its objectives.



Ewald-Marco Münzer
President
Münzer Bioindustrie, Austria



Michael Fiedler-Panajotopoulos
Vice President
Chevron Renewable Energy Group
Germany
The Netherlands



Adam Baisley
Board Member / Treasurer
Olleco, United Kingdom,
The Netherlands



Tommaso D'Angelo
Board Member / Co-Treasurer
Adriatica Oli, Italy



Anabela Antunes
Board Member
Prio, Portugal



Riccardo Pedriali
Board Member
Sabio Fuels, Italy



Ben Hartland
Board Member
Greenergy, UK, The Netherlands



Detlef Evers
Board Member
MVaK, Germany, Austria,
The Netherlands



Dickon Posnett
Board Member
Argent Energy, UK, The Netherlands



Enrique Gonzalez
Board Member
Biocom Energia, Spain



Yorgos Kyriakopoulos
Board Member
Verd/Prasino Ladi, Greece



SECRETARIAT

The Secretariat supports EWABA members by sharing knowledge and expertise on regulatory and market developments. The Secretariat represents the waste-based and advanced biodiesel industry in discussions with key policymakers, and international events. We engage in a range of market and communication activities, representing the association at key institutional and civil society fora and support our members to steer regulatory and industry developments.



Angel Alvarez Alberdi

Secretary General

Our Secretary General is in charge of the policy, administrative and budgetary management of the association. Angel represents the waste-based biodiesel industry vis-à-vis the European Commission, European Parliament, Member State authorities and other EU and international stakeholders such as UN bodies, NGOs and research institutes. He also prepares policy notes, position papers, legal advice and internal newsletters, and organizes and chairs internal meetings and represents the association in international conferences and events.



Leonidas Kanonis

Director for Communications & Analysis

Our Communication Director is in charge of different internal and external communication issues, media relations, market developments and member initiatives.

Leonidas promotes the scope and benefits of the waste-based biodiesel industry through market analysis, stakeholder engagement, industry events, and the association's social media channels. He analyses and reports on media and market developments of relevance for the industry.



Dáša Mamrillová

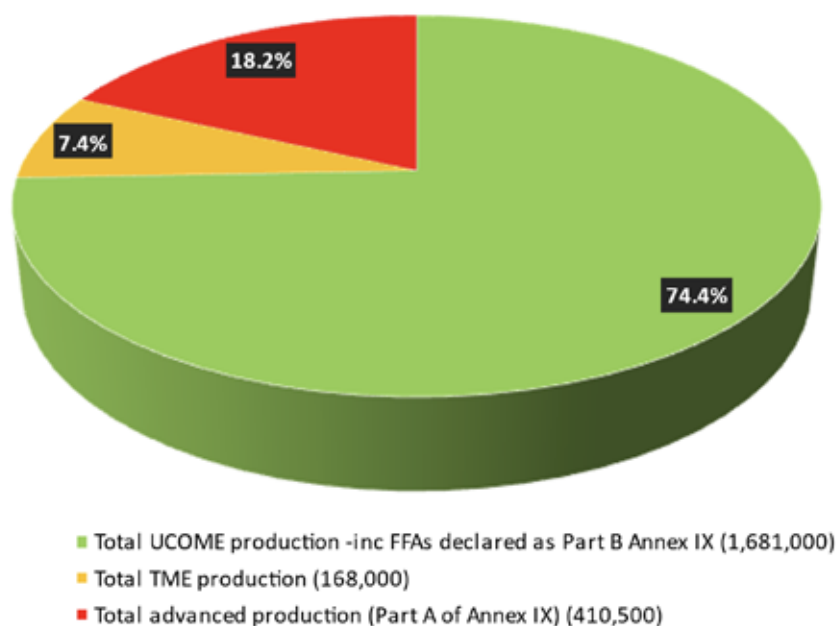
Government Affairs Director

Our Government Affairs Director is involved with policy-related issues and supports the Secretary General in representing the association before EU institutions, and other policy-oriented stakeholders.

Dasa hosts internal and external policy meetings and constantly updates EWABA members on renewable fuels' policy and regulatory matters.

EWABA PRODUCTION STATISTICS

EWABA - Total Waste & Advanced Biodiesel Production in 2022 - 2.260.000 tons

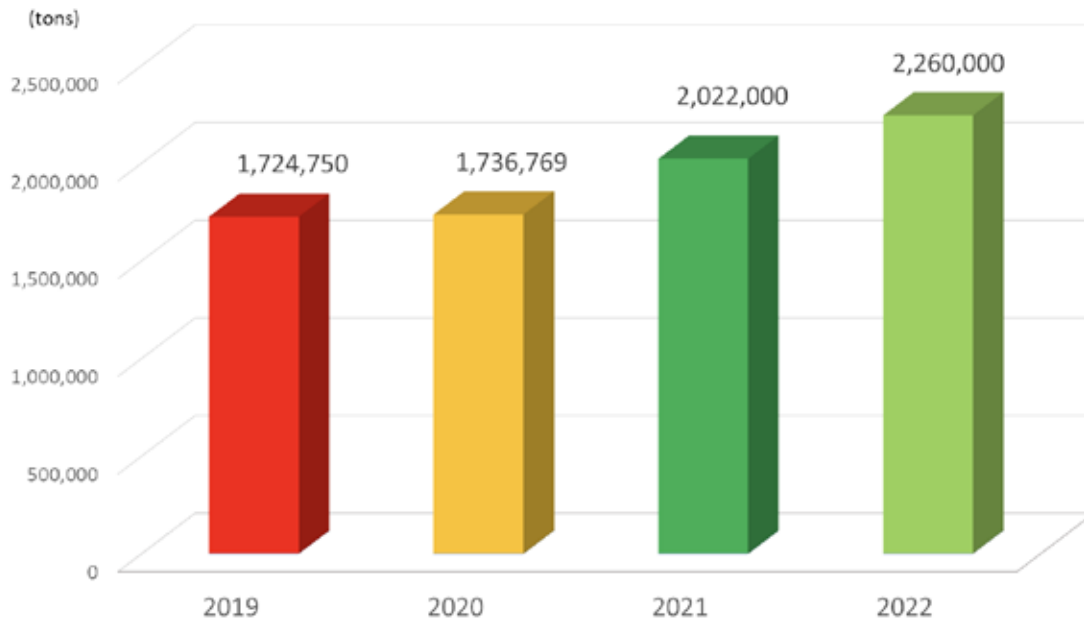


Key takeaways:

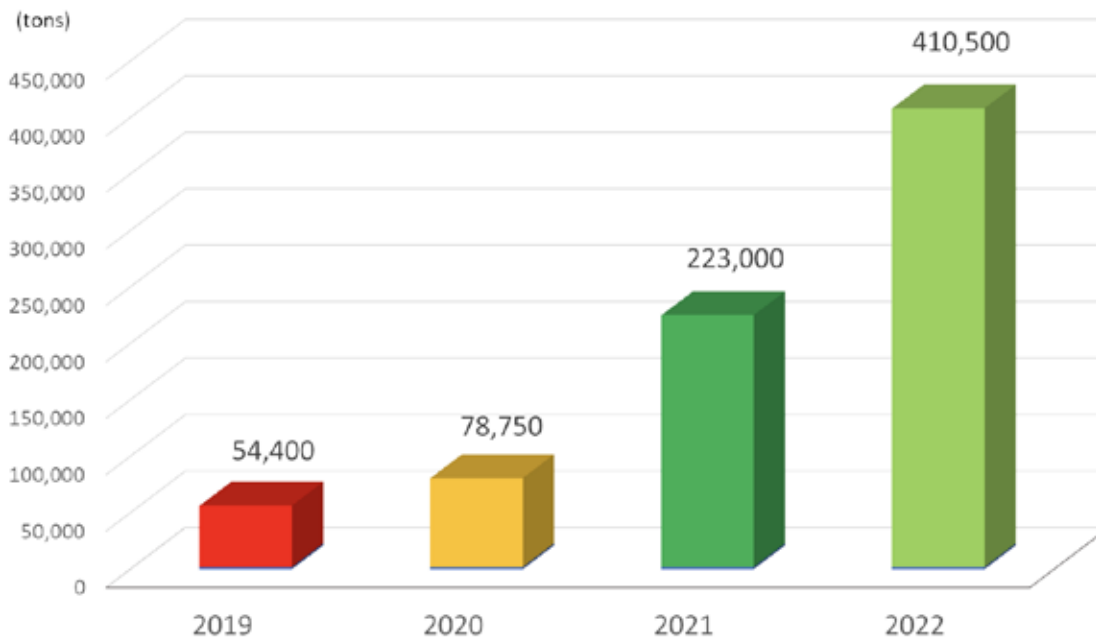
- EWABA **waste-based and advanced biodiesel production rose by approx. 12% in 2022**, up from 2021 figures.
- Advanced biodiesel production has seen a significant rise from 2019 to 2022 (**↑ 655%**).
- Between 2019-2022, EWABA members' waste and advanced biodiesel production increased by 31% compared to pre-covid 2019 levels. Out of this, 67% derived from additional production of advanced Part A biodiesel
- **UCO remained the no. 1 feedstock used** by our members in 2022 with over half of the total (52%).
- POME was by far the most widely used Annex IX/A feedstock by EWABA members (45% out of total feedstock used).
- Of the total EWABA waste oil feedstock usage, **¾ derived from Part B of Annex IX and ¼ from Part A**.
- **EWABA members supplied the maritime industry with over 350,000 tons** of waste-based and advanced biodiesel in 2022 (**16% of total production**).



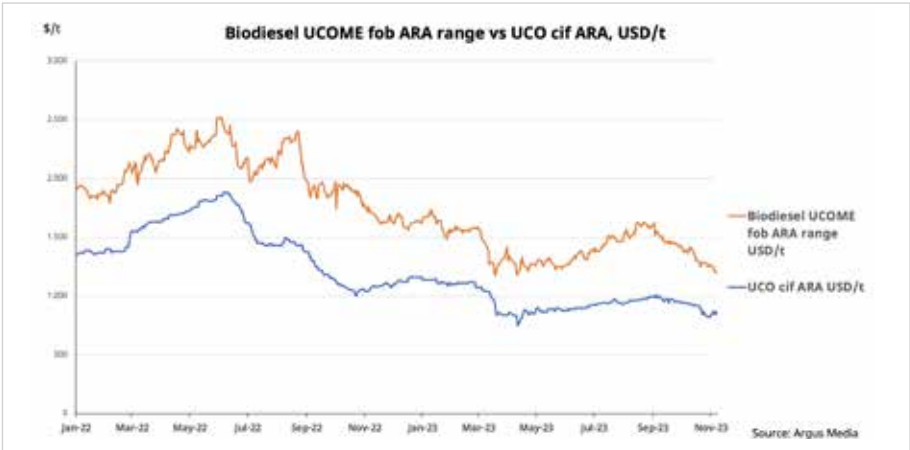
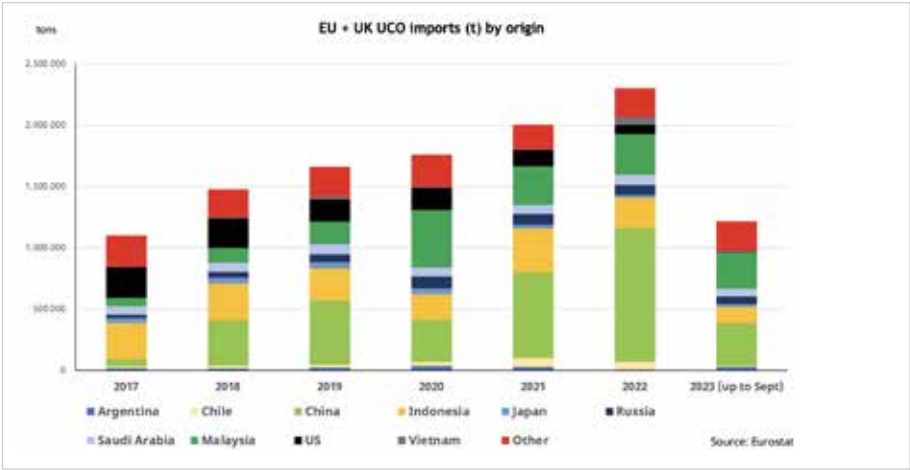
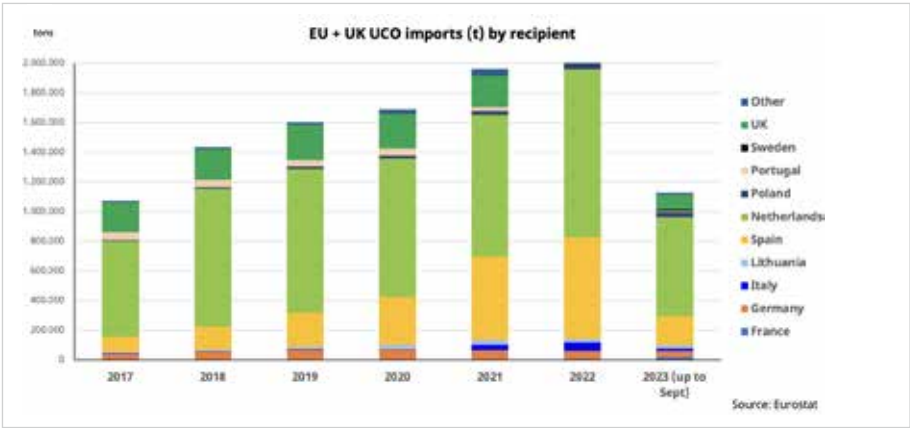
EWABA - Total Waste-based & Advanced Biodiesel Production 2019-2022



EWABA - Total Advanced Biodiesel Production (Annex IX/Part A) 2019-2022



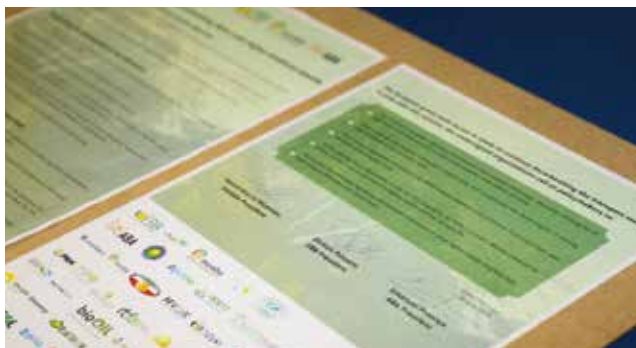
MARKET DEVELOPMENTS





EWABA ACTIVITY HIGHLIGHTS

B+ Summit – higher biodiesel blends in the spotlight



Biodiesel blends finally had a week of reckoning during the 1st European B+ conference, held in Estoril, Portugal on 26-28 April this year.

We joined efforts with our member ABA, the Portuguese Bioenergy Association and EU association European Biodiesel Board – EBB to promote higher biodiesel blends for heavy-duty vehicles (HDVs). The B+ event was widely attended by 150+ participants and the feedback we received was overly positive. We have the strong intention to make this event a yearly staple for the industry at large.

This is a major milestone for our industry and an achievement that should not just be remembered but built upon to ensure that HDVs can use biodiesel of the highest quality and with the highest blends possible. The B+ Manifesto to support higher blends of renewable liquid fuels for heavy-duty vehicle (HDV) transport sector is a strong testament to this.

We are proud to have co-led this initiative and looking forward to follow-up actions in the near future!

EU Database for biofuels – Bioledger pilot for EWABA members

On October 2, we launched a 3-month UDB pilot with the participation of 20 companies from the EWABA network. The pilot, co-financed by EWABA and the participating members, is being supported by service-provider and EWABA member Bioledger.

The pilot is enabling individual companies to access and test the full UDB platform within the Commission's UDB testing environment with bilateral support and guidance by Bioledger, while at the same time we are identifying what needs to be improved in the UDB's architecture and functionalities ahead of the 1 January deadline.

We held 2 kick-off webinars on 4 and 6 October with all participants. Bilateral meetings between individual companies and Bioledger have been held since.

Pilot participants already report improved familiarity with the UDB and the testing platform but also express important concerns, particularly related to existing deadlines and the volume of work required in the UDB as new processes are being implemented.

We issued a press release on the UDB pilot which was picked up by different outlets and analysts, such as Biofuels International, Argus Media, Quantum Commodity Intelligence, Biofuels Digest, and Biobased Diesel Daily.



REDIII, ReFuelEU & FuelEU: published in the EU's Official Journal

The REDIII, ReFuelEU Aviation and FuelEU Maritime files are very important legislative pillars for our industry.

All three legislative texts were published in the Official Journal of the EU in autumn this year, following intense negotiations from EU policymakers over the past two years. We are thrilled to see the tide remaining overly positive for waste-based and advanced biodiesel.

2023 was a major year for European policy and marked a new strengthened era for renewable fuels including our core focus, waste-derived biofuels!



EWABA pavilion sponsor - Argus Biofuels Europe conference

EWABA was the pavilion sponsor at the largest industry event of the year! The Association and its Secretariat had a central presence showcasing EWABA and its members' work to the 600+ attendees of the conference.

Our association sponsored the pavilion along with four of our members – BDI Bioenergy, Bioledger, Connex and Muenzer Biodindustrie. We were delighted of having the opportunity to exhibit along

with our members and can't wait to have a chance like this again in the near future!

Our Secretary General, Government Affairs Director and Communications Director all spoke in three separate panels, whilst several members of EWABA including our President presented at the event as either panelists or speakers, providing strong visibility to our association.



Maritime taskforce (MTF) – new wind of sail

The past year saw the period with the highest interest stemming from the maritime sector for biofuels and especially for waste-based and advanced biodiesel.

Due to this growing interest, our members are now receiving requests for the supply of biodiesel volumes since it is the most immediate and sustainable solution to effectively decarbonize the shipping industry.

EWABA has welcomed new members from the wider shipping industry, whilst an increasing number of producing members are considering the maritime sector as quite promising for our industry.

Due to this growing interest and relevance of the maritime sector we have created a dedicated task force focusing on biodiesel for maritime use.

The taskforce is chaired by Maria Skipper Schwenn (Director of Public Affairs at Bunker Holding) from our member Bunker One – and focuses on different issues such as the legislative impact



of maritime bunkering, feedstock availability, regulatory and administrative hindrances, production pathways, biodiesel quality, etc.

The taskforce is already up and running and of course is tasked with the objective of bridging the knowledge gap between vessel operators, biodiesel producers, fuel suppliers and the wider public.



EWABA X GENERAL ASSEMBLY

Our X General Assembly was held last year in Brussels on 28-29 November and we are thrilled that more than 60 attendants joined us in this annual occasion!



FIT FOR 55 – PROCESS AND ADVOCACY

Drafting process - Legislative proposals take on average two years of preliminary work by the European Commission. During this process the Commission undertakes numerous preparatory steps, i.e.: drafting of legislative roadmaps, conducting stakeholder consultations, preparing an impact assessment assessing different regulatory options, drafting successive legislative drafts, conducting internal consultations amongst Commission departments, etc.

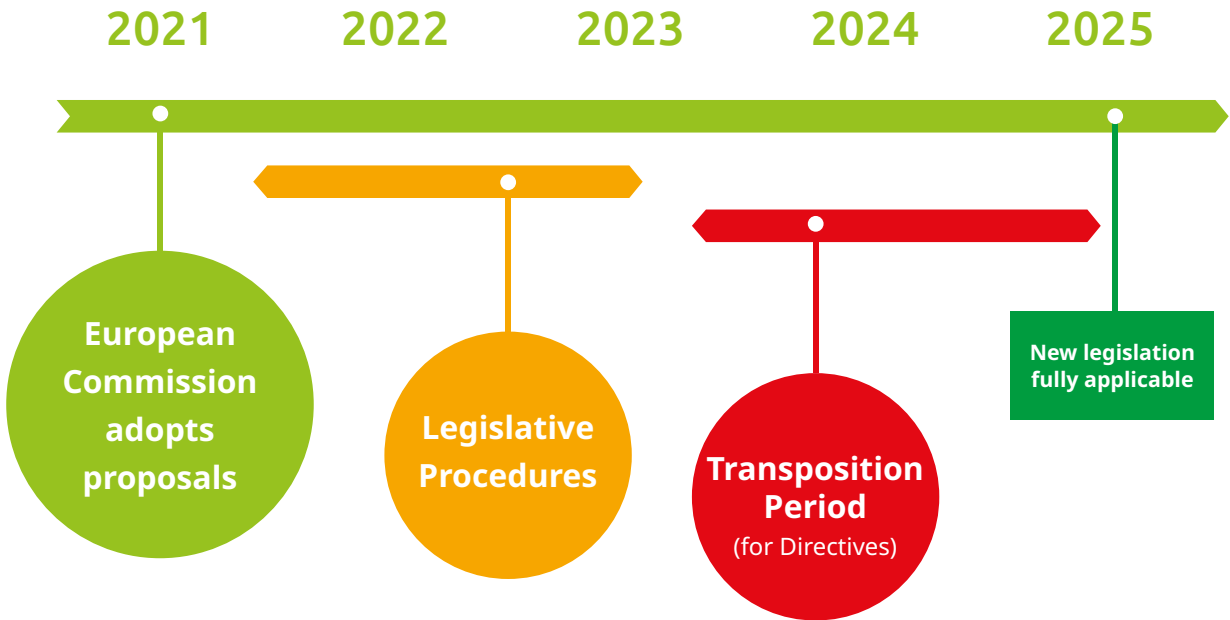
Ordinary Legislative Procedure - Once proposals are published by the Commission, the EU co-legislators (European Parliament and the Council of the EU) start preparing amendments to the text drafted by the Commission in a process known as ordinary legislative procedure. Following joint negotiations known as trilogues a revised version of the Commission proposal is eventually adopted as final legislation. Ordinary legislative procedures take on average between ten months to one year and a half, depending on the complexity of the dossier.

Advocacy - As the voice of the EU waste-based and advanced biodiesel industry EWABA interacts with EU policy makers

very closely during both these drafting and legislative procedure phases to transmit our preferred policy outcomes. In this context we have extensively engaged with the Commission, both formally (via consultation responses, participation in stakeholder meetings, etc.) and informally (via bilateral meetings with different officials at different levels of the Commission hierarchy) during the preparation of different drafts within the Fit for 55 package. We also actively participate in different civil society platforms and alliances highlighting common positions on approaches to the decarbonization of the transport sector. Since the adoption of the proposals, we have been engaging with policy-makers active in different Fit for 55 legislative procedures. Our advocacy was mainly focused on the REDIII, ReFuelEU Aviation, and FuelEU Maritime proposals, as well as the CO2 Standards for Cars and Vans and CO2 standards for Heavy Duty vehicles Regulations.



TIMELINE



TRILOGUE NEGOTIATIONS TAKING PLACE IN 2023

After both European Parliament and the Council have adopted their positions on the legislative proposals tabled by the Commission, the negotiations between the institutions take the form of tripartite meetings (‘trilogues’) between the European Parliament, the Council and the Commission. Their purpose is to reach a provisional agreement on a text acceptable to both the Council and the Parliament.

Trilogue negotiations involve, on the Parliament side, a negotiating team consisting of the Chair or a Vice-Chair of the responsible committee, the rapporteur and at least the shadow rapporteurs from each political group that wishes to participate and, on the Council side, representatives of the Presidency of the Council of Ministers. The Commission is equally present.

During trilogue meetings, which are chaired by the co-legislator hosting the meeting (i.e. either Parliament or the Council), the two institutions

explain their position and a debate develops. The Commission acts as a mediator with a view to facilitating an agreement between the co-legislators. The participants in the trilogues operate on the basis of negotiating mandates given to them by their respective institutions: by the responsible committee or plenary in Parliament, by Coreper or Council in the Council, and by the College in the Commission. The three delegations explore possible avenues of compromise in an informal manner and report back on a regular basis according to their respective institutions’ internal rules, i.e. via the negotiating team to the committee for Parliament, in Coreper or the responsible working party for Council.

In 2023 the trilogue negotiation on the main legislative files of EWABA interest – REDIII, ReFuelEU Aviation and FuelEU Maritime took place and finished by final agreements on all 3 legislative files.



REDIII ADOPTION & OVERVIEW OF MAIN PROVISIONS

On 30 March early morning EU negotiators reached a preliminary political deal on the revision of the Renewable Energy Directive (REDIII) after over 14 hours of talks. The REDIII legislative text was published in the Official Journal of the European Union on 31 October. This Directive shall enter into force on the twentieth day following that of its publication. It will be transposed to the Member States legislations within the 18 months transposition period – until 21.5.2025.

REDIII overview of the main provisions

1. Overall renewable energy target

- Member States shall **collectively ensure** that the share of energy from renewable sources in the Union's gross final consumption of energy in **2030 is at least 42,5 %**.
- Member States shall **collectively endeavour** to increase the share of energy from renewable sources in the Union's gross final consumption of energy in **2030 to 45 %**.
- Member States shall set an indicative target for innovative renewable energy technology of at least 5 % of new installed renewable energy capacity by 2030.

2. Renewable energy transport target (RES-T)

- Each Member state shall set an obligation on fuel suppliers to ensure that the amount of renewable fuels and renewable electricity supplied to the transport sector leads **to a share of renewable energy within the final consumption of energy in the transport sector of at least 29 % by 2030; or to a greenhouse gas intensity reduction of at least 14,5 % by 2030**, in accordance with an indicative trajectory set by the Member State.
- Member States shall report on the share of renewable energy within in the transport sector, including to the maritime mode, as well as

on the greenhouse gas intensity reduction.

- Recycled carbon fuels might be taken in account for the calculation of the target if their GHG savings are at least 70%.
- For the calculation of the RES-T also the energy supplied to maritime transport shall be included, but limited to 13% (Cyprus and Malta 5%).

3. Annex IXB biofuels

- Limited to max. **1,7%** (except for Cyprus and Malta).
- **Member States may increase the limit** taking into account the availability of feedstock and subject to approval by the Commission.
- **The Commission is empowered to adopt delegated acts by adapting the limit** on the share of biofuels and biogas produced from the **feedstock listed in Part B of Annex IX** on the basis of an assessment of the availability of feedstock. The limit shall be at least 1.7%.

4. The combined share of advanced biofuels and biogas produced from the feedstock listed in Part A of Annex IX and of renewable fuels of non- biological origin

- **At least 1 % in 2025 and 5,5 % in 2030, of which a share of at least 1 % should be RFNBOs** in 2030.
- **Member States are encouraged to set differentiated targets** for biofuels and biogas produced from the feedstock listed in Part A of Annex IX and renewable fuels of non-biological origin at **national level**.
- Member States with maritime ports shall endeavour to ensure that as of 2030 the share of RFNBOs in the total amount of energy supplied to the maritime sector is at least 1.2%.

- If the list of feedstocks set out in Part A of Annex IX is amended, Member States may increase their minimum share of advanced biofuels sector accordingly.
- RFNBOs used as intermediate product for the production of conventional fuels or biofuels shall be taken in account.

5. Multipliers

- **The share of Annex IX biofuels and RFNBOs shall be considered to be twice its energy content**
- The share of renewable electricity shall be considered to be four times its energy content when supplied to road vehicles and may be considered to be 1,5 times its energy content when supplied to rail transport
- The share of advanced biofuels and biogas produced from the feedstock listed in **Part A of Annex IX supplied in the aviation and maritime modes shall be considered to be 1,2 times their energy content** and the share of RFNBOs supplied in the aviation and maritime modes shall be considered to be 1,5 times their energy content.

6. Food and feed crops biofuels

- No more than 1% higher than the share in the final consumption of energy in the transport sector in 2020 in a Member State, but **maximum of 7 %**.

7. High ILUC Risk biofuels

- For the time being **just palm oil is qualified and shall be reduced to 0 by 2030**.
- By 1 September 2023 (and every 3 years thereafter) the Commission shall review and amend the criteria for high ILUC risk biofuels via delegated act, and to include a trajectory to gradually decrease their contribution. The review shall be based on a revised version of the report on feedstock expansion, which shall, in particular, assess whether the threshold on the maximum share of the average annual expansion of the global production area in high carbon stock should be

reduced.

8. B10 biodiesel blend

- Enabled but B7 protection grade obligatory.

9. Delegated act for co-processing

- To be adopted by 30 June 2024.

10. Review clause

- By **31 December 2027**, the Commission shall submit a **legislative proposal** on the regulatory framework for the promotion of energy from renewable sources **for the period after 2030**.

We confirm that all the relevant elements for the waste-based and advanced biodiesel industry, namely **double flexibility for the 1,7% limit for Annex IXB, double counting for the whole Annex IX (now mandatory), minimum incorporation target for advanced biofuels, and introduction of a B10 biodiesel blend are included** as we notified on the day the political deal was reached.

In late-February, **EWABA reached out to all the permanent representations** advocating for the full removal of the cap on Annex IXB. At the time, Poland, Hungary and Slovakia had shown strong support to a full removal of the limitation but a blocking minority was not formed in the end.

We consider the REDIII deal as a **very good revision for the waste-based and advanced biodiesel industry given that the Commission's proposal has been improved on different key aspects**. We have prepared below a table comparing the current REDII file with the upcoming as of 2025 REDIII legislative file.



REDIII vs REDII overview

	REDII	REDIII
Overall RES Target	min. 32% in 2030	min. 42,5% binding + 2,5% voluntary in 2030
Transport Target	min. 14% renewable energy in 2030	14,5% GHG reduction or 29% of energy consumed in the transport sector
Crop based biofuels	2020 share + 1%, max. 7%	2020 share + 1%, max. 7%
Annex IX Part A	binding min. 0,2% in 2022, 1% in 2025, 3,5% in 2030	combined target for RFNBOs and Annex IX Part A min. 1% in 2025 and 5,5% in 2030
Annex IX Part B	max. 1,7% in 2030, possibility to increase by MS subject to EC approval	max. 1,7% in 2030, MS can increase subject to EC approval, or EC can increase via delegated act on the basis of an assesment of availability of feedstock
RFNBO`s	none	min. 1% in 2030
Multipliers	voluntary double counting for Annex IX and 1,5x electricity in rail, obligatory 4x electricity in road transport, obligatory Annex IX 1,2x for aviation and maritime	obligatory double counting for Annex IX, RFNBOs and 1,5x electricity in rail, obligatory 4x electricity in road transport, obligatory Annex IXA 1,2x for aviation and maritime
Non Annex IX feedstocks GHG penalisation	no penalisation of non Annex IX feedstock	no penalisation of non Annex IX feedstock
B10	not allowed according to EQD	allowed but B7 protection grade until 2030

FUELEU ADOPTION & OVERVIEW OF MAIN PROVISIONS

On 23 March EU negotiators reached a preliminary deal on the FuelEU Maritime draft Regulation. The final text of the Regulation includes no negative provisions on UCO or other waste lipids, therefore their use for the decarbonization of the maritime sector is supported and will drive the supply of increasing volumes of our product to the maritime sector.

The FuelEU legislative text was published in the Official Journal of the European Union on 22 September.

The Regulation shall enter into force on the twentieth day following that of its publication. It shall apply from 1 January 2025.

This Regulation shall be binding in its entirety and directly applicable in all Member States

FuelEU Maritime overview of the main provisions:

1. Scope of the Regulation

- **Scope:** Ships above 5000 GT, 100% intra-EU traffic + 50% extra-EU, EU ports
- **Exemptions:** Small islands less than 200.000 residents, PSO connections between island MS and other MS and between island and mainland of the same MS, outmost regions, transshipment ports, ice class ships and ships navigating in ice

2. Methodology for target calculation

- **GHG reduction basis:** annual average GHG intensity of the energy used on-board
- **GHGs:** CO2, CH4 and N2O
- **Methodology for calculation:** Life cycle (Well-to-Wake) evaluation of marine fuels
- **Reference value:** 91.16 grams of CO2 equivalent per MJ

3. Targets

- 2% in 2025
- 6% in 2030
- 14,5% in 2035
- 31% in 2040
- 62% in 2045
- 80% in 2050

4. Zero emissions at berth

- From 2030, all container or passenger ships are required to connect to onshore power supply in all AFIR ports, from 2035 also in all non-AFIR ports
- Ships at anchorage not covered, but voluntary opt-in provision for Member States
- Exemptions – short stays less than 2 hours, unscheduled port call due to safety, use of zero-emission technologies (for now fuel cells, on-board electricity storage, on-board electricity production from wind and solar energy), unavailable OPS connection in port or incompatible equipment, emergency

5. RFNBOs

- **Multiplier 2** – Energy from RFNBOs counts twice
- If RFNBO share in maritime fuel mix is less than 1% in 2023, then RFNBO subtarget of 2% will be applicable as from 2034

6. Eligibility of fuels

- RFNBOs, recycled carbon fuels, biofuels according to RED directive, low-carbon gases, other hydrogen-derived fuels through upcoming recast of the Gas directive
- Food and feed crops biofuels have the same emission factor as the least favourable fossil fuels = no motivation for blending



- All other biofuels including UCOME are calculated with emission savings according to RED

- In case substitute sources of energy are installed on board, a reward factor for substitute sources of energy can be applied. In case of wind power such reward factor is:

- 0,99 if the share of wind energy is 0,05
- 0,97 if the share of wind energy is 0,1
- 0,95 if the share of wind energy is equal or more then 0,15

7. Flexibility mechanism

- Banking and borrowing – surpluses and small deficits can be carried over to the next year
- Voluntary and open pooling mechanism to incentivise overachievers and encourage the rapid deployment of the most advanced options

8. Monitoring and reporting

- **Based on MRV approach** (Measurement, Reporting and Verification) with some additional data like calculation of compliance balance, recording of penalties, exchange and notifications between user groups)

• FuelEU Database

- **FuelEU Penalty** – in case of non-compliance, allocation of revenues to MS budgets

9. Review clause

- Extensive report and review clause with the first deadline 31 December 2027 and every 5 years thereafter, including assessment and possibility to include new GHG abatement technologies such as energy provided by wind, on-board carbon capture etc...

10. Implementation

- 18-months implementation period to prepare implementing and delegated acts + develop the FuelEU Database in cooperation with the European Sustainable Shipping Forum and European Maritime Safety Agency

- **Applicability as from 1 January 2025** (monitoring plan from August 2024)

International Maritime Organization (IMO) GHG reduction strategy for global shipping - revised

On 7 July 2023, the International Maritime Organization (IMO) adopted a revised strategy to reduce greenhouse gas emissions from international shipping.

The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative checkpoints for 2030 and 2040.

Specifically, the level of ambition directing the 2023 IMO GHG Strategy is detailed as follows:

- 1. Carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships'** to review with the aim of strengthening the energy efficiency design requirements for ships;
- 2. Carbon intensity of international shipping to decline;** to reduce CO₂ emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008;
- 3. Uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to increase;** uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10% of the energy used by international shipping by 2030; and
- 4. GHG emissions from international shipping to reach net zero;** to peak GHG emissions from international shipping as soon as possible and to reach net-zero GHG emissions by or around, i.e. close to 2050, taking into account different national circumstances, whilst pursuing efforts towards phasing them out as called for in the Vision consistent with the long-term temperature goal set out in Article 2 of the Paris Agreement.

Indicative checkpoints

Indicative checkpoints to reach net-zero GHG emissions from international shipping:

- 1. To reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030, compared to 2008; and
- 2. To reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008.

The first 2 introductory meetings of the Maritime task force took place on 26 October and 2 November with 45 participants joined and were packed with detailed information on maritime sector, we will decide on the frequency of the upcoming meetings based on the discussion development and actions agreed.





REFUELEU ADOPTION & OVERVIEW OF MAIN PROVISIONS

On 25 April the Council and the European Parliament reached a provisional political agreement on the ReFuelEU Aviation legislative proposal and agreed on the obligation for aviation fuel suppliers to ensure that all fuel made available to aircraft operators at EU airports contains a minimum share of SAF from 2025 and, from 2030, a minimum share of synthetic fuels, with both shares increasing progressively until 2050. The ReFuelEU legislative text was formally published in the Official Journal of the European Union on 31 October. The Regulation shall enter into force on the twentieth day following that of its publication in the. It shall apply from 1 January 2024. This Regulation shall be binding in its entirety and directly applicable in all Member States.

ReFuelEU Aviation overview of the main provisions:

1. Scope of the Regulation

- **Scope:** Union airports and commercial air transport flights (Article 2)
- **Union airport:** passenger traffic higher than 800.000 passengers or freight traffic higher than 100.000 t in the previous reporting period (1 year) and that are not in the outmost regions (Article 3 Paragraph 1.)
- **Commercial air transport flight:** Flight operated for the purposes of transport of passengers, cargo or mail for remuneration or hire, including business aviation flights for commercial purposes (Article 3 Paragraph 4)
- **Exemptions:** MS can decide to include also the exempted airports, operators can include other than commercial flights

2. Methodology for target calculation (Article 9)

- The **amount of aviation fuel and SAF** supplied at each Union airport, for each type of fuel, **expressed in tonnes** (Article 9 (a)(b))
- Reported each year by 14 February, **first time in 2025**

3. Sustainable aviation fuels (SAF) definition (Article 3 Paragraph 5a.)

- **Synthetic aviation fuels** – renewable fuels of non-biological origin (RFNBOs) (Article 3 Paragraph 8a.)
- Synthetic low-carbon aviation fuels – fuels of non-biological origin where energy content is derived from non-fossil-low-carbon hydrogen with lifecycle emission savings at least 70% (Article 3 Paragraph 8b.)
- Low carbon hydrogen for aviation – hydrogen for use in aircraft where energy content is derived from non-fossil non-renewable sources with lifecycle emission savings at least 70% (Article 3 Paragraph 11a.)
- Renewable hydrogen for aviation – RFNBOs (11b.)
- Hydrogen for aviation- renewable hydrogen or low-carbon hydrogen for aviation (11c.)
- Low-carbon aviation fuels – synthetic low-carbon aviation fuels or low-carbon hydrogen for aviation (11d.)
- **Aviation biofuels** – advanced biofuels or biofuels produced from Annex IXB feedstock or other biofuels which comply with the sustainability and lifecycle emission savings criteria according to REDII with the exception of biofuels produced from “food and feed crops” (Article 3 Paragraph 5b.)

• Recycled carbon aviation fuels



4. Limitations

- **Aviation biofuels other than advanced biofuels and Annex IX B biofuels** – max. 3% of aviation fuels (Article 4 Paragraph 2.)
- **Excluded feedstocks (shall not apply to any feedstock included or to be included within the upcoming revision of Annex IX of RED)** – food and feed crops, intermediate crops, palm fatty acid distillate, palm and soy-derived materials, soap stock and its derivatives (Article 4 Paragraph 2a.)

5. Flexibility mechanism (Article 13)

- From 1 January 2025 until 31 December 2034, for each reporting period, an aviation supplier may supply the minimum share of SAF as a weighted average over all the aviation fuel it supplied across Union airports.

6. Targets – Volume shares (Annex I)

- From 1 January **2025**, each year a minimum share of **2% of SAF**
- From 1 January **2030**, each year a minimum share of **6% of SAF, of which**
- Until 31 December **2031 an average share over the period of 1,2% of synthetic aviation fuels**, but minimum 0,7% each year

- Until 31 December **2034 an average share over the period of 2,0% of synthetic aviation fuels**, but minimum 1,2% each year until 31 December 2033 and minimum 2,0% until 31 December 2034
- From 1 January **2035**, each year a minimum share of **20% of SAF**, of which a minimum share of **5% of synthetic aviation fuels**
- From 1 January **2040**, each year a minimum share of **34% of SAF**, of which a minimum share of **10% of synthetic aviation fuels**
- From 1 January **2045**, each year a minimum share of **42% of SAF**, of which a minimum share of **15% of synthetic aviation fuels**
- From 1 January **2050**, each year a minimum share of **70% of SAF**, of which a minimum share of **35% of synthetic aviation fuels**.

7. Reports and Review (Article 14)

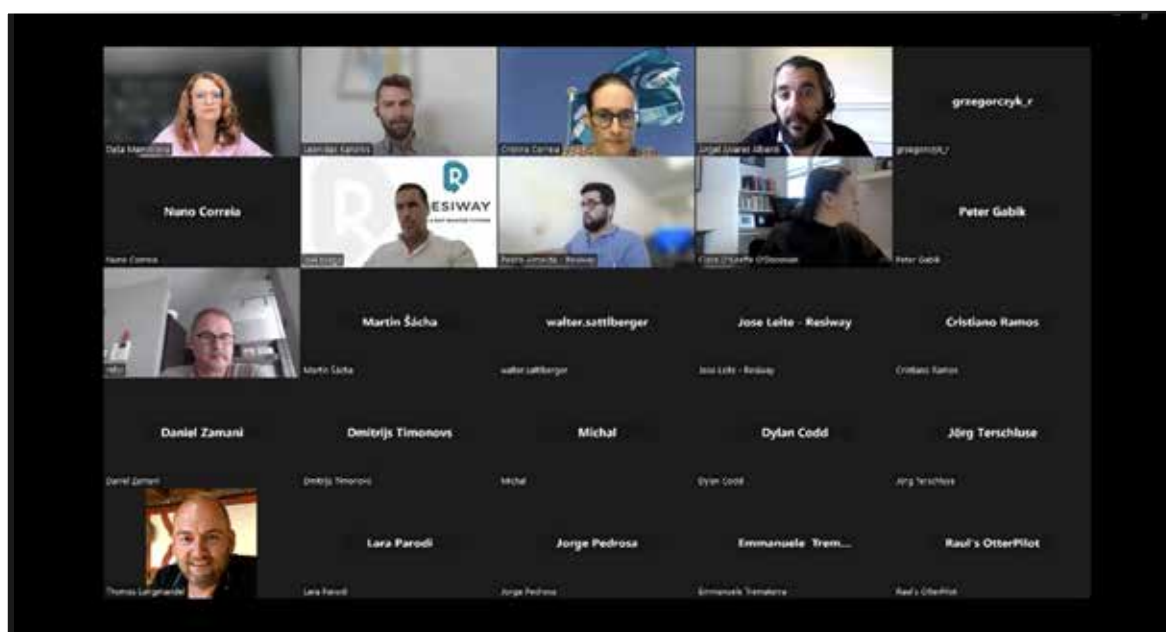
- By **1 January 2027** and every four years thereafter the Commission shall present a report to the European Parliament and Council on the application of the Regulation. As part of this report the Commission shall assess possible measures to optimise the fuel content in aviation fuels.



EWABA REGULATORY BRIEFING ON REDIII, REFUELEU AVIATION, FUELEU MARITIME

The EWABA Secretariat prepared a final regulatory briefing of the main provisions of relevance for waste-based and advanced biodiesel as agreed by the co-legislators in the REDIII, ReFuelEU Aviation and FuelEU Maritime legislative files.

Based on the very positive feedback received from our members, we decided to organise an internal webinar on 27 September on these three and other relevant legislative files (CO2 standards, Euro VII, Revision of Annex IX, etc). The 2-hour webinar was open for all interested employees from our members, and it was attended by over 70 participants.



CO2 STANDARDS FOR CARS AND VANS

CO2 standards for cars and vans regulation adopted

Following the last-minute push from Germany and a group of other supportive Member States on inclusion of CO2 neutral fuels into the legislative proposal, the EU ministers finally formally adopted the new CO2 standards for cars and vans on 28 March according to the original provisional agreement:

- As from 2030 – 50% CO2 emission reduction for new cars and 55% CO2 reduction for new vans compared to 2021 levels
- As from 2035 – 100% CO2 emission reduction for both new cars and vans

These new targets are based on tailpipe emissions (no life-cycle assesment) and reached via electro-mobility only (no renewable fuels are recognized).

Supported by Germany and a group of supportive Member States, the Commission has committed to publish a proposal for registering vehicles running exclusively on CO2 neutral fuels after 2035 outside the scope of the fleet standards. The regulation also includes a review clause in 2026 when the Commission will assess the progress made towards the targets and the possible need to review them. According to the proposal made by the Commission in the framework of the Euro 6 Regulation – an Amending Regulation (implementing Act) – only RFNBOs are allowed in the definition of CO2 neutral fuels and 100% emission reduction must be achieved. This proposal is currently discussed in the TCMV (Technical Committee for Motor Vehicels) Group consisting of Member States representatives where qualified majority is needed for decision making, the decision is expected by the end of this year.

Members only





CO2 STANDARDS FOR HEAVY DUTY VEHICLES (HDVs)

The proposal for the revision of CO2 standards for Heavy Duty Vehicles was published by the European Commission on 14 February this year and is still under negotiations, the final deal won't be reached before the tenure of the current European Parliament and is expected in early 2025.

The CO2 reduction targets for new vehicles compared to 2019 are proposed as follows:

- **45% in 2030**
- **65% in 2035**
- **90% in 2040 for HDVs**
- **No 100% target is foreseen yet**
- **100% in 2030 for buses**

Similarly to cars and vans legislation the targets are based on tailpipe approach (no lifecycle assessment) and no renewable fuels are recognized thus the targets as proposed are reachable via electromobility only.

Members only



Members only

ACTIONS ON HDVs

1st European B+ Summit in Estoril, Portugal

The 1st European B+ conference was held in Portugal on 26-28 April with great success for our industry!

Together with our member Portuguese Bioenergy Association ABA and EU association European Biodiesel Board – EBB we joined efforts to promote higher biodiesel blends for heavy-duty vehicles (HDVs). The B+ event was widely attended by 150+ participants and the feedback we received is overly positive. There's a strong intention to make this event a yearly staple for the industry at large.

B+ Manifesto launched in Estoril

On 28 April, ABA, EBB and EWABA launched the B+ Manifesto already gathering 50+ co-signatories from across Europe. The Manifesto was signed and presented on stage at the B+ Summit by the Presidents of the three associations. The B+ Manifesto is a firm industry commitment to support higher blends of renewable liquid fuels for the swift and efficient decarbonization of the heavy-duty vehicle (HDV) transport sector. The manifesto is a living document and open to any organisation interested to co-sign it.

EWABA brochure on Heavy-Duty Vehicles

The EWABA Secretariat has prepared a brochure on Heavy Duty Vehicles (HDVs) including information on the revision of CO2 standards for HDVs and EWABA members' contribution to higher blends across Europe. The brochure has been uploaded to our website.

Article on Biofuels International on higher blends, the B+ Summit

The collaborators of the B+ Summit prepared a piece that was published in the Biofuels International Magazine, highlighting the advantages of higher blends for the HDV sector and promoting the 1st European industry event dedicated on high biodiesel blends.





EURO 7 – PROPOSAL UPDATE

The legislative proposal published by the European Commission on 10 November 2022 sets non-CO2 emission standards for cars, vans, trucks and buses as follows:

- not more stringent than the current Euro 6 rules for gasoline cars, more stringent for trucks,
- to reduce toxic vehicle nitrogen oxide pollution by 35% in 2035 for cars and 56% for heavy vehicles,
- new targets for cars starting in 2025 and for trucks from 2027,
- the timeline for cars to comply with the standards — so-called durability — has been extended to eight years, or 160,000 kilometres

Council general Approach adopted on 22 September significantly weakened the Commission's proposal suggesting to revert back to Euro 6 exhaust emission limits (60 mg/km for gasoline cars and a higher 80 mg/km limit for diesel), weakened extended testing requirements and delays the implementation of non-CO2 pollution rules for cars up to 36 months after the law enters into force. No CO2 neutral fuels and Carbon Correction Factor are included as this is currently negotiated under the Euro 6 Implementing Regulation.

Similarly to CO2 standards for Heavy Duty Vehicles the trilogue negotiations will still run after the European election and under the probably more favourable European Commission and Parliament.

GOVERNMENT AFFAIRS (GAFF) WORKING GROUP

As from January 2023, we have merged the existing policy working groups on REDIII, ReFuelEU and FuelEU legislative files into the Government Affairs working group where all ongoing legislative files and any other relevant regulatory matters are discussed. The first GAFF WG meeting took place on 25 January, the following meetings were held on monthly basis. These meetings constitute the most important internal policy discussions for our industry and provide a platform for all our members to receive regulatory and market updates while giving their input and feedback to policy discussions.

OTHER REGULATORY ISSUES

Imports on Annex IXA biodiesel from China – status and actions

As from November 2022 there has been an increasing trade flow of Part A biodiesel imports with origin in China (especially soap stock, food waste, POME and brown grease methyl esters), which is seen as potentially fraudulent for a number of reasons. In January and February 2023 the exports more than doubled 2022 volumes to 455.000t supported by a short-term price rebound in Europe at the end of December and first half of January this year. This included an all-time monthly record high of 263.000t imported in January.

From the beginning of 2023, the vast majority of EWABA members have been facing severe consequences because of the significant surge of biodiesel imports arriving from China to the EU. Domestic waste-biodiesel prices dropped significantly and production margins became negative. Plants either faced complete closure or operated well below their optimal capacity, and often under the 50% production mark. Planned investments by some of our members had to be put on hold because of the uncertainty surrounding those volumes imported into the EU.

The situation slightly improved after the announcement of the registration of imports in the framework of an ongoing anti-circumvention investigation on 17 August. Despite this, margins and trade patterns shortly returned to the same problematic situation as with the first time of the year. The Secretariat has been supporting the industry by means of different work streams, namely:

- Supporting trade defense measures lodged by EU association EBB with EWABA members contributing with their production data, and with direct support to trade lawyers with aggregate market conditions facts and figures.
- Confidentially transmitting information on potentially dubious information to different EU and national authorities (European Commission, OLAF, German and Dutch competent authorities, etc).
- Giving visibility to the issue in both industry and general public media outlets and putting pressure on voluntary schemes to close loopholes and improve auditing practices.
- Supporting the development of the EU database for biofuels (UDB) and a speedy amendment of the implementing act on revised standards for certification schemes.



First letter to ISCC

On 28 April ISCC issued a communication on Strengthened Requirements for Waste and Residue Supply Chains defining further requirements for the certification of waste and residue supply chains under ISCC EU to become effective as of 01 August 2023. Following the ISCC communication, we sent a letter to ISCC asking for



implementation of their proposed measures earlier as from the envisaged date 1 August and with retroactive applicability – both requests were declined by ISCC due to alleged technical challenges. In follow-up communications we requested a specific timeline for the integrity audits mentioned by ISCC and insisted on the need to impose measures with retroactive effects.

Letter to Commission, German and Dutch Authorities

Based on the discussions held at an EWABA Board meeting via videoconference on 1 June we sent a letter to the European Commission, German and Dutch officials with ISCC Managing Director in cc describing the dire situation of our industry and requesting immediate measures such as discontinuing double counting for biodiesel originated in countries where no witness audits by Member States and/or integrity audits by EU certification schemes can be conducted and the withdrawal of fraudulent certificates with retroactive effect. This letter had a large media impact with publications across the board in industry and general public outlets.



New letter to ISCC re. certification practices

On 4 July, EWABA sent a letter to certification scheme ISCC with the European Commission in copy challenging ISCC's approach to effectively address potentially fraudulent import flows and protect the domestic biodiesel market. The letter also had a significant media impact.

Meetings with DG ENER and ISCC

Members only

REDII IMPLEMENTATION

Annex IX Revision

The industry at large is awaiting for the final adoption of a revision of Annex IX of the Renewable Energy Directive that is widely expected to add promising lipidic feedstocks such as brown grease, damaged crops and intermediary crops (including cover crops) to the list of promoted feedstocks for the production of waste-based and advanced biofuels. The EWABA Secretariat believes that the contribution of these new feedstocks will be fundamental to achieve the targets set forth in REDIII, ReFuelEU Aviation and FuelEU Maritime in the post-2030 period.

The European Commission published a draft Delegated Directive on the revision of Annex IX of the REDII broadening the feedstock list in December 2022. A revised draft of the delegated directive was shared with Member State representatives ahead of the Committee on the Sustainability of Biofuels meeting held on 31 May. According to Member this draft contains no significant changes compared to the one originally published by the Commission.

The publication of a final Delegated Act on Annex IX Revision will take place in late 2023. This will be followed by a 2-month scrutiny period giving the European Parliament the possibility to reject (but not amend) the document as a whole. Member States will have a 18-month transposition period to pass legislation including the new feedstock list into their own national RED transposition provisions.

EWABA is advocating for:

- the elimination of the 1,7% limitation for Annex IXB based on the proposed addition of 10+ new feedstocks,
- an equivalent revision of the Part A and general transport targets,
- reasonable conditionality for cover crops, including especially a transitional period for measuring soil degradation in application of Annex V of Implementing Regulation (EU) 2022/996 on rules to verify sustainability and greenhouse

gas emissions saving criteria and low indirect land-use change-risk criteria.

European Database for biofuels (UDB)

The European Commission's UDB team is working on the implementation of the UDB together with voluntary schemes and industry players. The European Commission has now set a firm deadline and those economic operators whose registration is not fully complete as on 01/01/2024 will see their certificates being automatically suspended. Registration of transactions will be available as from January 2024.

EWABA has been regularly liaising with the European Commission's UDB team to support the process and transmit our members' requests and queries. On 13 September we organized jointly with the Commission a dedicated training for EWABA members which was attended by over 100 participants from our member companies. EWABA published an article on February in Euractiv, discussing the newly established UDB digital tool supporting the work of all interested parties within the biofuels supply chain.

On October 2, we launched a 3-month UDB pilot with service-provider and EWABA member Bioledger and the participation of 20 companies from the EWABA network. The Secretariat believes that this is a major milestone in our collective action to promote transparency and traceability in Biofuels markets. The pilot will enable individual companies to access and test the full UDB platform within the EC UDB testing environment with bilateral support and guidance by Bioledger, and at the same time identify which aspects need to be improved in the UDB's architecture and functionalities ahead of the 1 January deadline.

Statistical effects of 1.7% limitation on Annex IX/Part B

Earlier this year, we have analysed the recently published Eurostat statistics on 2021 energy usage in Member States in accordance with REDII reporting requirements.



The Renewable Energy shares in transport dropped from 10,25% in 2020 to 9,09% in 2021, therefore the collective minimum 10% transport sub-target set by the Renewable Energy Directive has not been achieved.

According to our analysis, there are different reasons behind this significant drop, namely: i) increased energy consumption, ii) a slight decrease of crop-based biofuels use, and iii) especially a methodological change in which Member states must apply the 1,7% cap on Annex IXB biofuels for reporting purposes. Therefore, excesses beyond 1.7% do count towards the general renewables target but cannot be reported for the purposes of achieving the transport sub-target in a scenario in which no Member State has requested the Commission's authorisation to do so.

The transport sub-target significantly dropped in Member States with high share of Annex IXB bio-fuels (over 1,7%) – such as Bulgaria, Hungary, Ireland, Luxembourg, Netherlands and Portugal.

For the reasons outlined above, we raised this issue in several discussions with policymakers and the media. EURACTIV covered this topic by writing a piece on March 28, with input from several of our members and the EWABA Secretariat, highlighting the need to lift the cap on Annex IXB.

Biofuel blending obligations in Europe

Norway

On October 6, Norway confirmed a proposed increase to its 2024 renewable fuel blending target for transport but decided against the advanced fuel sub-target, according to its latest budget and climate action plans. A proposed rise to 19% volumetric target for transport from next year, up from the current 17%, was approved, but the sub-target for a minimum of 12.5% from waste-based fuels was maintained. Norway's maritime blend target started this month after being delayed from July to allow the industry more time to prepare but was increased to 6% waste-based fuels instead of the initially planned 4% to make up for the delay. The 2024 target will remain at 6%.

Sweden

In May, the Swedish minority coalition government decided to reduce the biofuel blending mandate into petrol and diesel. Despite its wider benefits, Sweden decided it will cut the required amount of biofuel to 6% in 2024, and for it to remain at this level until 2026. Under current rules, diesel has to contain 30.5% biodiesel and petrol 7.8% of ethanol. The percentage was meant to increase each year but the government's decision was motivated by the cost-of-living crisis amid soaring inflation in the country. Already Sweden had some of the highest shares of biofuels into petrol and diesel in the world, mainly supported by heavy taxes on fossil fuels.

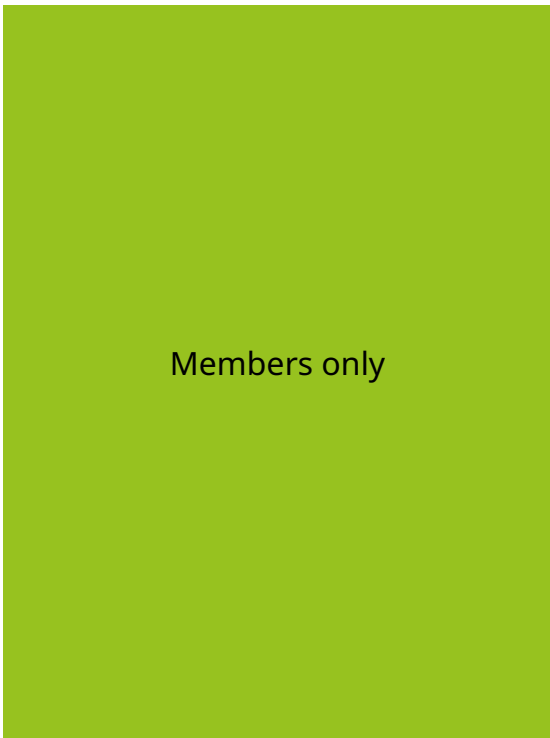
Finland

The new legislation currently being implemented decreases the blending mandate for 2024 from 28% to 13.5%, including 2% for Annex IX part A and RFNBO and then in 2027 the overall blending mandate is 22.5%, including 4% for Annex IX part A and RFNBO.

Delegated Act on co-processing

Following different preparatory steps including a public consultation held last year, the Delegated Regulation on the methodology to determine the share of biofuel in co-processed fuels (the "Commission Delegated Regulation (EU) 2023/1640 on the methodology to determine the share of biofuel and biogas for transport, produced from biomass being processed with fossil fuels in a common process") was adopted by the European Commission on 5 June.

Members only



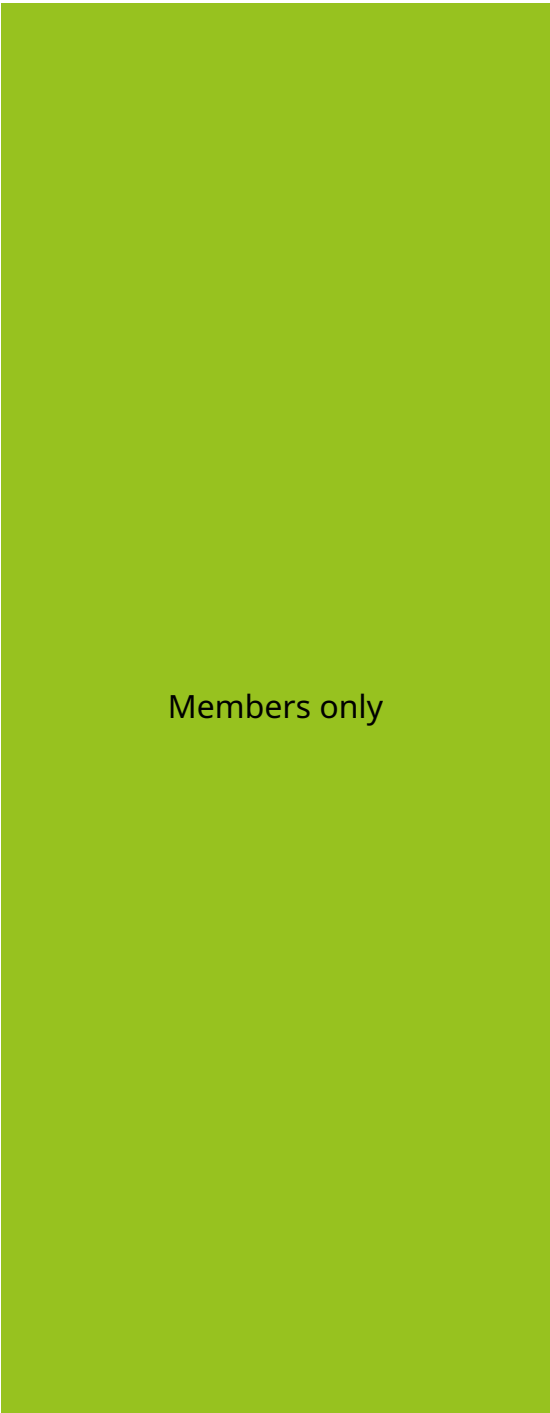
Members only

Implementing Act on Revised Standards for Certification Schemes

Early last year, the European Commission adopted stricter standards for certification schemes based on REDII requirements. The improved standards include a number of improvements to certificationschemes proposed by our industry in the “EWABA Standard of Transparency” shared with the European Commission, voluntary schemes and other industry stakeholders in late 2019.

The implementing Act on Revised Standards for Certification Schemes (the “Commission Implementing Regulation (EU) 2022/996 on rules to verify sustainability and greenhouse gas emissions saving criteria and low indirect land-use change-risk criteria”) is due to be revised next year, and the European Commission has already requested EWABA’s detailed input on the upcoming revision of the IA, currently under preparation.

REDII implementation – actions in Greece and Ireland



Members only



UCO IMPORTS REGULATION / TRACES NT REQUIREMENTS

In January 2023 a number of national authorities unilaterally imposed Traces NT registration to third country exporters of UCO to the EU. EWABA requested a temporary exemption to this requirement upon the basis of ongoing work on a UCO imports Regulation at the European Commission's Health department, DG SANTE. In February 2023 DG SANTE Deputy Director General confirmed to EWABA in writing that a transition period during which no Traces NT registration is required was granted to EU operators for as long as a UCO imports Regulation harmonizing approaches in EU Member States is not adopted.

Members only



TARIFF SUSPENSION FOR USED COOKING OIL – ETQG DECISION AND FOLLOW-UP ACTIONS

On 11 July the Commission’s Economic Tariff Questions Group (ETQG – gathering customs officials from Member States) decided to withdraw an existing tariff suspension for UCO imported under the CN code 1518 00 99. The withdrawal means that a reduced 2% rate will be brought back at 7.7% level.

Members only

Members only





EUROPEAN COMMISSION'S RENEWABLE AND LOW-CARBON FUEL ALLIANCE (RLCFA)

EWABA is an active member of the Commission's Renewable and Low-Carbon Fuels Value Chain Industrial Alliance, gathering representatives from the industry at large and tasked with mobilizing investment in the maritime and aviation sectors. Secretariat members are participating in the Feedstock availability and synergies between sectors' roundtable, which has been meeting regularly throughout the year. We have also participated in the physical meetings held in Brussels in March, May and October.

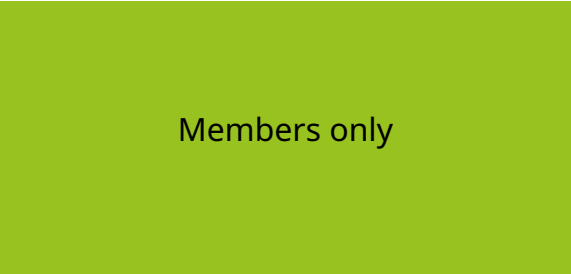


WORK WITH INDUSTRIAL ALLIANCES

Informal Renewable Fuels Coalition

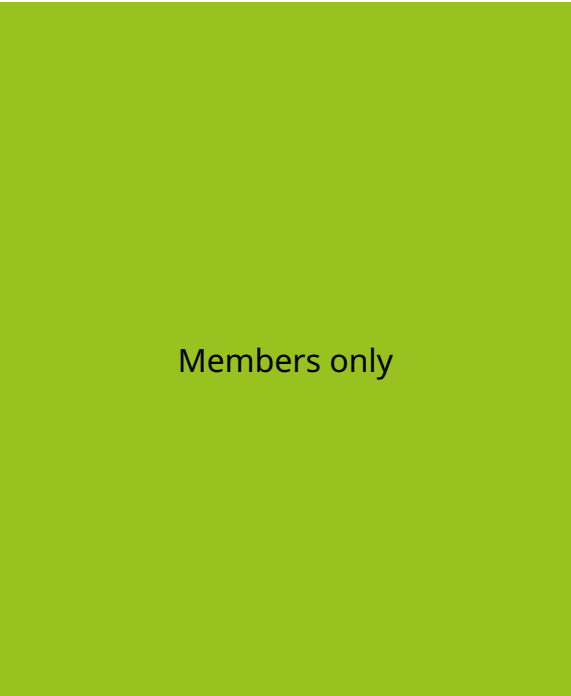


Members only



Members only

Working Group on Monitoring Methodologies for CO2 neutral fuels



Members only



Members only

European Net Zero Alliance (ENZA)

We continue with our participation in the European Net Zero Alliance, gathering a number of EU renewable energy associations and focusing mainly on the Commission's REPowerEU initiative, as well as affordable transition and system integration.

On 9 November, our Secretary General participated at the last ENZA video series for 2023, discussing EWABA's role for the EU's 'Net Zero' future and strategy, as well as the important role of the alliance to promote a holistic and pragmatic approach based in the principle of technology neutrality. It is imperative for the EU to focus on a strong industrial strategy to enable consumer choice, affordability, energy security and high-quality jobs, while increasing energy security across the bloc.

enza
European Net Zero Alliance

home who we are members publications events media contacts

Supporting policymakers in delivering climate neutrality by 2050 through both cost-effective solutions and reliance on the internal energy market.

READ MORE

Brussels 19.07.23: ENZA is pleased to announce that David Carpintero, Director General of ePURE is the new chairman of the European Net Zero Alliance.

WORK WITH OUR SISTER ASSOCIATIONS



ABA Associação de Bioenergia Avançada

Our sister association in Portugal, ABA was launched in 2019 and actively supports the bioenergy sector in the country and beyond. Our communication is constant and our shared values have led to joint initiatives such as the 1st European B+ Summit that took place in April 2023, a very ambitious policy and stakeholder event to promote biodiesel high blends. The event was held successfully in Estoril, Portugal, in 26-28 April and gathered 150+ participants from across the world!



Mittelstandsverband abfallbasierter Kraftstoffe e.V. (MVaK)

MVaK is the waste-based biofuels association in Germany, representing members also in Austria and the Netherlands. MVaK works very closely with EWABA on several important issues pertaining to the waste-based and advanced biodiesel sector and we often prepare joint actions to support our common objectives. Our common work and aligned strategy is also embodied in our joint support to the Dutch waste biodiesel alliance NBAA, which was co-founded by both associations and a number of our members. The two organisations share a fully aligned advocacy on all legislative files of the fit for 55 proposal. EWABA was delighted to attend an event in Berlin this year for the 10th anniversary of MVaK work in promoting waste-based and advanced biodiesel.



NBAA – Nederlandse Biodiesel uit Afval Alliantie

NBAA was formed by several active members with plants or operations in the Netherlands, with the support of EWABA and MVaK associations. Our collaboration with NBAA is constant including to approaching Dutch policy makers, preparing content for the Dutch waste biodiesel market, hosting meetings with relevant stakeholders from the renewable energy world and promoting the interests of the waste-based biodiesel industry on social media channels. NBAA and EWABA have worked very closely to files such as REDIII, ReFuelEU and FuelEU as well as CO2 standards for trucks, higher blends and inland shipping.



EWABA Spain

EWABA Spain represents 5 of our Spanish members. Our combined efforts are focusing on advocating on national legislations, building stakeholder engagement within the Spanish renewable fuel sector, keep up to date with policy developments and react to market conditions with appropriate actions. EWABA Spain has been particularly active within an alliance led by the Spanish AOP (national fuel suppliers association) and focusing on the promotion of Renewable and Low-Carbon Liquid Fuels in the Spanish policy, legislative and media landscape.



Biofuels Schweiz

The Swiss Biofuels Association collaborates with EWABA on policy-related issues in Switzerland and Brussels, and both associate members keep up-to-date with the latest regulatory developments across Europe.



Renewable Transport Fuel Association (RTFA)

The United Kingdom's RTFA is a relatively new association but a very active one across the UK's waste biofuels industry. RTFA and EWABA have a close relationship when it comes to policy-related and trade issues since the two associations share several very active common members with operations in the UK. We will continue to work closely with RTFA and share best practices from the EU and UK, overseeing relevant developments especially in the post-Brexit trade era.



PEK Austria

PEK represents the interests of Austrian companies from all sectors of the value chain of the production of renewable fuels, in particular on the basis of biogenic raw materials and residues. PEK and EWABA work together to support decarbonisation efforts in Austria's transport sector. Johannes Schmuckenschlager, PEK board member, was a speaker at the 1st European B+ Summit held in Portugal this year, highlighting Austria's efforts to introduce high blends for heavy duty vehicles.

WORK WITH EU-FUNDED PROJECTS

LIFE Bio-Lubricant project

In September 2022, EWABA joined a new LIFE Program project named „Implementation of a value chain for the exclusive recycling of waste bio-lubricants and their regeneration through the production of new bio-lubricants”, along with A&A Fratelli Parodi, parent company of our member Sabio Fuels, and two other Italian partners, Venanzieffe and Q8Oils Italia. The LIFE Bio-Lubricant project now has a project webpage and brochure summarizing the project's scope and objectives.

The LIFE Bio-Lubricant EU project officially turned 1 year old! As the communications and dissemination lead partner, EWABA has successfully launched the project's webpage, social media channels, brochures and several relevant materials on the scope of the project.



LIFE21-ENV-IT-LIFE BIO-LUBRICANT

Project 101074504

**CINEA - European Climate Infrastructure
and Environment Executive Agency**



HORIZON Fuelphoria project

EWABA has officially joined the HORIZON EU project „FUELPHORIA: Accelerating the sustainable production of advanced biofuels and RFNBOs - from feedstock to end-use”.

The project objective is to demonstrate complete innovative and cost-effective value chains to increase the competitiveness of technologies related to advanced biofuels & renewable fuels of non-biological origin & foster their commercialization.

EWABA is responsible for analysing the policy framework and any potential barriers for the creation of these technological value chains, as well as replicating a toolkit for the development of those value chains.

EWABA's eligible costs for the project will be fully covered by European Commission grants. The project start date is September 2023 and the kick-off meeting took place on 11 October 2023 in Athens, Greece.





COMMUNICATION ACTIVITIES

DAILY MEDIA REVIEW

For the past two years, the Secretariat has been distributing a daily media review highlighting press stories related to biofuels and renewable energy in transport.

MONTHLY DEVELOPMENTS

Every month since March 2014 we have been distributing monthly updates elaborating on our Brussels activities. This staple of our reporting constitutes one of the industry's most widely read and commented intel sources.

COMMUNICATIONS WG CREATED

As from February 2023, the Secretariat introduced a newly established Communications Working Group (WG) gathering communications, marketing and social media executives from our members, and where issues pertaining to all forms of communication are being discussed.

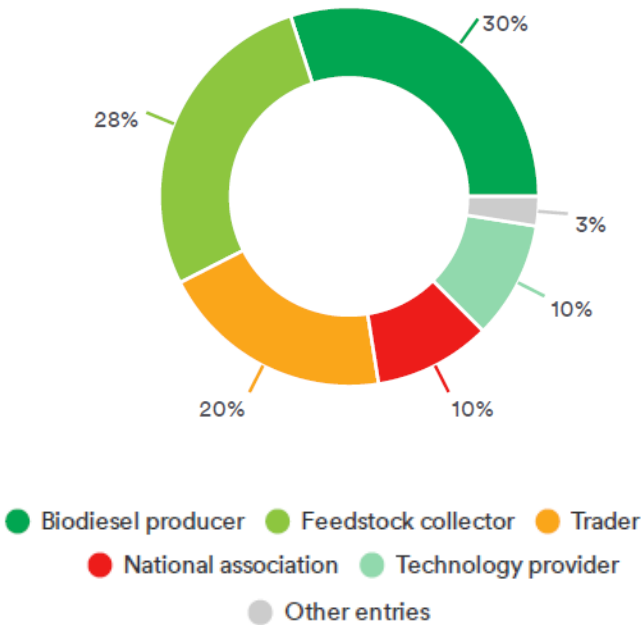
Communications WG meetings are held at a quarterly basis, allowing the Secretariat to outline any comms-related activities planned to be launched and receive relevant feedback. The WG is a great platform to discuss and promote EWABA-led events such as this year's B+ Summit for Higher Blends, or the promotion of joint actions such as the recent Pavilion Sponsorship at the Argus Biofuels event in London for EWABA and 4 of our members. At the same time, the WG group has facilitated contact between communication specialists in promoting member initiatives or coordinating communication activities between members and the Secretariat, among other things.

EWABA MEMBERSHIP SURVEY

Our members' opinion really matters to us. For this reason, since last year we have introduced, the EWABA members' satisfaction questionnaire. This internal survey is providing us with useful feedback to improve our collective work and the future of our association. We present below a few of the main survey results.

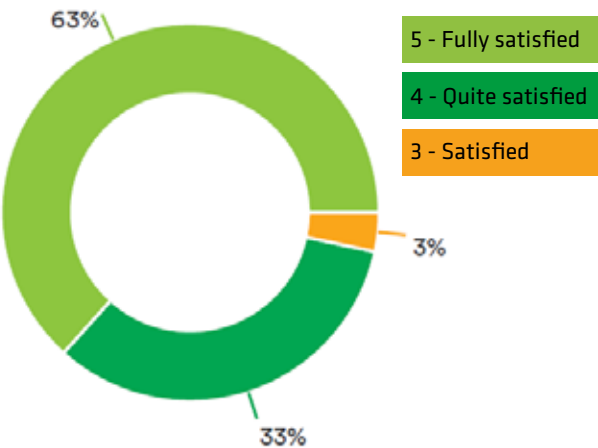
EWABA Members' Satisfaction Survey 2023

What's your Organization type?

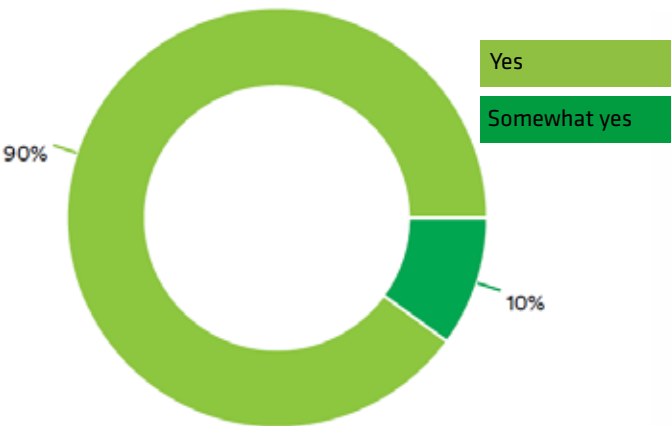


How satisfied are you with your EWABA membership?

(From 1 - not satisfied - to 5 - fully satisfied)

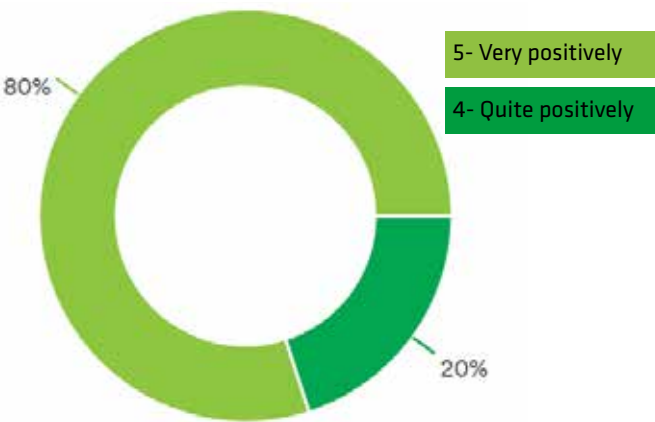


Do you believe that EWABA is delivering on its goals and targets?



How would you rate the EWABA Secretariat's performance?

(From 1 - very negatively- to 5 - very positively)





EWABA QUOTECARDS

As part of the EWABVoices campaign and to welcome new members, we have prepared the below quote cards.



Welcome, Bunge Europe

Bunge is a leading business in the world of food, with a strong presence in Europe and across the globe. Bunge is a member of the Bunge Group, which is a global leader in the production and distribution of agricultural products. Bunge is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

Today, Bunge Europe is proud to be a member of the Bunge Group, and to be part of a team that is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

We are looking forward to working with Bunge Europe, and to ensuring that our operations are sustainable and ethical.

Bunge Europe

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Welcome, Novorymes

Novorymes is a leading business in the world of food, with a strong presence in Europe and across the globe. Novorymes is a member of the Novorymes Group, which is a global leader in the production and distribution of agricultural products. Novorymes is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

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Novorymes

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Welcome, Bunker One

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Bunker One

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Welcome, ACT

ACT is a leading business in the world of food, with a strong presence in Europe and across the globe. ACT is a member of the ACT Group, which is a global leader in the production and distribution of agricultural products. ACT is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

Today, ACT is proud to be a member of the ACT Group, and to be part of a team that is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

We are looking forward to working with ACT, and to ensuring that our operations are sustainable and ethical.

ACT

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Welcome, Connex

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Connex

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Welcome, Resiway

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We are looking forward to working with Resiway, and to ensuring that our operations are sustainable and ethical.

Resiway

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Welcome, Collège Group

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We are looking forward to working with Collège Group, and to ensuring that our operations are sustainable and ethical.

Collège Group

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Welcome, bioOIL

bioOIL is a leading business in the world of food, with a strong presence in Europe and across the globe. bioOIL is a member of the bioOIL Group, which is a global leader in the production and distribution of agricultural products. bioOIL is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

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We are looking forward to working with bioOIL, and to ensuring that our operations are sustainable and ethical.

bioOIL

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Welcome, Gelsenkraft

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We are looking forward to working with Gelsenkraft, and to ensuring that our operations are sustainable and ethical.

Gelsenkraft

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Welcome, MBP

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We are looking forward to working with MBP, and to ensuring that our operations are sustainable and ethical.

MBP

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Welcome, Biofuels Partners

Biofuels Partners is a leading business in the world of food, with a strong presence in Europe and across the globe. Biofuels Partners is a member of the Biofuels Partners Group, which is a global leader in the production and distribution of agricultural products. Biofuels Partners is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

Today, Biofuels Partners is proud to be a member of the Biofuels Partners Group, and to be part of a team that is committed to providing high-quality products and services to its customers, and to ensuring that its operations are sustainable and ethical.

We are looking forward to working with Biofuels Partners, and to ensuring that our operations are sustainable and ethical.

Biofuels Partners

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NEW MEMBERS

The year 2023 gathered several new members to our association and expanded our activities to 23 EU Member States and 50+ member companies. Below we list our new members, along with a short summary of their activities.



Bunker One, Denmark

A warm welcome to Bunker One! Headquartered in Denmark, Bunker One is one of the world’s leading physical supplier of marine fuels. Bunker One is a subsidiary of the world’s largest bunker supplier, Bunker Holding, and joins EWABA through their increased offering of waste-based and advanced biodiesel across their operations.



Resiway, Portugal

Resiway is a producer and supplier of waste-based feedstock for advanced biofuels. Resiway specializes in the treatment and recovery of fats, oils and greases from different waste streams, with the main objective to recover waste and allow it to re-enter the production cycle.



ACT Commodities, Netherlands

Since its founding in 2009 ACT has become a reliable partner for high-impact climate projects that generate carbon credits, energy efficiency projects and certificates, and experts in renewable electricity and gas markets, renewable fuels and emission allowances. Over the past years, with an increasing presence in the renewable fuel and maritime sectors, ACT is focused on the acquisition of feedstocks from a network of suppliers across the globe.



Connex, Netherlands

Dutch-based trader Connex is focusing on the sourcing, trading, consulting and facilitating of the reuse of waste and residues into sustainable fuel, energy and products.



Gelsenkraft, Germany

German-based Gelsenkraft is a trader of waste biofuel feedstocks specializing in the supply of used cooking oils. With two offices, one in Murcia, Spain and one in Coesfeld, Germany, they have a large network of suppliers, partners and clients.



Bio Oil, Austria

One of the largest UCOME producers and UCO collectors in the EU, Bio Oil, has joined efforts with EWABA to increase our advocacy reach across Europe. Bio Oil has 11 plants for treatment and production of waste oils and biodiesel as well as UCO collection networks in Austria, Slovakia, Belgium, Germany, the Netherlands, Serbia, Romania, Bulgaria, Ukraine and Egypt.



College Group – Ireland

College Group is a company founded in 1989 and is Ireland's leading circular economy business, largest processor and exporter of animal by-products. Recently the company has expanded its business towards biofuels with a waste-based biodiesel facility built in 2020.



BF Partners – Italy

Biofuels Partners is a global advisory in Green Chemistry and Energy solutions founded in 2005 and based in Italy. BFP is acting as advisor to strategic developments of biocomponents with several bio-energy customers including biodiesel producers.



Narat BV – Switzerland

Narat BV is a newly established Swiss biofuel trader supplying feedstock and biodiesel and run by former head of Gunvor's trading desk Marc Casanova.



MBP Solutions, Switzerland

MBP Solutions is an international company head-quartered in Switzerland! MBP has been active in biofuels since 1999 with extensive experience in managing biological by-products and residue streams, sourcing and supplying biofuels.



World Fuel Services, United Kingdom

WFS is a major energy and commodity services company headquartered in the US with operations across 200 countries and a European head office in London, United Kingdom. WFS have joined EWABA as a waste and advanced biodiesel supplier and logistics and fuel supply experts across the complex transport sector.



Galp, Portugal

Galp is a Portuguese multinational company consisting of more than 100 companies and engaged in every aspect of the fuel supply chain. With an in-depth knowledge in R&D, fuel production and logistics, we believe Galp will support our mission in delivering additional renewable fuels to the transport industry across Europe and we are very excited they join us via their waste biodiesel facility in Portugal!

MEMBER VISITS

Münzer Bioindustrie GmbH | Envien Group | Trafin Oil a.s.

In mid-January, the EWABA Secretariat toured Austria, Slovakia and Czech Republic to visit our members Münzer Bioindustrie GmbH, Envien Group and Trafin Oil a.s. We are extremely grateful for the hospitality of our members and the chance to visit their facilities and to discuss about highly relevant topics, such as the use of higher biodiesel blends (B20 to B100), the greening of commercial fleets, the EU planned Annex IX feedstock expansion and the imminent adoption of the Union Database for Biofuels (UDB).

Mittelstandsverband abfallbasierter Kraftstoffe e.V. (MVaK)

Our Secretary General visited MVaK and Detlef Evers at our German sister association's 10th anniversary this year in Berlin. We would like to give special thanks to MVaK for the support and shared vision all those years and thank them for the hospitality!

Novozymes | Bunker One

In late-March, the EWABA Secretariat visited our two Danish members, Novozymes and Bunker One. Our Secretary General had the chance to visit their operations and discuss highly relevant topics such as the REDIII, the FuelEU, the EU Annex IX feedstock expansion and others. A huge thanks to both of our members for the warm welcome!

Euro Eko Polska / Energy World

We are delighted that EWABA visited our Polish member Euro Eko Polska / Energy world in Kielce, Poland, this year. We held interesting discussions on their activities sourcing sustainable feedstocks for waste-based biodiesel. Energy World showcased their large collection network in Romania, Slovakia, Slovenia, Hungary, Czech Republic and Montenegro. Many thanks to our member for a great hospitality!





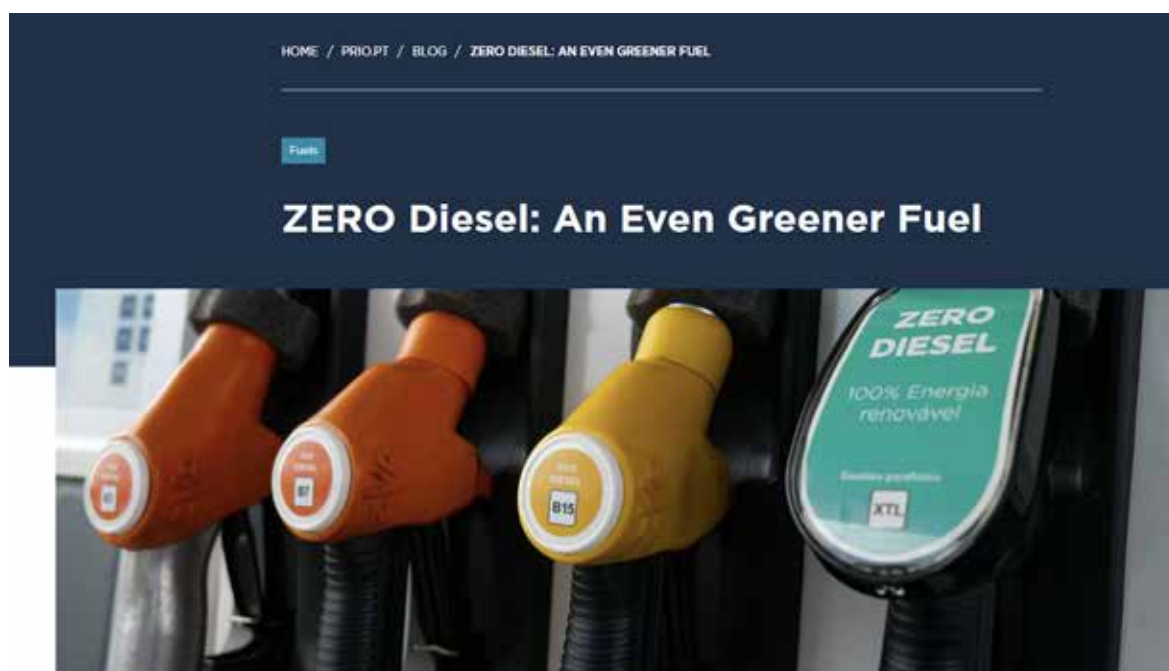
MEMBER INITIATIVES

Prio introduces Zero Diesel

A pioneer in offering sustainable solutions and committed to the mission of leading the energy transition towards a greener future, PRIO continues to offer increasingly environmentally friendly fuels.

ZERO Diesel, intended for light and freight fleets, helps to reinforce decarbonisation: it does not contain any fossil source in its composition, making it as an important ally of your fleet in reducing the carbon footprint.

ZERO Diesel B100, a high-quality, 100% biodegradable fuel, has been available to professional fleets for a few years. It allows up to 84% reduction of CO₂ emissions into the atmosphere and exceeds the specifications of the biodiesel quality standard EN 14214, being neither toxic nor corrosive.



Argent Fuels introduces Greenhouse Gas Savings fleet calculator

Our member Argent has introduced an easy-to-use tool for anyone interested to calculate the CO₂ emissions of their fleet. By using this tool, Argent would like to emphasize the climate benefits and carbon savings one can achieve by taking advantage of the company's blended diesel.



Bunker One successfully delivers biofuel blend to TUI Cruises

Our member Bunker One, subsidiary of Bunker Holding A/S, has successfully completed a delivery of a B30 biofuel blend to TUI Cruises vessel at the Port of Aarhus, Denmark. Bunker One's B30 is a blend containing 30% waste-based #biodiesel blended with Marine Gasoil (MGO), supporting renewable fuels for the shipping industry.



Prio introduces ECO Diesel

As a result of many years of research and development, and with an eye on the future, PRIO has launched ECO Diesel, an innovative and more efficient fuel that ensures better performance of diesel-powered vehicles. ECO Diesel achieves up to 5% fuel consumption reduction and up to 18% reduction in GHG emissions.



Argent Fuels supports emission savings for UK-based Alfred Hymas

Our member Argent Fuels has supported UK-based haulage company Alfred Hymas Ltd to reduce CO2 emissions by 22% in 2022, solely by increasing the biofuel percentages they use in trucks.

Argent supplies the market with high bio-diesel blends of B10 and up to B100, which can significantly contribute to the reduction of GHG emissions in the UK's road transport sector compared to the typical B7 (7% biodiesel, 93% diesel) used so far in passenger cars.





Argent Energy supplies B100 to the marine sector

Our member Argent Energy supplied the renewable fuel for a successful trial between FincoEnergies and Dutch maritime logistics company, VT Group.

The fuel, which comprised of 100% renewable fuel blend, or else waste-derived biodiesel (B100), is one of the most sustainable fuels that can be used for maritime today. In fact, it is a particularly attractive option as it can be used immediately as a drop-in replacement without the need for engine modification and reaches 85-90% GHG emission savings compared to traditional fossil alternatives.



Argent Energy partners with Transdev bus operator

Our member Argent Energy announced a partnership with Transdev - a prominent bus operator in the north of England - to supply their entire fleet with high blend biofuel.

In its initial phase, the collaboration will reduce carbon emissions by over 3,600 tonnes per year through the use of sustainable biodiesel. Under the agreement, Argent Fuels will assist Transdev in transitioning its entire UK fleet, spread across 10 operating centres in Yorkshire, Lancashire and Greater Manchester, to high blend fuel. This fuel will displace 15% (and later 25%) of fossil diesel with Argent Energy's waste-based biodiesel.



Bioledger drives from Northern Ireland to Portugal using high biodiesel blends

Our member Bioledger drove from Northern Ireland to Portugal to attend the B+ Summit (and all the way back) using higher biodiesel blends produced from waste oils and residues. The team drove over 3,000km on the road using B100 and other high biodiesel blends. The N. Ireland-Portugal trip was fueled by B100 UCOME from Irish origin used cooking oils (UCO) and food-waste, while the return trip was completed using a blend of B100 and B15 Eco Diesel easily found in Portuguese fuel stations by PRIO.



B+ Manifesto on Decarbonising HDVs with higher biodiesel blends

During the B+ Summit in Portugal, EWABA along with several of its members and industry associations EBB and ABA, prepared and co-signed the B+ Manifesto supporting the decarbonisation of the heavy-duty vehicle sector in the most efficient and cost-effective way. To date, 50+ organisations have signed the document which constitutes a useful blueprint for our advocacy on higher blends for trucks in the EU.



Prio's B30 marine biofuel supplied to Norwegian Cruise Line Holdings

Our Portuguese member PRIO announced a new international partnership with Norwegian Cruise Line Holdings Ltd. and World Fuel Services, incorporating higher biofuel blends to reduce maritime carbon emissions. Prio's waste-based #biodiesel (ECO bunkers) allowed Norwegian Cruise Line Holdings to reduce CO2 emissions by 30%, avoiding 440 tons of CO2 in two of its cruise ships.



Olleco to build new UCO facility in Stohlhaven, UK

Our member Olleco will build a new used cooking oil (UCO) processing facility in Stohlhaven Dagenham, the closest storage terminal to central London. This is a strategic new location for the company, adding it to the list of processing sites across the UK that will strengthen the ability to serve its customers in the south of England, and also collaborate closely with their newly established partnership Olleco Bunge throughout the EU.



Argent Energy announces the construction of glycerine refinery

Our member Argent Energy has announced the construction of a glycerine refinery in the Port of Amsterdam! The groundworks started in December 2022, with production expected to commence in December 2023.





EWABA IN THE MEDIA

EWABA launches three-month pilot of the Union Database for Biofuels with Bioledger

EWABA has announced the start of a three-month pilot of the Union Database for Biofuels (UDB) for its members under the guidance of UK-service provider Bioledger. The story was covered by Biofuels International, Biofuels Digest, Argus Media and Quantum Commodity Intelligence.



EWABA interview with S&P Global – in an interview by S&P Global on mis-labeled imports and biofuel regulation, our Secretary General Angel Alberdi stated that market authorities have a systemic issue to address. The industry needs better functioning certification schemes, more solid auditing practices and a prompt roll-out of the Union Database for Biofuels (UDB).

„INTERVIEW: Biofuel regulation holes need to be plugged: EWABA“



EURACTIV article on Biofuels for Maritime by Bunker Holding

The article was published on 27 September by our member Bunker One, subsidiary of Bunker Holding, and sheds light on the crucial role of biofuels in decarbonising the maritime industry.

„Harnessing waste & advanced biodiesel: a sustainable voyage for the maritime sector“



EURACTIV article on ‘fraudulent’ Chinese biofuels flows

Euractiv published an article on the massive increase in biofuels exports from China that has caused biodiesel prices in the EU to collapse, threatening the future of advanced biodiesel production in Europe. EWABA was quoted four times in this piece.





EWABA sends letter to ISCC

EWABA sent a letter to key EU policy officials and the ISCC on 1 June to request urgent action to stop imports of potentially dubious Chinese biodiesel. The letter in general attracted a lot of public attention and was picked up by several media outlets, some of them listed below:

- Reuters: 'Biodiesel import flood could drown European market, producers body says'
- Argus Media: 'EU biofuel sector calls for measures on Chinese exports'
- Quantum Intelligence: 'EU waste bio group wants retroactive action, DC halt to combat China fraud'
- Fastmarkets: 'Industry lobby escalates China biodiesel claims, highlights EU plant closures'



EWABA interview with Argus Media

Our Secretary General was interviewed by Argus Media at the 1st European B+ Summit. The interview addressed several key topics including recently agreed legislative files, challenging market conditions for European waste biodiesel producers, growth in biodiesel imports from China and pressure on feedstock availability stemming from increased competition from the transport sector.



EWABA interview with S&P Global

Our Secretary General was interviewed by S&P Global Commodity Insights (Platts) on 5 April. The interview addressed several key topics including the REDII, REDIII, Annex IX revision and broader biodiesel market dynamics following the introduction of the fit for 55 package.



Euractiv – article on UK SAF mandate proposal

Euractiv published an extensive piece on UK SAF proposed policy on 18 April, ahead of the crucial trilogue negotiations for the ReFuelEU Aviation Regulation. In this article, senior representatives from two EWABA members and our SG voiced their opinions on the UK example and the upcoming aviation regulation.



EURACTIV piece on statistical error from RED to REDII – remove 1.7% cap

Euractiv editorial team published an article on the renewable energy share in transport across EU Member States, and the impact the transition to REDII had from a statistical point of view. EWABA was quoted several times in this piece.





Argus piece on mislabeled imports

Argus Media published an article titled "EU biodiesel industry concerned on import labelling" on 27 March. EWABA was quoted in this piece.



Biofuels International article on Higher Biodiesel Blends

We have published an article on Biofuels International to promote the B+ summit in Lisbon later this month showcasing the main advantages of high biodiesel blends for the decarbonization of the heavy duty vehicle sector.



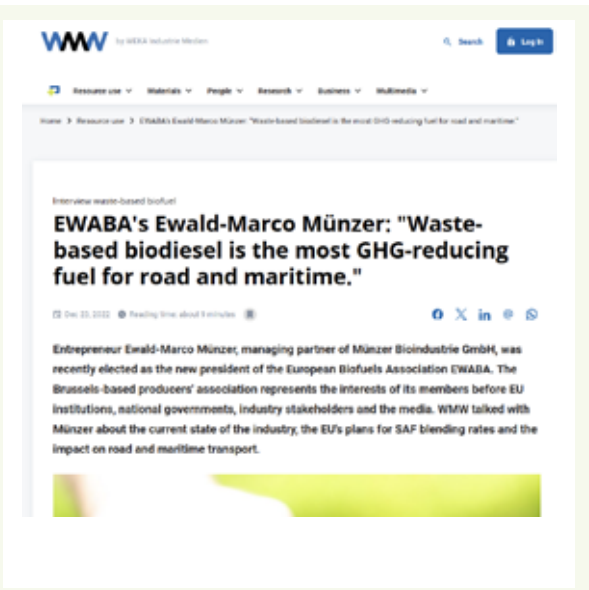
Euractiv piece on Union Database UDB

EWABA published an article on February for the newly established UDB digital tool supporting the work of all interested parties within the biofuels supply chain.



EWABA President interviewed by Waste Management World - WMW

EWABA President and CEO of Münzer Bioindustrie GmbH Ewald-Marco Münzer was interviewed by Austrian magazine Waste Management World (WMW) on the current state of the waste biofuels industry and the latest legislative developments that impact the wider transport sector.



EWABA Secretary General interviewed by Eurofuel

Our Secretary General Angel Alberdi was interviewed by the European Liquid Heating Fuels Association (Eurofuel) on EWABA, waste-based biodiesel and the role and future of liquid fuels for heating.





PARTICIPATION IN INTERNATIONAL CONFERENCES

Future of Biofuels Conference in Copenhagen (24-25 October)

The EWABA Government Affairs Director Dáša Mamrillová presented an overview of European policies from the perspective of waste and advanced biofuels feedstock at the 5th European Conference Future of Biofuels, taking place in Copenhagen, Denmark and sponsored by our member Bunker Holding Group.



Argus Biofuels Conference Europe (11-13 October)

EWABA was present at the largest annual event of the year in full force! Our association was a pavilion sponsor at the event, along with four of our members – BDI Bioenergy | Bioledger | Connex | Muenzer Biodindustrie.

The EWABA Secretariat spoke in three separate panels, whilst several members of EWABA spoke at the event as panelists or presentors highlighting the importance of our industry!







Fastmarkets Biofuels Event in Rotterdam (5-6 September)

EWABA partnered with Fastmarkets/Energy Census on their launch Biofuels and Feedstocks Europe event in Rotterdam. Our Government Affairs Director delivered a presentation on the European waste feedstocks market and its impact on biofuels production, whilst EWABA had a small exhibition stand showcasing members' work across the transport industry.



EWABA partnered with the Decarbonising Shipping Forum (28-29 June)

EWABA was a supporting organization to the 4th consecutive ALJ Group maritime conference held this year in Hamburg, Germany. MVaK Managing Director and EWABA Board member Detlef Evers participated in a panel discussion dedicated to future fuel mix and emission reducing technologies.



3rd Biofuels Forum (20-21 June)

EWABA partners with InventU as media partner at this event held for a 3rd successive year. EWABA board members Detlef Evers and Dickon Posnett represented the industry in a panel discussion, discussing the impact that regulatory changes have for biofuel production.



EWABA SG chaired the Oleofuels ACI Series Conference (14-15 June)

EWABA Secretary General was chairman for both days of the ACI conference held in Seville in mid-June.



EWABA SG participated at EBB "Fit for 55 workshop" (7 June)

EWABA Secretary General spoke during the Fit for 55 workshop organized by the European Biodiesel Board (EBB) alongside Copa Cogeca, EBB and the European Commission.



EWABA spoke at the EUBCE 2023 31st European Biomass Conference & Exhibition (5-8 June)

EWABA is an associate supporter to the 31st EUBCE event held in Bologna. Our Secretary General spoke at the „European Climate and Energy Legislation“ session (June 5), offering a view from the European waste biofuels industry.



EWABA SG spoke at the Argus Green Marine Fuels conference (25-28 May)

EWABA Secretary General spoke at the Argus Green Marine Fuels Conference that took place in Amsterdam in late May. Our Secretary General presented on the latest EU regulatory developments promoting waste-based and advanced biodiesel in the maritime sector, including feedstock expansion to ensure effective decarbonization across different transport sectors.



EWABA SG speaks at the S&P Global biofuels conference in Geneva (17-20 April)

EWABA Secretary General spoke at the S&P Global Biofuels conference held in Geneva in April. Our Secretary General participated in a policy panel focusing on the role of policy promotion on biofuels investment.



International Energy week in London (28 February - 2 March)

Our Government Affairs Director Dáša Mamrilová participated at the London event and shared her take on the decarbonizing role of waste-based and advanced biodiesel at the Fuels of the Future Panel, moderated by McKinsey & Company, and with representatives from Shell, A.P. Moller - Maersk, GCC Board Directors Institute (GCC BDI) and the University of Surrey.

EU-India Stakeholders Group on Advanced Biofuels, EUSGAB (8 February)

EWABA Secretary General Angel Alvarez Alberdi was appointed a member of the EU-India Stakeholders Group on Advanced Biofuels (EUSGAB). The EU India SGAB kicked off in Bengaluru, India on 8 February, supported jointly by the European Commission's DGENER, the EU Delegation India and the Ministry of Petroleum and Natural Gas Govt of India, to strengthen EU-India cooperation on advanced biofuels and to accelerate their deployment.



UPCOMING CONFERENCES

- ACI Lignofuels 2024 (Helsinki, 7-8 February)
- Argus Biofuels & Feedstocks Asia Conference (Singapore, 22-24 April 2024)
- Argus Green Marine Fuels 2024 (Europe, May 2024)
- ACI Oleofuels 2024 (Italy, 12-13 June 2024)
- Biofuels International Conference & Expo (Brussels, 18-19 June 2024)





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European Waste-based & Advanced Biofuels Association