

Position of the EU Environment Council meeting held on 29 June on revisions to the European regulation on CO₂ emissions for new light vehicles

The Bioethanol Collective hails the Council's position in favour of technological neutrality, conducive to an affordable, fair and gradual transition that avoids technological lock-in.

This approach safeguards a future for vehicles running on carbon-neutral fuel and plug-in hybrid vehicles beyond 2035, including those running on Superethanol-E85.

The Bioethanol Collective has issued a statement to the effect that only measuring GHG emissions factoring in the entire life cycle would help keep alternatives on the roads that are every bit as effective as all-electric vehicles, in keeping with the principle of technological neutrality.

According to the position adopted at the Council meeting, the Commission shall consult the stakeholders, then put forward a proposal to continue registering vehicles running exclusively on carbon-neutral fuel beyond 2035. This applies to biofuel, including bioethanol, as well as synthetic fuel.

France already produces and partly consumes bioethanol which cuts GHG emissions by over 100%, from field to wheel (source CarbuRE 2021). Average GHG emissions produced by European ethanol have been slashed ever further every year for the past ten years, reaching 77% saving in 2021 compared to fossil fuel, according to a report published by the European organisation ePURE.

Synthetic fuel is complementary to biofuel and the two can be mixed, for example in Superethanol-E85 to replace the minority fossil fuel, thus achieving carbon neutrality for the fuel.

Moreover, the Council meeting asked the Commission to examine the matter of plug-in hybrid vehicles in 2026, in a report for the European Parliament and the Council meeting, and to put forward appropriate modifications to the European regulation on CO₂ emissions for light vehicles.

The Bioethanol Collective believes that it is both beneficial and indispensable to maintain diversity in technology and sources of low-carbon energy: it will reinforce social acceptability while catering to needs and circumstances of EU citizens, all the while preserving their buying power, unlike the all-electric solution.

Bearing this in mind, plug-in flex-fuel hybrids compatible with E85 are a pertinent

alternative.

Lastly, the current regulation on CO₂ emissions for light vehicles has already asked the Commission to publish a proposal in 2023 for a method to calculate GHG emissions for light vehicles, especially including emissions ensuing from the production of batteries and electricity as well as net emissions from either fossil or renewable fuels. This fair, transparent method will make it possible to compare the various technologies objectively, unlike measuring CO₂ from exhaust pipes as set forth in the current version of the Regulation which does not accurately show full impact of vehicles on the climate and is misleading to consumers.

[In its recent report](#), IFPEN showed that with a full life cycle analysis, all GHG emissions produced by C-segment plug-in flex-fuel hybrids compatible with E85 operating 40% of the time as an electric vehicle are comparable to those of all-electric vehicles in France and perform even better across the EU as a whole, in 2022 and even in 2030 and 2040, factoring in improvements to performances. Based on this scientific data, **both types of technology may thus continue to co-exist and complement each other beyond 2035.**

More information available on the website bioethanolcarburant.com (in French only)

About the Bioethanol Collective

The Bioethanol Collective is represented by the French Inter-branch Beet and Sugar Association (AIBS) and the French Agricultural Alcohol Producers Association (SNPAA). It aims to raise awareness of the bioethanol industry among professionals and the general public. Up to 7.5% bioethanol (pure or as a derivative, with 5% pure ethanol maximum) is currently incorporated in Unleaded 95 and Unleaded 98 petrol sold in France, while up to 10% is incorporated in Unleaded 95-E10 and up to 85% in Superethanol-E85. For more information: <https://www.bioethanolfuel.com/> (in French only)

PRESS OFFICE: Agence CorioLink – bioethanol@coriolink.com

Océane Vilminot – +33 (0)7 84 90 83 16 – oceane.vilminot@coriolink.com

Urielle Dutartre – +33 (0)6 62 82 71 62 – urielle.dutartre@coriolink.com