



ACEA

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ACEA Statement on biofuels

ACEA fully supports biofuels as part of an integrated approach in support of the EU CO₂-strategy for passenger cars, and the European auto industry is taking steps to reduce CO₂ emissions across our product line-up. Biofuels offer the opportunity to significantly reduce CO₂ emissions in a cost-effective way on a source to wheels basis (depending on how the fuels are produced).

The auto industry recognises that the target of a minimum 10% biofuels in transport to be achieved by each Member State offers the opportunity to achieve significant CO₂ reductions across the European on-road fleet. It is unlikely that low-blend biofuels will be sufficient to meet this target but they are a necessary investment in the transition to second-generation biofuels.

The auto industry agrees that environmental sustainability certification criteria will provide greater assurance of the sustainability of biofuels. The industry supports the application of these criteria to all fuels, not only biofuels, and encourages the Commission to ensure that these criteria are reasonable and balanced such that they do not serve as significant barriers to the development of lower CO₂ fuel solutions.

Furthermore, clear and harmonised fuel quality standards have to be established in order to ensure vehicle and engine compatibility with low biofuel blends at higher levels. Since vehicle compatibility can deteriorate when run on new biofuels that were not around when vehicles were developed, the existing European vehicle fleet demands a careful management of the distribution of compatible biofuels.

As with all significant vehicle technology initiatives, the auto industry asks for appropriate lead-time and a single approach across the EU to ensure affordability for consumers and feasibility for vehicle manufacturers.

In support of the Commission's Renewable Energy Strategy, the European auto industry is offering to enable the introduction of E10 and B7 on the following terms:

- The majority of new gasoline vehicles can be operated on E10 and industry is working towards B7 compatibility. Pending completion of relevant fuel standards, the industry aims to complete its phase-in of 100% E10/B7 capability across all new models by 2010.
- Pending agreement of the Fuel Quality Directive presently in discussion in the European Institutions, in 2015 a review will be undertaken to consider whether there is merit in moving to higher levels of low blend biofuels. Until that time, no EU country should require low blends at higher levels except for dedicated applications.
- Given the variability in biodiesel, a clear quality standard must be established by CEN in consultation with the auto industry for B7 and neat biodiesel to ensure that such a fuel is 'fit for purpose' and vehicles can operate as designed on this fuel without consequence. Additionally, market biofuels (neat biofuel and final blends) must be monitored across the EU with a view to manufacturer's obligations on emission in-service conformity and to ensure customer satisfaction. If shown to be necessary, improvements to fuel-quality standards shall be established in consultation with the auto industry.
- ACEA supports the work of CEN to define new biofuel blend standards. To ensure the necessary biodiesel quality, an appropriate way is via hydrogenated vegetable oils (e.g. using oils which are co-processed in refineries) and via second generation biofuels (e.g. using biomass feedstock converted into synthetic liquid via gasification followed by a Fischer-Tropsch synthesis).



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- Today's E5 fuel must continue to be widely available across the EU until at least 2016 to allow customers of older vehicles and existing vehicles that may remain in production until 2009 to continue to purchase the necessary fuels to operate. Such fuels should not be sold at a price that discourages their use but takes into account octane need. To avoid customer confusion, E10 fuel should be distinctly labelled.
- Vehicle manufacturers will advise their customers which vehicles should continue to be operated on today's E5 fuel – this is necessary since existing vehicles will not necessarily be able to run properly on E10 (so called "backward compatibility").

ACEA represents the fourteen major European car, truck and bus manufacturers. The European automobile industry is key to the EU economy. The sector employs 2.3 million people directly, and indirectly supports the jobs of another 10 million families. The industry is the largest private investor in research & development in the EU, with R&D expenditure of €20 billion annually.