

E10 ethanol for immediate climate progress in transport



COP24 Katowice - European, Brazil and U.S. ethanol organisations at COP24 call for urgent roll out of E10 and higher blend ethanol fuel to help address crisis in transport sector carbon emissions.

The United Nations IPCC Special Report of November 2018 highlighted the need for a three times increase in biofuels for transport by 2030, to accompany the fifty times increase in e-mobility, if the 1.5°C limit on global warming is to be achieved.

COP24 negotiators in Katowice found overwhelming evidence that the transport sector is drastically lagging behind. Progress worldwide is tiny compared to what's required.

“Renewable ethanol is already the single biggest contributor to climate progress in transport worldwide. But there is great opportunity for immediate increased application of E10 and higher blend ethanol fuels across developed and developing economies alike. Ethanol works safely and efficiently in all gasoline vehicles, it brings 43% to 100% greenhouse gas savings compared to regular gasoline and comes with no adverse effects.”

- Craig Willis, Growth Energy U.S.A.

“Not only has ethanol enabled Brazil to cut its transport carbon emissions by more than nearly any other country in the world, it has brought energy independence and economic development to rural regions.”

- Elizabeth Farina, UNICA Brazilian Sugarcane Industry Association

“COP24 highlighted the need for legislators to account for comparative costs of various carbon abatement options in transport. In eastern Europe where we operate the average carbon abatement cost of electric driving exceeds €700 per ton of carbon equivalent, while the cost of conventional ethanol, inclusive of life cycle and indirect effect emissions, is less than €200 per ton. Both figures will reduce over time with efficiencies and innovation.”

- Eric Sievers, Ethanol Europe

“Despite claiming to be a climate leader, Europe continues to lag behind in its efforts to decarbonise transport – even though it has solutions at hand that reduce emissions from today's vehicles and will be even more effective in future technologies. In many EU countries that are having trouble meeting their climate targets, an E10 rollout would make an immediate emissions-reduction impact.”

- Emmanuel Desplechin, ePURE

E10 and higher blends can be rolled out globally by 2030, bringing us closer to the 1.5°C goal.

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