



Sustainable Ethanol to fuel cars and trucks

ePURE's position on the proposal COM(2013) 18 for a directive on the deployment of alternative fuels infrastructure

European policy-makers have an opportunity to support the market introduction of clean, renewable and sustainable ethanol in Europe's fuel mix. Ethanol is an alternative fuel source that offers environmental benefits through improved properties. Renewable ethanol will help the EU to cost-effectively achieve its climate and energy goals. ePURE welcomes the proposal to introduce binding requirements for consumer information at the pumps. This will increase consumer confidence and thus help the smooth introduction of new fuels.

The refined EU framework for the deployment of alternative fuels should:

1. Set sustainability requirements for all alternative fuels

Biofuels used in the EU to reduce GHG emissions and energy dependence comply with the world's most stringent environmental standards. In order to achieve real GHG emission savings other alternative fuels, which this proposal promotes, must also demonstrate their sustainability. In order to create a level playing field the environmental performance of alternative fuels must not be based on tailpipe emissions. A harmonized life cycle analysis for all vehicle emissions needs to be developed and applied consequentially.

2. Confirm the EU's ambition for the use of biofuels in transport

The proposal sets out that sustainable "biofuels can contribute to a substantial reduction in overall CO₂ emissions" and "could provide clean power to all modes of transport". Renewable ethanol sustainably produced in Europe provides ready-to use solutions to increasing GHG emissions in transport. Currently used ethanol blends such as E5, E10, E85 (for Flex-Fuel-Vehicles) and ED95 (for heavy duty vehicles) must be complemented by a new fuel grade E20-25, which contributes substantially to additional CO₂ emission reductions.

3. Set requirement for minimum number of high ethanol fuel pumps

The use of high ethanol blends for dedicated cars (E85 = 85% ethanol and 15% petrol) and trucks (ED95 = 95% ethanol and some ignition improver) greatly contribute to Europe's double goal of breaking the oil dependence of transport and reducing GHG emissions from transport by 60%. Their use should therefore be promoted through requiring a minimum number of refueling points, as it is proposed for other alternative fuels. High ethanol blends will allow Europe to meet its goals in a cost-efficient and pragmatic manner. ED95 also offers the manufacturers of heavy duty vehicle the possibility to meet the stringent pollutant emissions from Euro VI standards.

4. Outline a roadmap to introduce E20-25

The refined directive should ensure that a clear trajectory for the market introduction of E20-25 is given. First step in this process is for the Commission to ask the European Standardisation organisation to elaborate and publish such a standard as soon as possible. Preparatory work for such a standard is already under way. For all market players involved such as car manufacturers, fuel distributors, blenders, refiners and ethanol producers a roadmap for the introduction of E20-25 would bring the clarity needed in order to prepare for a smooth market introduction of the new fuel.

Made in Europe. ePURE is proud to be producing sustainable and renewable biofuels in Europe and looks forward to working with EU policy-makers and stakeholders to define the appropriate framework for growth and jobs in Europe's low carbon bio-economy.



Q &A

1. Why are tailpipe emissions not good enough to measure environmental performance of alternative fuels?

In the short and medium term the CO₂ reduction potential stemming from an enhanced use of alternative fuels such as ethanol is higher than from electric vehicles.

2. Why do we need a new fuel standard for E20-25?

E20-25 with high octane rating contributes twofold to CO₂ emission reductions: Not only does it lower CO₂ emissions directly through the replacement of fossil petrol, but it also improves the engine efficiency thanks to its higher octane rating.

Further information

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