

Further to the European Parliament vote prohibiting the sale of new ICE vehicles after 2035, the European Union's Environment Council must rule on the amendment of the Regulation on CO₂ emissions from light vehicles on 28 June

The Bioethanol Collective is calling for Member States to apply the principle of technological neutrality to respond to the challenges of climate catastrophe and citizen preoccupations.

“French and European motorists should be able to choose from a range of solutions, provided they have been proven to all be equally climate-friendly.”

On 8 June, the European Parliament voted for a 100% drop in CO₂ emissions from light vehicles by 2035. If this orientation was chosen further to the legislative journey for this European Regulation, it would effectively prohibit the sale of all new ICE vehicles as from that date. It would also apply to plug-in hybrid vehicles, despite their climate-friendly CO₂ footprint that is at least on a par with all-electric cars, provided they run on Superethanol-E85 and the vehicle's entire life cycle is factored in.

Today, the Bioethanol Collective is calling for the principle of technological neutrality to be applied, giving French and European citizens the freedom to choose the best vehicle according to their usage and resources, from two equally pertinent solutions in terms of a sustainable response to climate catastrophe.



Superethanol-E85 is already helping to reduce fuel's carbon footprint by nearly 50%

Superethanol-E85 contains 60 to 85% bioethanol, **reduces net CO₂ emissions by an average of over 45%**, factoring in the share of petrol, and up to **90% fine particle emissions compared to fossil fuels**. Every year, **bioethanol production in France prevents 1.3 million tonnes of CO₂ from being emitted**.

Ethanol used in France reduces net GHG emissions by 67% compared to fossil fuels according to the DGEC (source: CarbuRE pour 2021). This was calculated by analysing the entire life cycle, using hard data from manufacturers, certified by independent auditors. This data shows that we already have bioethanol with a carbon footprint equivalent to over 100% reduction in France.

Lastly, **the raw materials used to make bioethanol are not responsible for deforestation**, as shown in the European Commission's delegated act dated March 2019 pointing an accusing finger at palm oil and soya.



French bioethanol cuts back considerably on imports of petrol and soybean meal from South America, accused of leading to deforestation.

For **every kilo of cereal-based bioethanol, the French industry produces 1 kg of protein-rich animal feed**. This **non-GMO feed available in a short circuit** means livestock farmers

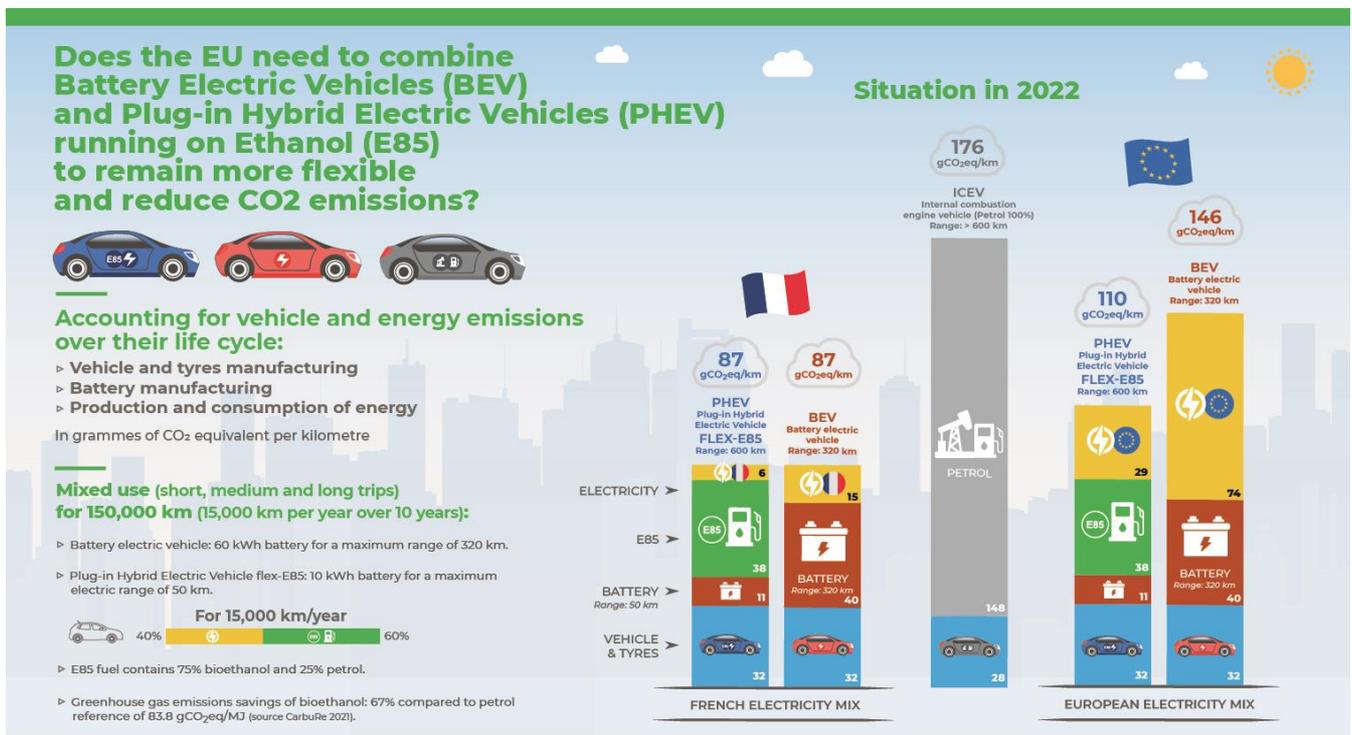
can reduce their dependence on soybean meal imported from South America. This soybean meal is involved in deforestation. Moreover, the industry only uses 3% of French cereal crops. Lastly, half of agricultural alcohol produced in France comes from sugar beet and the residue from processing it into sugar.

Overall CO₂ footprint: plug-in hybrid vehicles running on Superethanol-E85 are as climate-friendly as electric vehicles, as of today, even with the French power mix which is very low-carbon. This remains valid for 2030, 2040 and beyond.

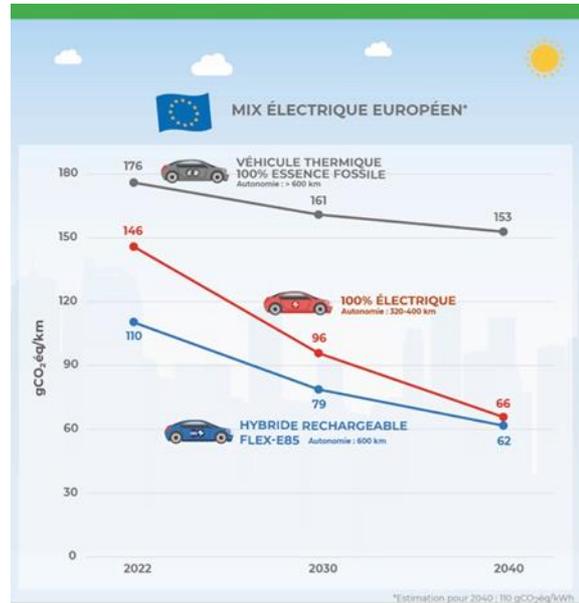
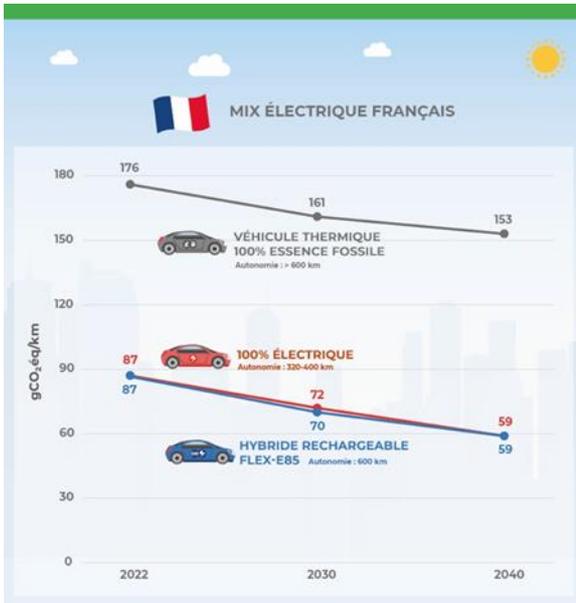
In a recent report, IFPEN measured and compared GHG emissions of vehicles powered solely by petrol, plug-in flex-fuel hybrids compatible with E85 and all-electric cars, **on the basis of a full life cycle analysis. This is the only pertinent approach since it factors in all GHG emissions in connection with the vehicle and its battery** (from manufacture to recycling) **as well as the energy used** (production, refinery, transport, distribution and combustion). It has been applied separately to both the French and Europe-wide electric power mixes.

This comparison, applying to 2022 with projections for 2030 and 2040, shows that plug-in flex-fuel hybrids compatible with E85 operating 40% of the time as an electric vehicle are at least as climate-friendly as electric vehicles, with the French electric power mix which is already low-carbon, and even more with the average European mix, which has a higher carbon footprint (five times more in 2022, 3.5 times more in 2030 and twice as much in 2040).

So, **with the current European electric power mix, the overall CO₂ footprint of a plug-in hybrid vehicle even running on a classic fuel is comparable and even better than an electric vehicle**, especially in Germany and Poland where the carbon footprint for the electric power mix is much higher given their massive use of coal and lignite.



Source: IFPEN for SNPAA, AIBS and Intercéréales (June 2022)
For more information: contact@snpaa.fr



Does the EU need to combine Battery Electric Vehicles (BEV) and Plug-in Hybrid Electric Vehicles (PHEV) running on Ethanol (E85) to remain more flexible and reduce CO2 emissions?



Accounting for vehicle and energy emissions over their life cycle:

- > Vehicle and tyres manufacturing
- > Battery manufacturing
- > Production and consumption of energy

In grammes of CO₂ equivalent per kilometre (gCO₂eq/km)

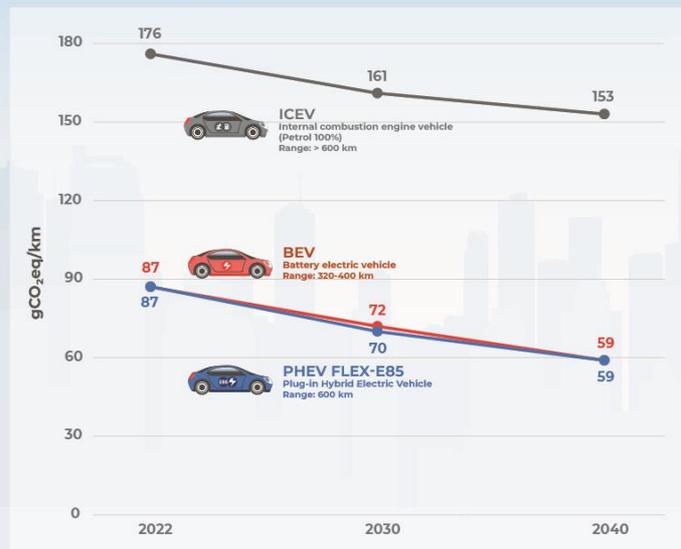
Mixed use (short, medium and long trips) for 150,000 km (15,000 km per year over 10 years):

- > Battery electric vehicle: 60 kWh battery for a maximum range of 320 km in 2022 and 2030, and 400 km in 2040.
- > Plug-in Hybrid Electric Vehicle flex-E85: 10 kWh battery for a maximum electric range of 50 km.



- > E85 fuel contains 75% bioethanol and 25% petrol.
- > Greenhouse gas emissions savings of bioethanol: 67% in 2022 (source CarbuRe 2021), 80% in 2030 and 90% in 2040 compared to petrol reference of 83.8 gCO₂eq/MJ.

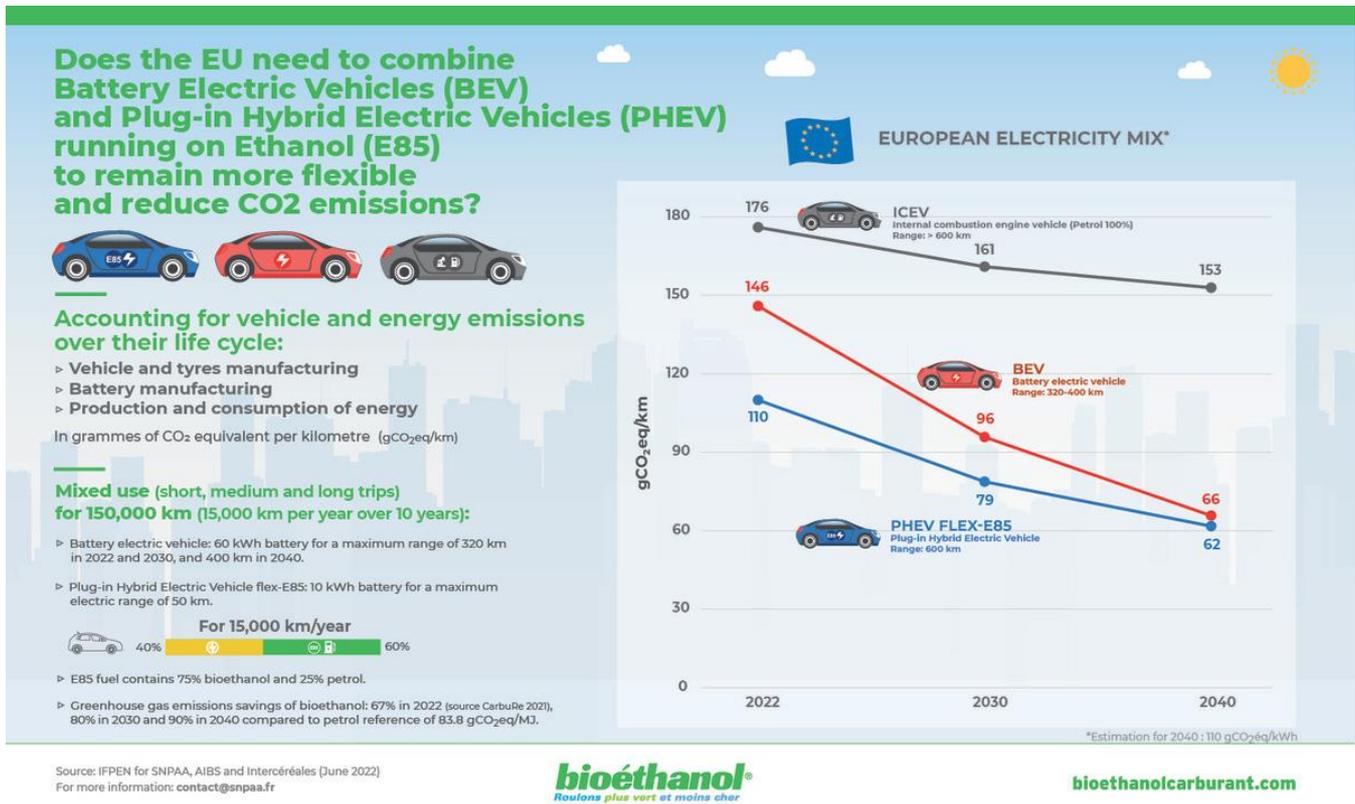
FRENCH ELECTRICITY MIX



Source: IFPEN for SNPAA, AIBS and Intercéreales (June 2022)
For more information: contact@snpaa.fr

bioéthanol
Roulois plus vert et moins cher

bioethanolcarburant.com



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

The Bioethanol Collective concluded that "A blanket prohibition of ICE vehicles, including hybrids, thus seems unjustified and incomprehensible, in terms of climate catastrophe and citizens' interests. It would be of general interest to have several technologies available, provided they are equally climate-friendly.

Apart from the common sense approach of not putting all our eggs in the same basket, it would :

- give flexibility to automotive manufacturers on their journey to achieve carbon neutrality;
- better preserve jobs in the automotive industry, without using up the mineral resources needed to produce batteries;
- reduce pressure on the production of renewable electricity, the electric power grid, battery recharging systems, their deployment and funding;
- give motorists a choice of solutions so they can choose what suits their usage and resources best."

French bioethanol stakeholders are thus asking the Member States, especially France, at the European Union's Environment Council meeting scheduled for 28 June, to respect the principle of technological neutrality, either by measuring all CO₂ emissions caused by vehicles (method analysing the entire life cycle) or by authorising the sale of plug-in hybrid vehicles using low-carbon fuel beyond 2035.

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