

In light of the prospect of a climate agreement at COP21 and increased share of emissions from transport, it is urgent the European Union takes bold actions to decarbonise Europe's transport fuels.

Representing a group of interested parties in the commercialisation and uptake of cellulosic ethanol in Europe, we believe advanced biofuels are part of the solution.

Key players in the sector gathered at the 5th International Conference for Lignocellulosic Ethanol (ICLE5), held in Brussels (Sept 15-17, 2015), and developed the following manifesto as a call to action in support for advanced biofuels at EU level.



Manifesto from the 5th International Conference for Lignocellulosic Ethanol (ICLE5), held in Brussels (Sept 15-17, 2015)

The commercialization of sustainable Lignocellulosic Biofuels¹ continues to progress towards a large scale. Startups of large, commercial facilities are underway, with some already producing ethanol.

The nascent industry is at a critical time, poised for rapid growth if regulatory conditions support that. Energy commodities are at a historically low cost and as a consequence, this emerging industry with its sustainable solutions, can only develop its potential in Europe in the coming years if supported by policy that incentivizes investments.

In the meantime, GHG emissions from the transportation sector continue to increase.

As a sector, composed of industry and research institutions, we discussed the current state and prospects of this industry at ICLE5. The lack of long term and stable policies rose as a key challenge.

We also noted that Europe is otherwise well equipped for success in this area.

- Several technologies that are being commercialized outside of Europe were originally developed in Europe.
- Land, agricultural and financial resources are available in Europe as well.
- EU is spearheading discussions on climate change for COP21, with its commitment to 50% GHG reductions by 2050.

Based on the recent approval of the revision of the RED and FQD (Directive 2015/1513), Member States will have to establish an indicative target of 0,5% advanced biofuels by 2020. There is a high-risk of fragmented implementation of this target - and no incentive to achieve it - considering the lack of policy framework post 2020. Furthermore, due to the current financial and economic situation, direct operating subsidies are likely not acceptable by the MS

Without a policy initiative, Europe is likely to be behind the rest of the world in market development of this high GHG-reducing performing biofuel. As such, Europe runs the risk of driving investments abroad and substituting imported fossil fuels with imported biofuels. This would clearly be a missed opportunity in terms of securing jobs and economic growth for sustainable European rural development.

The following policy actions would be critical steps to enable European commercialization of cellulosic ethanol and other advanced biofuels²:

- A European market mandate, starting in 2020 at 0.5% - and ramping up by 2030
- Development of a high octane E20 Standard by 2020, to prepare the fuels value chain for further decarbonization

After more than a decade of research, development and demonstration supported by the EU, we have a joint responsibility to make this lignocellulosic industry successful in Europe, both as policy-makers and industry. The Industry looks forward to a true partnership with the European Commission, the European Parliament, national authorities and other stakeholders to further explore the above, and other effective mechanisms in order to ensure the commercial deployment of lignocellulosic and other advanced biofuels in Europe.

¹ Biofuels made from lignin, cellulose and hemicellulose such as biomass sourced from forests, woody energy crops and forest-based industries' residues and wastes

² See Annex IX, part A of the ILUC Directive 2015/1513.

