

## PRESS RELEASE

### **Fit for 55 Package: further legislative fine-tuning on draft proposals required to avoid climate and economic damage**

The EWABA association, representing the EU waste-based and advanced biodiesel industry, welcomes the Commission's intention to make Europe the first climate neutral continent, in words of Commission President Ursula von der Leyen. We regret however that the Commission's approach fails to offer a bolder promotion of renewable and low carbon liquid fuels as a long-term solution to decarbonize 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"*.

EWABA takes note of the Commission's proposed **revision of the Renewable Energy Directive – REDII**. The Commission has proposed a new GHG savings target system to further decarbonize 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.

We believe that the **ReFuelEU proposal on the promotion of sustainable aviation fuels (SAF)** breaks the Commission's technology neutrality principle and severely destabilizes 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 REDII for the promotion of SAF derived from waste lipids. A separate SAF blending mandate including waste lipids from parts A and B of Annex IX will lead to the immediate collapse of the EU's waste & advanced biodiesel industry due to lack of feedstock to process, forcing the closure of [50+ plants](#). Novel and scalable technologies such as electrofuels, cellulosic-to-aviation or SAF via syngas conversion should be instead promoted, as currently happening in Germany and the UK.

By setting **GHG intensity targets for the maritime sector**, the **FuelEU maritime proposal** can ramp up the use and production of sustainable alternative fuels in the coming years. It is expected that the contribution of waste-biodiesel, an energy dense fuel solution that is already being deployed without engine modifications, will be severely limited due to the ReFuelEU initiative, which will leave no volumes available to maritime suppliers.

On a very positive note, EWABA welcomes 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. Waste-based biodiesel is today's main tool for reducing emissions and displacing fossil fuel in road transport, since it has the highest GHG savings under Annex V of the REDII. Larger penetration of waste biofuels should be promoted across the road and maritime sectors, but the volumes needed to achieve B10 will be difficult to obtain as a significant amount of sustainable waste-based feedstocks will be diverted to aviation.

EWABA looks forward to continuing working with the European Parliament and Council to ensure that today's proposals are improved by giving a more appropriate level of promotion of waste-based and advanced biodiesel, thus ensuring technology neutrality, increasing GHG savings and the sustainable growth of the EU industry.

**ENDS**

#### **About EWABA**

EWABA is a Brussels-based association representing the interests of the European waste-based and advanced biofuels industry before EU institutions, national governments, industry, civil society and the media. We promote the inclusion of waste-based and advanced biofuels in the EU fuel mix as a sustainable means of reducing greenhouse gas emissions in EU transport. Our +35 members active in most EU Member States collect and use waste and advanced feedstocks listed in parts A and B of Annex IX of the Renewable Energy Directive (REDII) to produce sustainable biodiesel with the highest GHG savings (up to +90%) when compared with fossil fuels, thus enabling "near-term decarbonization" of the EU road and maritime transport sectors.