



ewaba

European Waste-based & Advanced Biofuels Association

# DECARBONISING TRANSPORT NOW!

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Public Version  
December 2021





# WELCOME!

Waste-based and advanced biodiesel has significantly contributed to the greenhouse gas (GHG) reduction performance of the road transport sector in the EU over the past decade and a half. Its blending into conventional engines constituted a major step enabling the improvement of the carbon footprint of light-duty and heavy-duty vehicles in EU roads. At the same time, recent developments in the maritime sector, where increasing volumes of waste-based biodiesel are being incorporated to this sector clearly show that our industry is as well-performing today as it is future-proof.

In 2020, EWABA members produced more than 1.7 million tons of waste and advanced biodiesel, largely used in road transport. By substituting significant volumes of fossil-based diesel, our members reduced emissions by more than 5.3 million tons of CO<sub>2</sub>e (carbon dioxide equivalent) from our atmosphere. This, in a year where covid-19 related lockdowns restricted their availability to contribute towards EU's decarbonization.

The European biofuels market was born out of the need to reduce GHG emissions in the road transport sector. To support this shift, the European Commission introduced the Renewable Energy Directive (RED) (2009/28/EC) establishing an overall policy for the production and promotion of energy from renewable sources in the EU.

The importance of waste biofuels was quickly recognized by the EU and the revised Renewable Energy Directive, REDII, (2018/2001/EU) entered into force, aimed at keeping the EU a global leader in renewables and helping the EU to meet its emissions reduction commitments under the Paris Agreement.

Waste-based and advanced biodiesel is primarily produced from waste oils, animal fats, and other advanced wastes and residues. Waste-based biodiesel offers a lifecycle greenhouse gas (GHG) emissions reduction of up to 90% compared with petroleum diesel (highest GHG savings under Annex V of the REDII) and reduces overall

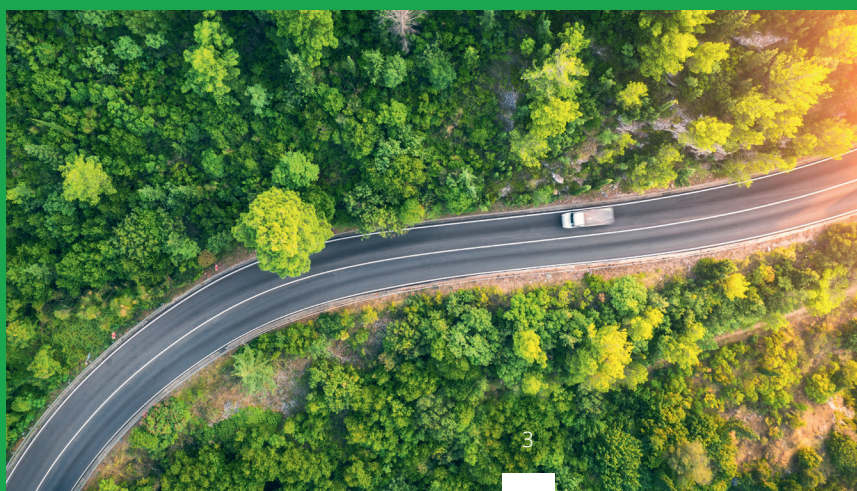
environmental pollution. The majority of waste biodiesel currently produced in the EU comes from used cooking oils and animal fats and it is subject to a flexible cap at 1.7% of transport energy.

The use of waste-derived oils to produce waste biodiesel prevents used cooking oil, animal fats and other waste oils from polluting the environment by producing additional GHG in landfills, polluting oceans and water streams, or clogging drains that increases the costs of maintaining urban drainage & water treatment networks.

The waste-based and biodiesel industry can still accelerate its contribution to 'greener' mobility, further supporting the EU's circular economy and further improving the environment and fuel quality standards for road and maritime uses.

As EWABA, our goal has always been to continuously contribute to the EU's objectives for an integrated sustainable mobility across transport sectors, generating added-value products by recycling and processing otherwise wasted resources.

Currently, EWABA represents more than two-thirds of European waste biodiesel producers and total waste biodiesel produced in the EU. Our annual report is dedicated to our members and the wider waste-based and advanced biodiesel industry that for years has been supporting local communities in rural and remote regions, currently employing over 25,000 people in the vast majority of EU Member states.



# PRESIDENT'S FOREWORD

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## Dear EWABA members,

you belong to the fastest growing European bio-fuels association! And arguably a very successful one.

It is no coincidence that so many new members have joined our family of companies in the past 2-3 years.

We can be proud of many successes:

- When we started, competing interests wanted to restrict trade of feedstocks and impose costly constraints to our business: we prevailed
- Our public support, double counting, was to be abolished several times in the last decade and we always got it back
- We all together reversed Annex V of the REDII: waste biodiesel now is portrayed as more GHG-reducing than other diesel replacements
- The Secretariat fed the Commission with adequate data increasing any cap to a comfortable 1.7% and then turned it into a soft one (so not a real cap!)
- Control tests of renewable content are now accepted as the golden standard, leveling the playing field with co-processing

This non-exhaustive list will need to be extended by getting increased access to marine and heavy-duty vehicles as well as ensuring a level playing field of technologies for all transport modes.

We are in a phase where aviation interests enter the biofuels space in a non-holistic way, by aiming to replace our best-in-class fuel with a higher GHG-emitting alternative based on a less efficient production process.



EWABA (and I personally) have spear-headed this last battle and look forward to winning once again by doing what is best for society and climate change mitigation.

At the time of our General Assembly, I am delighted to see clear signs that we are turning the debate around; as in the past, this will lead to the amendment of the flawed ReFuelEU aviation proposal.

Last but not least, as we grew out of a one-person Secretariat, we strengthened our governance with

- an effective Board
- robust oversight of our finances and
- the creation of several working groups.

I invite you all to continue this process of further improving our checks-and-balances.

**Michael Fiedler-Panajotopoulos**  
President





# SECRETARY GENERAL'S FOREWORD

EWABA holds its IX General Assembly immersed in one of the largest and more complex revisions of the EU biofuels policies, with several key proposals within the Fit for 55 package such as the revision of the REDII and the ReFuelEU aviation and FuelEU maritime proposals, among other important legislative instruments. Once the current legislative procedures are over in roughly one-year time we will yet again have a completely overhauled regulatory system for the promotion of biofuels in the EU.

I believe that our collective work will ensure that waste-based and advanced biodiesel plays a major role in the decarbonization of the EU road and maritime transport sector in the post-2025 period. In order to achieve this we will be building on our past successful interventions to secure a fair system under the REDII and our ongoing work to enable stable and transparent markets in the framework of the REDII implementation at the EU and Member State level.

Our track record promoting the industry is only possible thanks to the active participation of our members. EWABA is a membership-driven organization and our members are at the core of everything we do. We are the voice of a unified industry with clear goals and a proven decarbonization potential. Our message has been well received in the 60+ interventions with public officials held this year alone and in our actions at Member State-level through national associations or together with individual members, and it will continue doing so.

In its 8 years of life EWABA has grown from a 6-member association to more than 35 major players representing the waste-based and advanced biodiesel supply chain. Members joining



us in 2021 (Cargill, Darling and Nord Ester) bring us new approaches and ideas, even greater legitimacy, and strong presence in important national markets. Our Secretariat is also growing with the incorporation of a very active Communications and Analysis Director whose good work and contributions have been translated in our improved outreach to institutional and civil society stakeholders and the Secretariat's presence in numerous international conferences, our articles in specialized industry and EU publications and our increasing activity in social media channels featuring our actions and members' staff and cross-cutting projects promoting renewable liquid fuels.

I am convinced that 2022 will bring further growth and the attainment of our preferred policy objectives in the ongoing legislative procedures. I look forward to continuing working with you to that end.

**Angel Alvarez Alberdi**  
Secretary General

# ABOUT EWABA

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- **Founded** in 2013, the European Waste-based & Advanced Biofuels Association (EWABA) is a members-driven non-profit association representing the interests of the European waste-based and advanced biodiesel supply chain.
- Our **work** aims to secure public policies that enable large-scale deployment of sustainable biofuels across the EU, in the most efficient way possible. We always incorporate climate mitigation effects at the core of our advocacy in order to address increasing inter-sectoral competition across the wider transport industry.
- We are a **Brussels-based** association representing our members' interests before EU institutions, national governments, industry stakeholders and the media. Our main objective is to ensure a fair regulatory framework for the promotion of waste-based biofuels across the road and maritime transport sectors.
- In this continuous effort, EWABA **promotes waste-based and advanced biodiesel** given its essential role in decarbonizing the road and maritime transport sectors owing to its high greenhouse gas (GHG) savings and energy efficient production.

Our members are producers of biodiesel from used cooking oil, animal fats and other advanced waste-based feedstocks, waste collectors and technology providers. EWABA members are jointly bringing waste-based biofuels with up to +90% greenhouse gas (GHG) savings to the market, when compared with mineral diesel fuel.

EWABA members are working together to produce renewable liquid fuels that create added economic and environmental value, by preventing waste and residues from causing noxious pollution, adding GHG emissions and blocking major urban infrastructure sewage systems.

EWABA gathers corporate members active in the majority of EU Member States and in important non-EU markets such as the United Kingdom and Switzerland. We represent our members' interests before European and national authorities by directly interacting with officials and decision-makers and distributing a wide array of policy materials such as position papers, consultation responses and policy proposals.



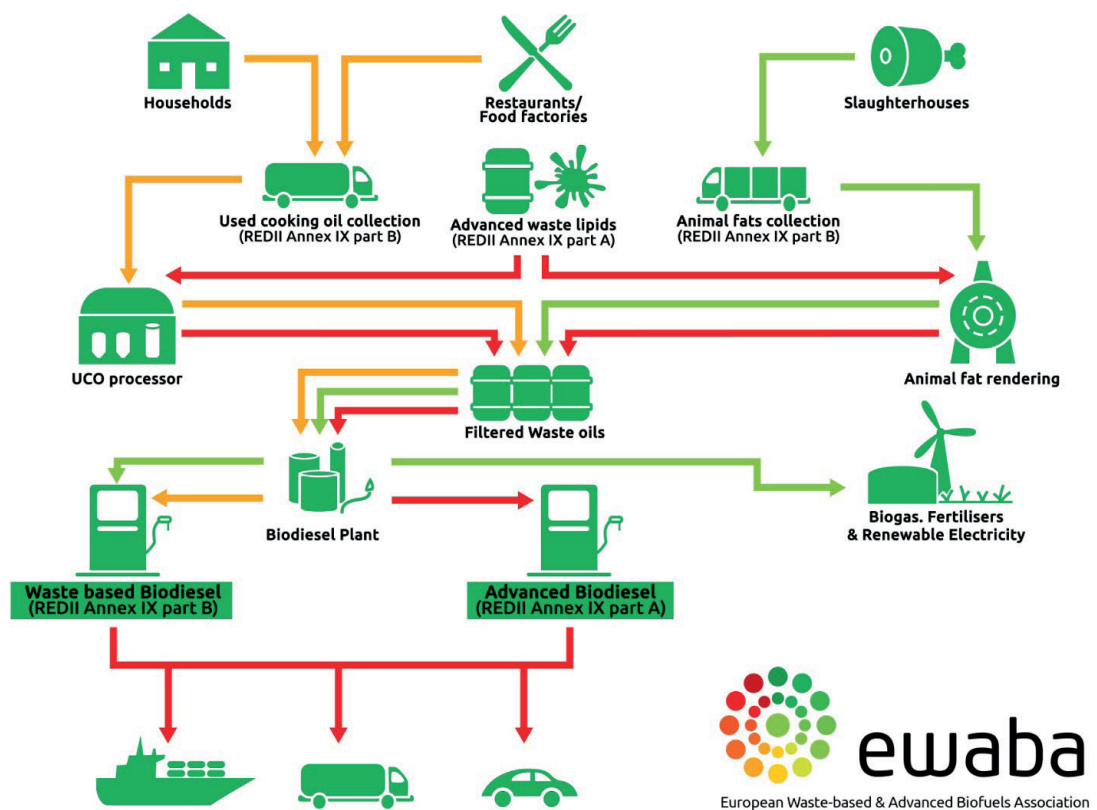


## OUR MEMBERS



Our members are producers of biodiesel from used cooking oil, animal fats and other advanced waste-based feedstocks, waste collectors and technology providers. EWABA members are jointly bringing waste-based biofuels with up to +90% greenhouse gas (GHG) savings to the market, when compared with mineral diesel fuel."

# EWABA SUPPLY CHAIN



The waste-based and advanced biodiesel supply chain is a long one but not particularly complex. Used cooking oils (UCOs) and animal fats (tallow) and other advanced wastes and residues are collected from restaurants, food factories, slaughterhouses, households, and industrial processes. Following collection, these are all processed and cleaned in special processing units to remove impurities and water. Filtered waste oils are then fed into special biodiesel plants specifically built or improved to produce waste-based and advanced biodiesel. The final renewable waste-based fuel can be used in passenger vehicles, heavy duty vehicles (trucks, buses, etc.) and vessels.

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

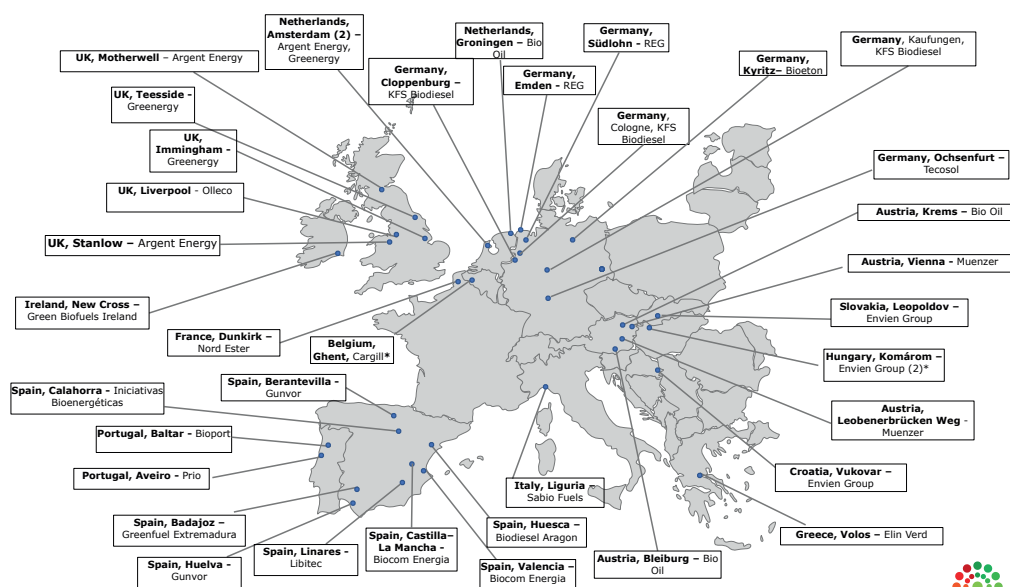
The EU waste-based and advanced biodiesel industry composes of more than 50 production facilities distributed across most EU Member States directly employing 5,000 people and indirectly more than 20,000. Many of these companies are SMEs and strengthen employment in remote and rural regions.





# EWABA PRODUCTION OUTLOOK

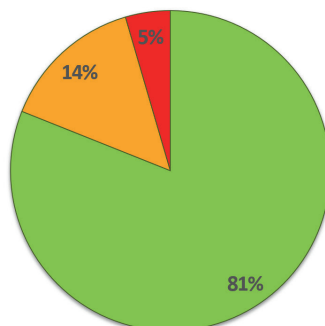
Waste-based biodiesel plants in the EWABA network



\* Plants under construction



EWABA members - Total Waste Biodiesel production in 2020 - 1.737.000 tons



■ Total UCOME production -inc FFAs declared as Part B Annex IX (1.407.000)

■ Total TME production (251.000)

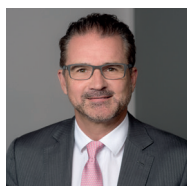
■ Total advanced production (Part A of Annex IX) (79.000)



# EXECUTIVE BOARD

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Our board consists of industry leaders steering the direction for the association to achieve its policy objectives.



**Michael Fiedler-Panajotopoulos**

President  
REG Europe, Germany  
The Netherlands



**Ewald-Marco Muenzer**

Vice President  
Muenzer Bioindustrie, Austria



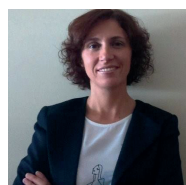
**Adam Baisley**

Board Member / Treasurer  
Olleco, United Kingdom



**Tony Hennebry**

Board Member / Auditor  
GBI, Ireland



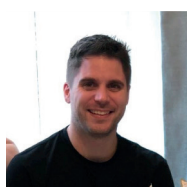
**Anabela Antunes**

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  
Elin Biofuels, Greece





# SECRETARIAT

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The Secretariat is representing EWABA members by sharing knowledge and expertise with policy makers, the media, and the general public. We engage in a range of communication activities, representing the association at key international events and evolving regulatory and industry developments.



## Angel Alvarez Alberdi

Secretary General

*The Secretary General 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.*

*The Secretary General is also in charge of the administrative and budgetary management of the association, including policy notes, position papers, legal advice and newsletters. The Secretary General organizes and chairs internal meetings and represents the association in international conferences and events.*



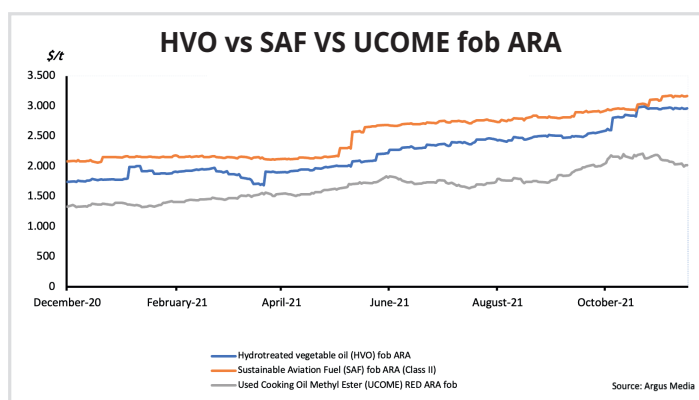
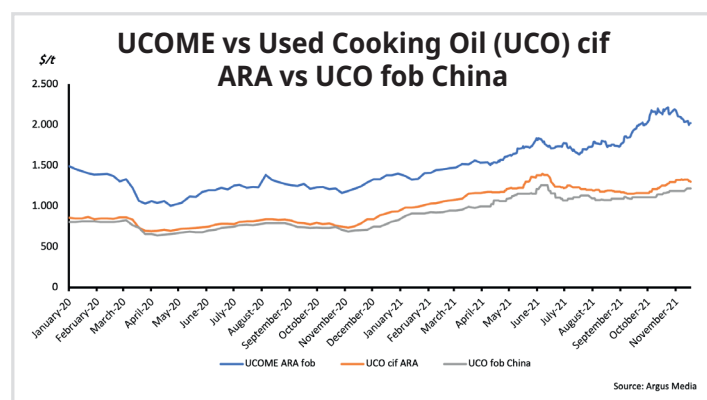
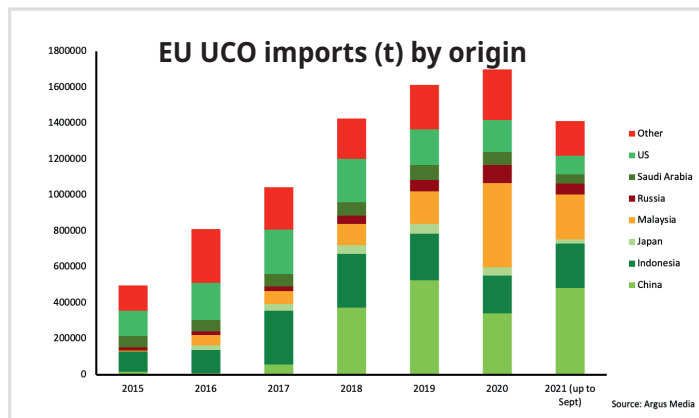
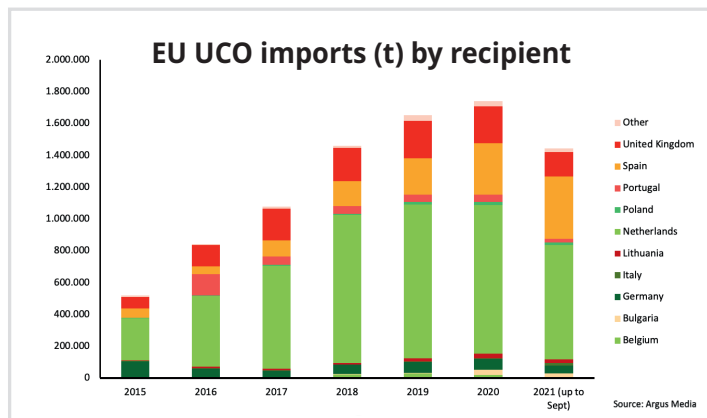
## Leonidas Kanonis

Director for Communications & Analysis

*The Communications Director represents the association in its internal and external communications outreach activities concerning policy issues, market developments and member initiatives, among others.*

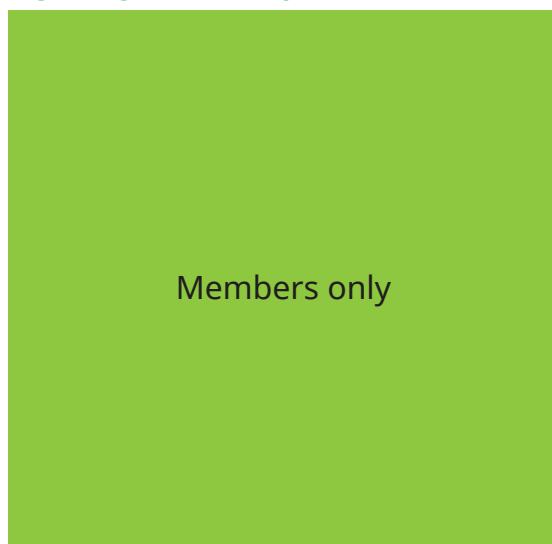
*The Communication Director promotes the scope and benefits of the waste-based biodiesel industry through market analysis, stakeholder engagement, industry events, and the association's social media channels.*

# MARKET DEVELOPMENTS

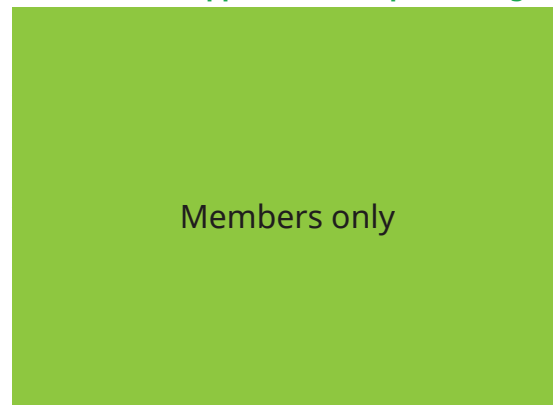


## EWABA ACTIONS ON THE REDII IMPLEMENTATION

### Contacts with national authorities regarding REDII transposition



### Commission's approach to Co-processing



### Revised Standards for Certification Schemes





Members only

Revised standards for certification schemes and the Pan-EU track and trace database will bring a new era of transparency to all biofuels and bioliquids markets beyond the EU borders. Their applicability together with the expected revision of Annex IX of the REDII are strong arguments against the “hard” 1.7% limitation for the incorporation of feedstocks in part B of Annex IX.

#### Potential restrictions on Palm Oil Mill Effluent (POME)

Members only

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## LEGISLATIVE MATTERS

### OUTREACH TO POLICYMAKERS

#### Meetings with more than 60 Policy-makers in 2021!

The EWABA Secretariat has met (in face-to-face meetings and videocalls) with more than 60 key policy makers from the European Commission, Members of the European Parliament and their offices and national representatives from Member States’ permanent representations and ministries to discuss about important legislative developments for our industry including the implementation of the REDII and different proposals within the Fit for 55 package such as the RefuelEU aviation proposal or the REDIII.

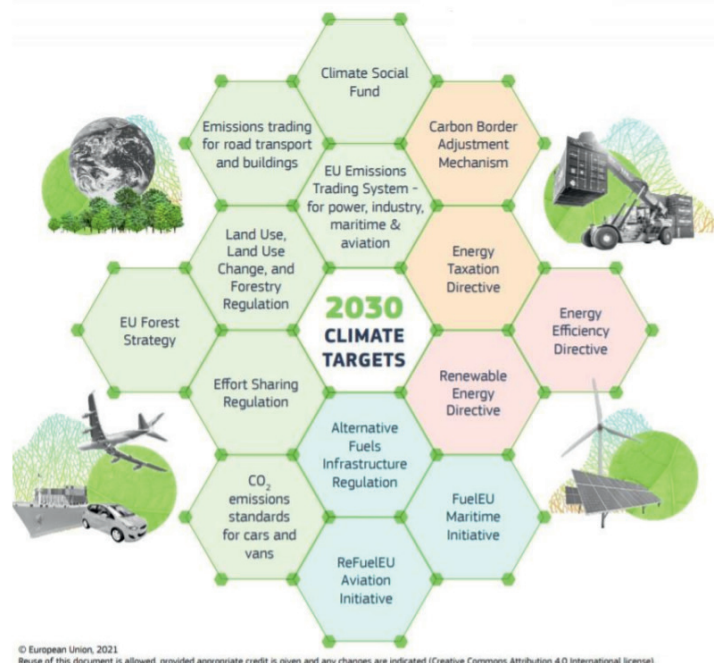
In addition, we regularly send internal analysis and position on regulatory matters to all relevant institutional and civil society stakeholders.

EWABA will continue liaising with policymakers to find the best solutions forward for the decarbonization of the transport sector and protect the interests of the European waste and advanced biodiesel industry.

# FIT FOR 55 PACKAGE

## Proposals within the Fit for 55 Package

1. Revision of the EU Emissions Trading System (Directive + Decision)
2. Revision of the Effort Sharing Regulation
3. Revision of the Regulation on land use, land use change and forestry
4. Revision of the Renewable Energy Directive and Fuel Quality Directive
5. Revision of the Energy Efficiency Directive
6. Revision of the CO2 Standards for Cars and Vans Regulation
7. Revision of the Alternative Fuels Infrastructure Directive
8. Revision of the Energy Taxation Directive
9. ReFuelEU Aviation Regulation Proposal
10. FuelEU Maritime Regulation proposal
11. Carbon Adjustment Mechanism Regulation Proposal + a Social Climate Fund



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# 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.

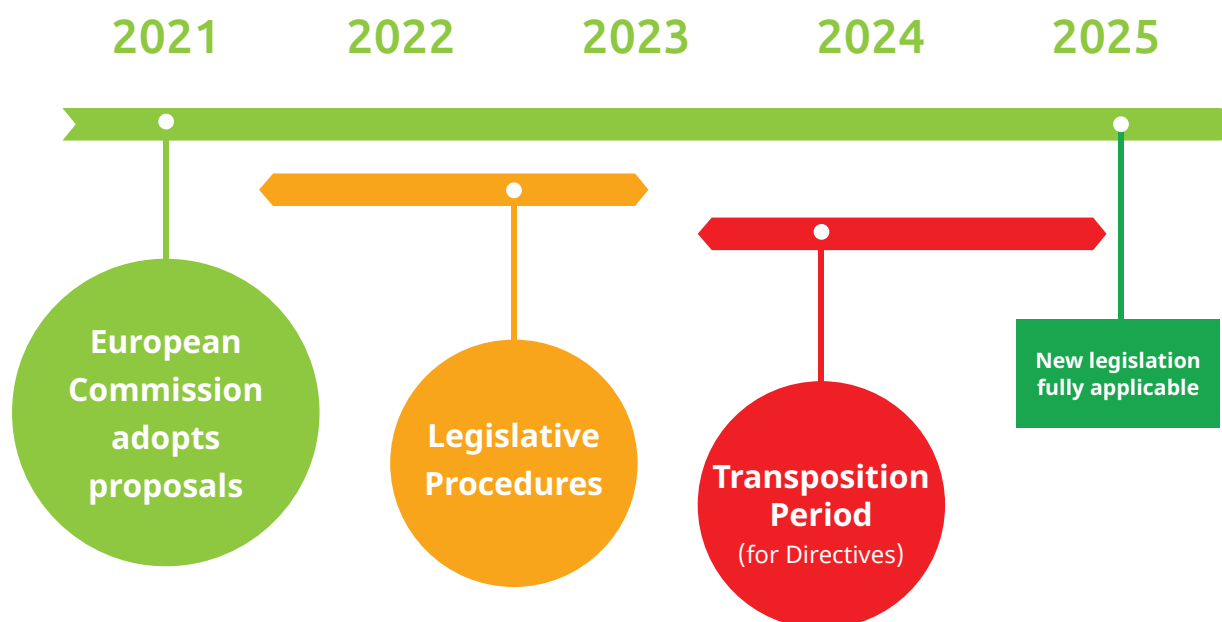
**Advocacy** – As the voice of the EU waste-based and advanced biodiesel industry EWABA interacts with EU policy makers very closely during both these drafting and legislative procedure phases to transmit our preferred policy outcomes. In this context we have extensively engaged with the Commission, 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. In this report we are focusing on the ReFuelEU aviation and REDIII proposals but our advocacy also focuses on other important pieces of legislation such as the FuelEU maritime or the Energy Taxation Directive Proposals.



# KEY PLAYERS ON REDIII AND REFUELEU LEGISLATIVE PROCEDURE



## TIMELINE





# REFUELEU PROPOSAL FOR AVIATION

As part of the Fit for 55 package the European Commission has proposed the ReFuelEU aviation proposal, including a blending mandate obligation for fuel suppliers.

Shares in the fuel mix (in %)	2025	2030	2035	2040	2045	2050
<b>SAF ramp up out of which</b>	<b>2</b>	<b>5</b>	<b>20</b>	<b>32</b>	<b>38</b>	<b>63</b>
Sub-mandate - advanced biofuel (inkl. waste lipids)	2	4.3	15	24	27	35
Sub-mandate – green synthetic fuels	-	0.7	5	8	11	28

## EWABA ACTIONS ON THE REFUELEU AVIATION PROPOSAL

EWABA is undertaking significant efforts to achieve an improvement of the ReFuelEU aviation proposal that does not have negative consequences for the waste-based and advanced biodiesel sector. During the drafting of the current legislative proposal we intensely liaised with all relevant levels of the European Commission, from the policy officers at DG MOVE to the EU Commissioner for transport herself, including all intermediary hierarchy levels, other Commission DGs and the external contractor drafting the impact assessment accompanying the ReFuelEU proposal. Since the adoption of the proposal we have been intensely engaging with co-legislators at the Council of the EU and European Parliament and with different civil society organisations. We set out here below a brief overview of our past actions:

**Joint MVaK/EWABA study (March 2021) on ‘Conversion efficiencies of fuel pathways for Used Cooking Oil’ by Dutch consultancy studio Gear Up (sGU)**

Members only



## MAIN FINDINGS

### When deployment of Used Cooking Oil is limited, it is best deployed as UCOME in road

- In this study, we have compared four UCO pathways. We find that of all four pathways, UCOME has the lowest production costs, the highest feedstock efficiency, the highest emission reduction performance and, consequently, the lowest carbon abatement costs. This means that when the deployment of UCO is limited, it is best deployed as UCOME in road transport.
- Over time, when passenger cars become largely based on electric drivetrains, UCO is still best deployed as UCOME in heavy road transport and shipping.
- There is further potential to address climate impact mitigation by considering introducing higher blends (B10, B20)

## RESULTS

### Used cooking oil conversion pathways

Used cooking oil, known as UCO, is a waste vegetable oil from food manufacturers, restaurants, catering facilities and kitchens in schools, hospitals or households. UCO can be used to produce several types of renewable and sustainable fuel, via different pathways.

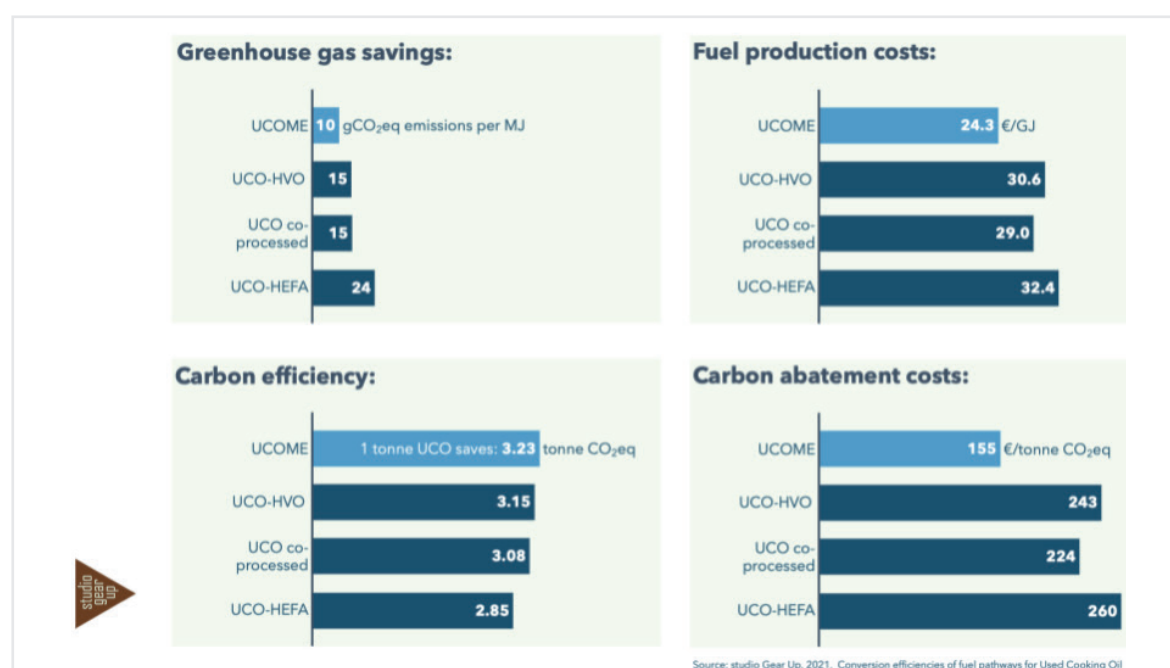
The four fuel types that were considered are i) UCOME- biodiesel, ii) UCO-HVO, iii) Co-processed UCO and iv) UCO-HEFA (sustainable aviation fuel, SAF)

### Carbon efficiency

High conversion efficiency of UCO to UCOME, combined with the low carbon footprint per MJ shows that UCOME achieves most savings per tonne of UCO feedstock. UCOME achieves the highest carbon savings because it has the highest feedstock efficiency.

### Production costs

UCOME has the lowest production costs and UCO-HEFA the highest. Low UCOME costs result from i) high feedstock efficiency towards final product and ii) technology with low investment costs..



### **sGU study policy brief and Q&A**

Members only

Members only

### **Dissemination of supporting materials**

Members only

### **Meeting between EWABA members' CEOs and EU's Transport Commissioner Adina Valean**

CEOs from 7 of our members and the EWABA Secretariat met via videoconference with the European Commissioner for Transport, Adina Valean, and with members of her cabinet to discuss about the Commission's ReFuelEU aviation proposal. The 7 CEOs attending this meeting transmitted our arguments requesting a level-playing field between waste lipids-processing technologies.

### **EURACTIV event sponsored by EWABA**

Members only

### **Contacts with Members of the European Parliament and national representatives of the Council**

Members only





# REVISION OF THE REDII (THE REDIII)

As part of the Fit for 55 package the European Commission has proposed a revision of the Renewable energy directive, including the below proposed provisions:

- New greenhouse gas (GHG) intensity reduction target system introduced of at least **13%** by 2030, replacing the energy-based system currently in place
- The share of advanced part A Annex IX feedstocks would reach at least **0.2%** in 2022, **0.5%** in 2025 and **2.2%** in 2030, and the share of renewable fuels from non-biological origin would reach a minimum of **2.6%** by 2030.
- The **double counting** mechanism disappears for all biofuels produced from Annex IX feedstocks
- Advanced biofuels and biogas produced from feedstock listed in Part A of Annex IX and RES of non-biological origin for aviation and maritime shall keep a **x1.2** multiplier in energy content
- The share of biofuels and biogas produced from feedstock listed in Part B of Annex IX shall be limited to **1.7%** in the energy content of fuels and electricity supplied to the transport sector
- No Indirect Land Use Change (ILUC) effect will be applied to wastes and residues included in Annex IX (i.e. considered to have zero life-cycle GHG emissions up to the process of collection)
- Introduction of a **10%** biodiesel blending (B10), B7 remains as protective grade

## Our actions

Members only



# WORK WITH OUR SISTER ASSOCIATIONS

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## **ABA Associação de Bioenergia Avançada**

Our sister association in Portugal, ABA, was launched in 2019 and strongly supports the bioenergy sector in this country. Our communication with ABA focuses on our actions to promote waste biofuels in Portugal and to exchange relevant information for policy developments and the transposition of current legislation in EU member states.



## **EWABA Spain**

EWABA Spain is our association's representation in Spain. Our combined efforts are focusing on influencing national legislations, building stakeholder engagement within the Spanish renewable fuel sector and keep up to date with policy developments in the Spanish Market.



## **MVaK**

MVaK is the waste biofuels association in Germany, representing members also in Austria and Netherlands. MVaK works very closely with EWABA on several important issues pertaining the waste biodiesel sector and often prepare joint publications to support their common objectives.



## **NBAA – Dutch Waste biodiesel alliance**

The NBAA is an alliance of five waste-based biodiesel producers with a production site or facility in the Netherlands and working closely with European industry associations for waste-based biodiesel, MVaK and EWABA. Besides sharing knowledge and expertise, the NBAA represents the interests of the industry to ensure that waste-based biodiesel receives fair treatment in legislation and regulation. A level playing field within – and between – sectors is key. The NBAA is a reliable discussion partner enabling consciously sustainable policy choices in the Netherlands.



# COMMUNICATION ACTIVITIES

## New Website

**EWABA has a new digital home!** EWABA along with the support of UK-based media company The Vision Network (TVN) designed a brand new website to promote our work and resources as well as future activities. You can visit us on <https://www.ewaba.eu/> to find out more about EWABA's vision, our work and our members' initiatives.





# EWABA QUOTECARDS FEATURING MEMBERS' STAFF

EWABA prepared several quotecards in the past year to showcase our Members' staff and projects. Follow our campaign #EWABVoices on LinkedIn (<https://www.linkedin.com/feed/hashtag/?keywords=ewabavoices>) and Twitter ([https://twitter.com/hashtag/EWABVoices?src=hashtag\\_click](https://twitter.com/hashtag/EWABVoices?src=hashtag_click)) to find the relevant cards and posts.



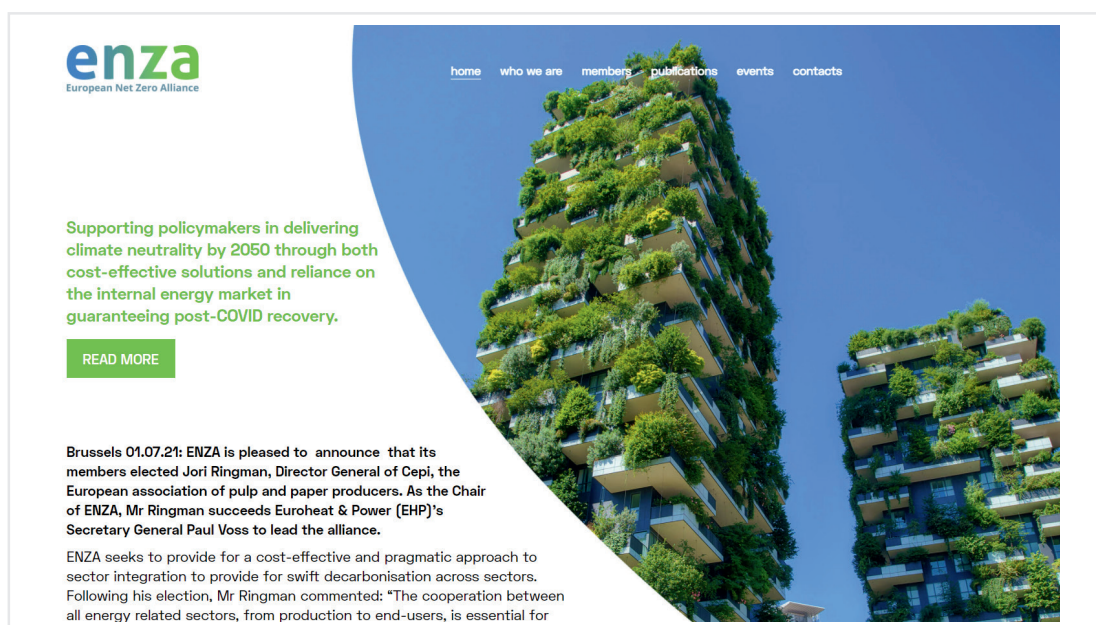
# INDUSTRY ALLIANCES – ENZA, CO<sub>2</sub>, Taxonomy Coalition

## European Net Zero Alliance - ENZA

We are proud to be part of the European Net Zero Alliance (ENZA) – a group of associations committed to deliver on the EU's climate and energy objectives to reach carbon neutrality. The alliance had its official launch event titled "Removing silos will deliver on the EU's climate and energy objectives" on 30 March.

The next planned policy event is on 8 December on "System integration in practice", in which projects that are contributing to decarbonisation will be showcased by ENZA members. For more details and the event agenda, follow the link.

More information, including a recording of the launch event recording can be found in the newly built website that is now live at the following address: <https://netzeroalliance.eu/>



## EU biofuels chain – participation in information coalition with other EU associations

We are participating in a broad climate coalition gathering 12 EU associations representing the European Biofuels Chain. The coalition addresses different topics of concern for the industry. The EU biofuels chain prepared a position paper on the revision of EU CO<sub>2</sub> standards for cars & vans and a letter addressed to the Energy Directorate of the European Commission regarding concerns related to the application of the updated sustainability criteria of REDII.

## Informal coalition for sustainable & renewable fuels

This coalition was formed by key players from the renewable energy sector active in the upcoming revision of the regulations on CO<sub>2</sub> standards for cars and vans. Our efforts have largely been to support the growth of renewable fuels under the Fit for 55 package and highlight the importance of road transport in overall decarbonization efforts. The coalition published a position paper in July titled 'Achieving Climate-Neutrality in Road Transport through the Contribution of Renewable Sustainable Fuels.'



# MEMBERS' INITIATIVES

## Greenenergy

Our member Greenenergy has announced plans to produce low carbon fuels from waste tyre feedstock. The project, located near London, will utilise pyrolysis and hydrotreating technologies to convert waste tyres into renewable drop-in advanced biofuels. The process will also recover carbon black, a product that can be used in the circular economy to produce new tyres and other industrial rubber products.



## Hardlevel

Our member Hardlevel - Energias Renováveis invested in a smart IoT-based waste management system for the collection of used cooking oil (UCO) in Portugal. Hardlevel has worked hard to promote UCO recycling for the production of waste-based biofuels by setting up 2000+ collection points nationwide and 80+ partnerships across municipalities and the retail sector.

This year, Hardlevel has also successfully grown its bulk storage terminal to 3,500 cubic meters.



## Bioledger

Our members Bioledger and Roundtable on Sustainable Biomaterials (RSB) have launched a case study on the potential of a blockchain database to support traceability of biofuels and its feedstocks, with main aim to overcome the vulnerabilities identified in securing the supply of sustainable renewable fuels. An executive summary to the report is also available.



RSB  
Roundtable on  
Sustainable Biomaterials  
www.rsb.org



BioLedger

### Blockchain Database for Sustainable Biofuels: A Case Study

March 2021

## Prio

Our Portuguese member Prio is Portugal's largest producer of biofuels and entered the maritime market with the development of 'Eco Bunkers' late last year. 'Eco-Bunkers' is a marine fuel that contains 15% biodiesel (B15) and achieved a reduction of up to 18% in CO2 emissions and a reduction in fuel consumption of up to 5%.



The first deliveries of Eco Bunkers fuel have occurred this year and domestic demand is growing as marine operators are looking for ways to decarbonize their fleets.





## Envien Group

Our Slovak member Envien Group supplied 100% biodiesel blends (B100) to road freight carrier Yellow Express through the Biojazda project, with the scope of promoting higher biodiesel blends for trucks in the country. The Scania truck tested by Yellow Express, and supplied by Envien's Meroco plant, is fully adapted to burn B100 fuel without fossil diesel into the mix or any engine modifications. To find out more about this project follow the Biojazda website.



## BDI-BioEnergy International GmbH

Our Austrian member BDI celebrates 25 years!

BDI was the first ever company to build industrial plants worldwide to convert used cooking oil (UCO) and animal waste fats into top-quality biodiesel.

Many of their patented technologies are the result of a long-term collaboration with local Styrian colleges including the Technische Universität Graz and the Karl-Franzens-Universität Graz.

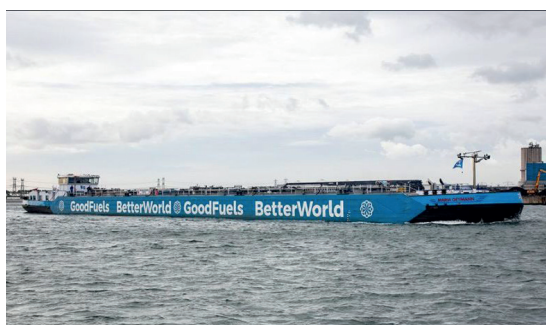


*Company founders:*

*Helmut Gossler, Wilhelm Hammer*

## Renewable Energy Group

Our member Renewable Energy Group, Inc. is partnering with the world-leading supplier of sustainable waste-derived marine biofuels, GoodFuels, to bring cleaner burning fuels to the global shipping industry. Click [here](#) to learn more about long-term agreement between REG and GoodFuels.



# NEW MEMBERS - 2021

In 2021, EWABA welcomed 3 new members from Belgium, the Netherlands and France, furthering our legitimacy, outreach and presence in key national markets.




**Welcome, Cargill!**

We are excited to welcome our latest new member, global conglomerate Cargill, who is joining EWABA via their multi-waste and residues-based biodiesel plant in Ghent, Belgium. This facility, due to start operations next year, represents the future of waste-based biodiesel, processing all kinds of waste feedstocks, including residues from industrial processes and sewage sludge fat from local municipalities.

Advanced biodiesel from waste and residues will significantly support Cargill's circular economy targets while providing high-blend solutions to decarbonize the EU road and maritime transport sectors.

We look forward to working together to further near-term decarbonization in the EU.







**A very warm welcome to our newest member, Nord Ester, producer of waste-based biodiesel from used cooking oils and animal fats, and based in Dunkirk, France.**

Nord Ester is part of Daudry Group, which has been historically involved in the processing of animal fats, and more widely involved in the collection, transportation and processing of waste oils and fats for the biofuels, animal feed and chemical industries. A truly pioneer in promoting the circular economy in the EU.

**Welcome Nord Ester!**


**Welcome, Darling Ingredients!**

We are excited to welcome our newest member, Darling Ingredients, a global leader on the conversion of bio-nutrients into a wide range of ingredients and specialty products across multiple sectors including the fuel and bioenergy industries.

Darling is a global collector of waste lipids such as animal fats and used cooking oils for different applications, with a special emphasis on renewable fuels and waste-based biodiesel production.

They are joining EWABA via their Northwest European operations that specialize in the collection and recovery of waste oils and fats from farmers, slaughterhouses and the food industry. We look forward to working together to contribute to the circular economy!





# EWABA ON THE NEWS – MEDIA PRESENCE

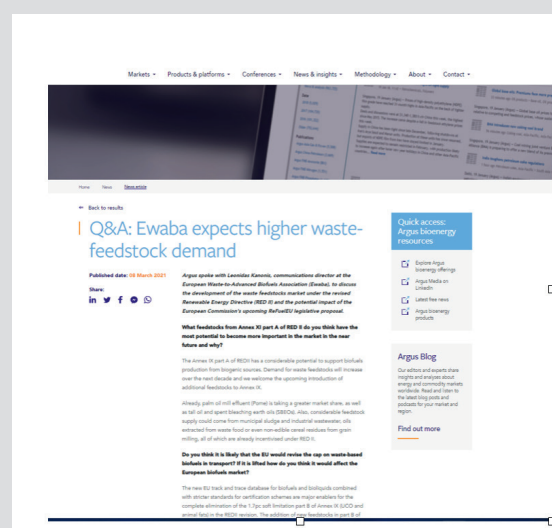
## Hardlevel piece on EurActiv – Our Portuguese member presents its new smart waste management system for the collection of UCO



## Biofuels International – article written by our Secretary General on legislative updates and the fit-for-55 package expected in 2021



## Argus Media Q&A interview – EWABA was invited to give their opinion on upcoming legislative proposals for the European transport sector.





## Biodiesel producers call for protections in sustainable aviation fuel drive

EU plans to introduce a sustainable fuel blending mandate for the aviation sector could be "devastating" for waste-to-biodiesel producers by depriving them of a major feedstock, an industry group has warned.

### ENDS Europe article –

Ends Europe publishes a piece on the expected SAF blending mandate, EWABA weighs in with the waste biodiesel industry's position

### EURACTIV article –

A piece highlighting EWABA's take on multipliers and their significance for the growth of the waste-based and advanced biofuels industry.



### EURACTIV article –

EU affairs online newspaper published a piece on the envisaged ReFuelEU proposal and its implications for the wider transport industry





## EU Commission, industry clash over green jet fuel

By Sean Goulding Carroll | EURACTIV.com

30 Sep 2021 (updated 20 Oct 2021)



A LOT Polish Airlines jetliner receives fuel from a tanker truck at Chopin Airport in Warsaw, Poland. [Stanislaw Tokarski / Shutterstock.com]

Languages: French

Comments Print Email Facebook Twitter LinkedIn

### EURACTIV article – recap of the EurActiv event on SAF and the ReFuelEU



### Interview with ABA association – Our Secretary General discusses with our sister association ABA, Portuguese ad- vanced biofuels association, about REDII and the prospect for higher blends

### Biofuels International piece – EWABA's Director for Communications & Analysis provides an overview of different legislative instruments and their potenti- al effects for the waste biodiesel industry.

#### biofuels biodiesel

The ongoing legislative procedures revising the Renewable Energy Directive (RED II) and looking at the ReFuelEU initiative should come up with a revised framework, ensuring a level playing field between the road, aviation and maritime transport sectors

## The EU's climate is paramount and can't be hijacked



W hen it comes to the EU's climate policy, the Commission and the Member States have a clear mission: to achieve net-zero emissions by 2050. This is a long-term goal, but it is one that must be achieved. The Commission has a clear vision of what this means: a transition to a sustainable, low-carbon economy. This is a vision that is shared by the Member States. The Commission has a clear vision of what this means: a transition to a sustainable, low-carbon economy. This is a vision that is shared by the Member States.

biofuels biodiesel

#### biodiesel biofuels

biofuels biodiesel

**Biofuels International article -**  
EWABA provides its input in this piece  
featured by the Biofuels International  
online news website

**biofuels**  
international

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NOV 27, 2020

**B10 in the EU**

The much heralded Von der Leyen Commission's EU Green Deal has brought reinvigorated climate ambitions to the continent.

This is embodied in a supercharged legislative agenda, as proven by the latest Commission's working programme for 2021, which lists more than 10 highly relevant pieces of legislation for the biofuels sector at large.

One of the first tangible manifestations of the Green Deal is the Commission's EU 2030 Climate Target Plan, which calls for a bold increase of the EU 2030 greenhouse gas (GHG) reduction target, now revised at 55% instead of the current 40%, as an interim objective to achieve full carbon neutrality (that is 100% reduction from 1990 levels) by 2050.

Quite importantly, the plan also states that the share of renewable energy in the transport sector has to increase "through further development and deployment of electric vehicles, advanced biofuels and other renewable and low carbon fuels as part of a holistic and integrated approach" and that "bioenergy production should come from better use of biomass wastes and residues".

These premises set the tone for future legislative developments: first and foremost...



**Biofuels International article -**  
EWABA provides its take on the adopted  
Sustainable and Smart Mobility  
Strategy and the EU's sustainable  
transport strategy

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DEC 11, 2020

**EU's sustainable transport strategy backed by EWABA**

EWABA has welcomed the EU Commission's adoption of the Sustainable and Smart Mobility Strategy.

This document puts forward the Commission's ambitious vision to decarbonise the transport sector as new legislative laws come into force in the coming year including RED II.

The European Waste-to-Advanced Biofuels Association welcomed the Commission's unequivocal call to fuel suppliers and operators to deploy without delay additional volumes of sustainable renewable and low-carbon fuels.

The Commission's intention to consider minimum shares or quotas of different renewable fuels in the upcoming revision of RED II appeared in principle as a "distinct, fit for purpose and positive instrument to further promote renewable fuels in the EU".

The organisation said: "When it comes to the promotion of sustainable aviation fuels (SAF), EWABA reiterates its position – the future ReFuelEU proposal should not go beyond the system established in the RED II for the promotion of SAF from waste lipids. "SAF promotion should focus on the development of medium to long term scalable technologies such as e-fuels and cellulosic-to-aviation processes. The contrary would break the principle of technology neutrality, destabilise the level-playing field between renewable fuel producers and penalise the waste-based biodiesel industry with no real positive climate benefits."

According to EWABA, the EU Sustainable and Smart Mobility Strategy sets out the right objectives, but how these were substantiated in legislation would be key to maintain the EU decarbonisation potential. The Sustainable and Smart Mobility Strategy is structured around three key objectives: making the European transport system sustainable, smart and resilient.



EWABA welcomes the strategy

**Politico Mobility Europe -**  
EWABA's comments on SAF and the  
ReFuelEU were featured in the Politico  
mobility playbook

**AVIATION**

**SUSTAINABLE FUEL FIGHT:** The EU's mandate for the use of animal fats and cooking oils in its plan to green aviation fuels will only benefit big suppliers like Total and Neste, according to advanced biofuel makers association Ewaba. They said only big refineries are able to include waste lipids at large scale, which they worry will harm small producers.

**Reminder:** In July, the European Commission laid out its plan to increase the uptake of sustainable aviation fuels (SAFs), bringing them up from the 0.05 percent of green fuels that currently power Europe's plane by introducing a mandate that would start at 2 percent in 2025 and rise to 63 percent in 2050.

**What's the problem?** Waste lipids are prepared by small and medium companies into a kind of biodiesel that can be used in cars, vans and ships, but only the largest refineries are able to process them into fuel that can be used by airlines. EWABA's Secretary-General Angel Alvarez Alberdi told us around 50 plants could close if the plan isn't changed.

**The other side:** Neste said in its [submission](#) to the European Commission's consultation on sustainable aviation fuel that the biggest challenge is the price gap between SAFs and conventional fossil fuels. It said the most effective approach would be a mandate that is "market-based and thus cost-efficient."



JUL 14, 2021

## EWABA argues further 'fine tuning' of EU's climate change package needed

The EWABA association has welcomed the European Commission's intention to make Europe the first climate neutral continent.

However, the organisation representing the EU waste-based and advanced biodiesel industry regretted that the Commission's approach fails to offer a bolder promotion of renewable and low carbon liquid fuels as a long-term solution to decarbonise the EU transport sector as a whole.

EWABA Secretary General Angel Alberdi stated that "it is clear from the onset that the Commission's proposals will require further work at the European Parliament and Council of the EU to deliver the best possible regulatory outcome in terms of greenhouse gas (GHG) savings and sustained growth of the EU economy, in particular regarding the ReFuelEU aviation proposal".

The Commission has proposed a new GHG savings target system to further decarbonise the transport sector.

Waste-based and advanced biodiesel reach up to 90% GHG savings compared to fossil diesel and therefore these types of biodiesel are expected to remain the most effective decarbonisation tool for road transport.

EWABA believes that the ReFuelEU proposal on the promotion of sustainable aviation fuels (SAF) breaks the Commission's technology neutrality principle and severely destabilises the level playing field between the promotion of renewable and low carbon fuels in the road, maritime and aviation transport sectors while increasing GHG emissions at the expense of the EU's climate mitigation efforts.

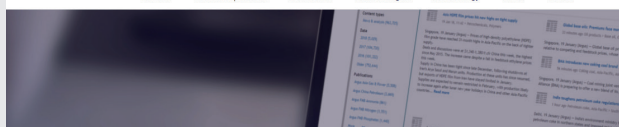
The ReFuelEU proposal should not go beyond the system established in the RED II for the promotion of SAF derived from waste lipids, EWABA added.

On a very positive note, EWABA welcomed the revised Fuel Quality Directive (FQD) including an increase of the biodiesel blend from 7% to 10%, making B10 the standard blend across the EU, from the current B7.



## Biofuels International article -

EWABA gives its take on the proposed fit-for-55 package



Home News News Article

## Biofuels association Ewaba calls for B10 standard

Published date: 17 September 2020 The European Commission should replace B7 diesel blends with a higher B10 diesel standard grade across Europe to support the EU's climate mitigation policies, the European waste-to-advanced biofuels association (EWABA) said.

The European Commission's 2030 Climate target plan published today emphasizes the importance of biomass wastes, residues and waste-based biodiesel for the decarbonisation of the transport sector and their contribution to significantly lower emissions from combustion engine passenger cars and heavy-duty vehicles.

But higher blends such as B10 should be introduced as part of the revisions for the Renewable Energy Directive (RED) II and Fuel Quality Directive (FQD) — planned for mid-2021 — and prior to its official deployment in member states, the association said. "Any diesel car circulating on EU roads can function perfectly well with a higher sustainable biodiesel blend," Ewaba said.

The association also highlighted the need for the European Commission to remove the cap for waste-based biofuels deriving from feedstocks in part B of Annex IX — currently under a 1.75pc cap on the RED II — as the original

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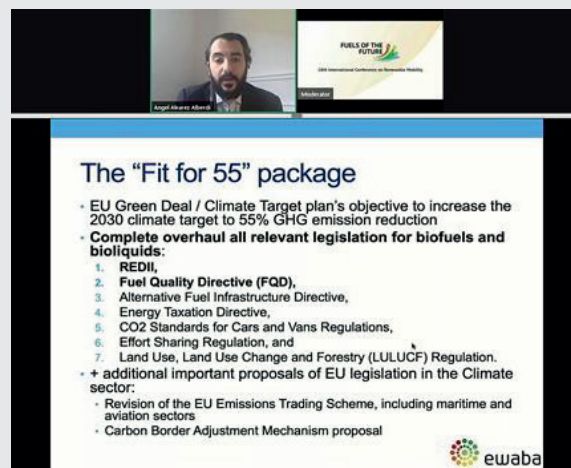
## Argus Media story -

EWABA's voice features in Argus' piece on the introduction of the B10 standard

# PARTICIPATION IN INTERNATIONAL CONFERENCES

## Fuels of the Future 2021 (January 21)

Our Secretary General Angel Alvarez Alberdi spoke at the annual conference “Fuels of the Future” on the REDII revision and EU’s Fitfor55 package.



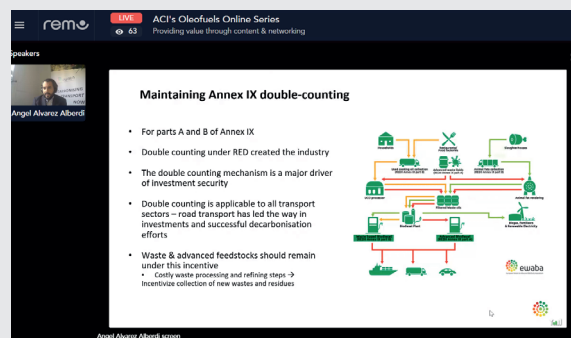
**The “Fit for 55” package**

- EU Green Deal / Climate Target plan's objective to increase the 2030 climate target to 55% GHG emission reduction
- **Complete overhaul all relevant legislation for biofuels and bioliquids:**
  1. REDII,
  2. Fuel Quality Directive (FQD),
  3. Alternative Fuel Infrastructure Directive,
  4. Energy Taxation Directive,
  5. CO2 Standards for Cars and Vans Regulations,
  6. Effort Sharing Regulation, and
  7. Land Use, Land Use Change and Forestry (LULUCF) Regulation.
- + additional important proposals of EU legislation in the Climate sector:
  - Revision of the EU Emissions Trading Scheme, including maritime and aviation sectors
  - Carbon Border Adjustment Mechanism proposal

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## 4th Edition of Oleofuels Online Series – 20 May

Our Secretary General presented at the online conference with the presentation titled “The Fit for 55 package: policy implications for EU biofuels producers”



**Maintaining Annex IX double-counting**

- For parts A and B of Annex IX
- Double counting under RED created the industry
- The double counting mechanism is a major driver of investment security
- Double counting is applicable to all transport sectors – road transport has led the way in investments and successful decarbonisation efforts
- Waste & advanced feedstocks should remain under this incentive
  - Costly waste processing and refining steps → Incentivise collection of new wastes and residues

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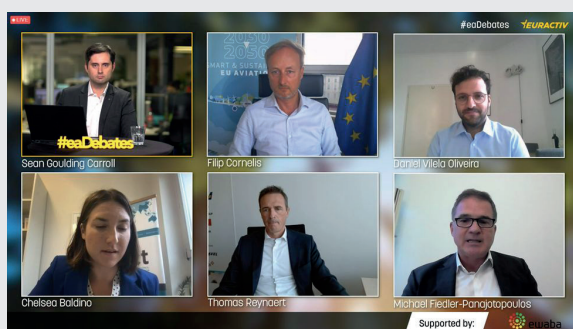
### Fuels Europe ReFuels Week - 9 June

Our Secretary General Angel Alvarez Alberdi, discussed feedstock availability and competition between transport sectors, at the ReFuels Week webinar in June.



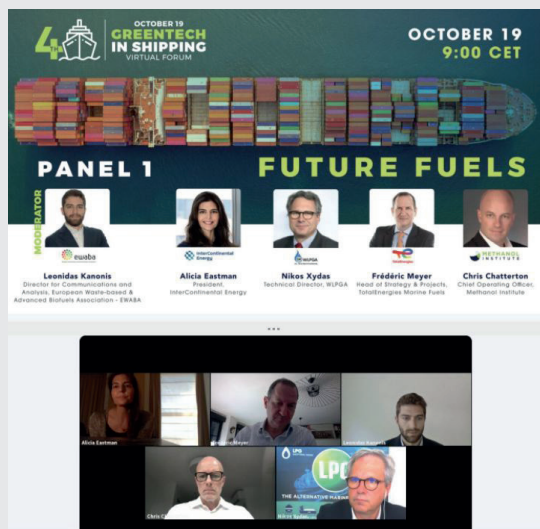
### S&P Global Platts European Biofuels Conference, 21 September

Our Secretary General, Angel Alvarez Alberdi, represented EWABA at the annual S&P Global Platts European Biofuels Conference



### EURACTIV debate on Refueling aviation: The role and types of sustainable aviation fuels , 28 September

EWABA president Michael Fiedler Panajotopoulos represented our industry in this heated debate alongside the European Commission, the German Federal Ministry for Environment, Airlines for Europe and the International Council for Clean Transportation



#### 4th Greentech in Shipping Forum Panel on future fuels: „Searching for the greenest fuels – which options have the best economic and environmental effect?“, 19 October

Our Communication Director moderating a panel on green fuels for shipping and presenting EWABA and waste biodiesel's role for decarbonising the marine sector.

#### Argus Biofuels Europe and Asia Markets Conference, 9-10 November

Our Secretariat representing EWABA in two separate panels of this year's Argus virtual biofuels conference.



# UPCOMING CONFERENCES

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**Fuels of the Future in Berlin – 24-28 January 2022**

**Argus Biofuels Breakfast in London IP week – 22-24 February 2022**

**Biofuels International Conference & Expo in Brussels – 15-16 March 2022**

**Platts Europe Biofuel Conference in Geneva – late April 2022**

**Oleofuels in Marseille – 17-19 May 2022**

# THE VOICE OF WASTE-BASED AND ADVANCED BIODIESEL IN EUROPE!

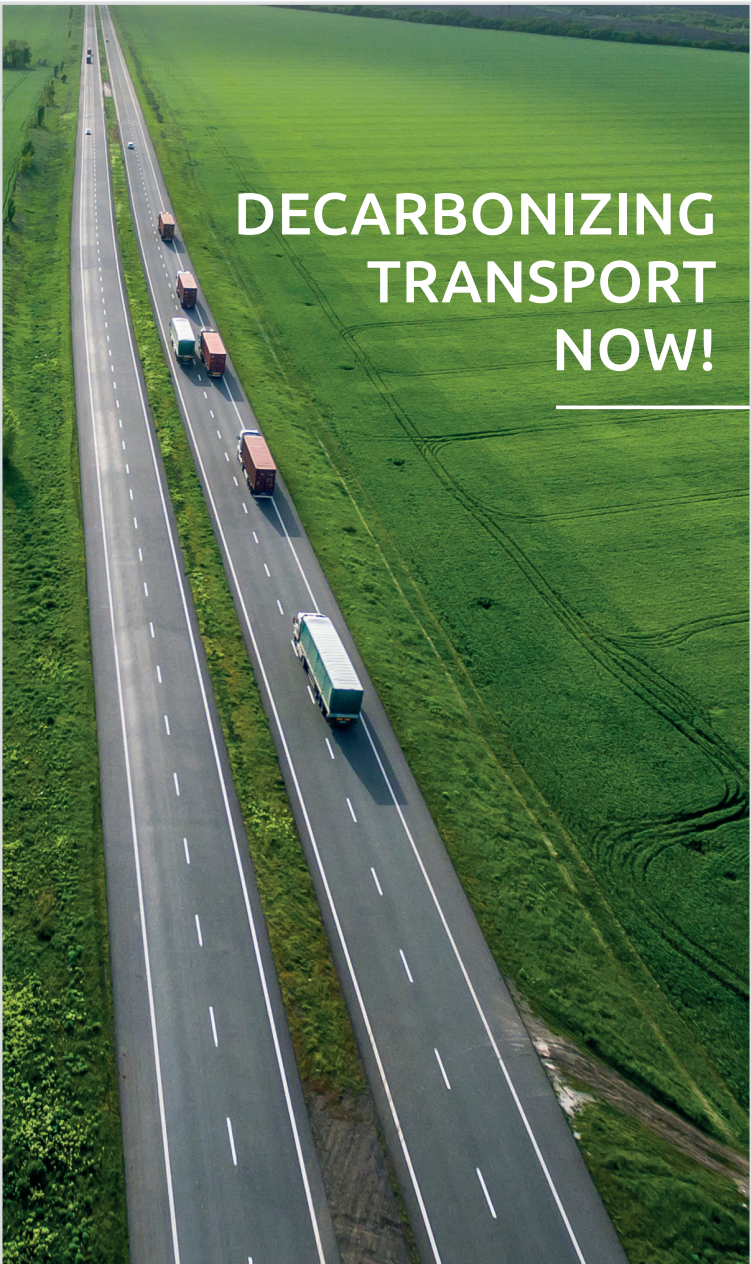


**ewaba**

European Waste-based & Advanced Biofuels Association







# DECARBONIZING TRANSPORT NOW!



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European Waste-based & Advanced Biofuels Association

# REDUCING THE GREENHOUSE GAS IMPACT OF SHIPPING TODAY!

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