



Brussels, 17 January 2014

Re: Continuation of the Greenhouse gas intensity target for transport post-2020

Dear President Barroso,

We undersigned industry and civil society organisations are writing to you to ensure that the Fuel Quality Directive will be maintained in the post-2020 framework. Transport emissions are rapidly rising, now accounting for more than 25% of EU total GHG emissions; by 2020 transport they will be the largest source of CO₂ emissions in the EU, bypassing the power generation and heating sectors¹.

The Article 7a of the Fuel Quality Directive and a 6% decarbonisation target is the crucial instrument to keep GHG emissions from transport under control. Explicitly saying that this piece of legislation will not continue post-2020 will undermine EU's credibility on climate change.

The FQD has a technology-neutral target that rewards the best-performing fuels, drives innovation, investments and creates jobs. Furthermore, the FQD creates a level-playing field for all transport fuels, offers more cost-effective GHG reduction options and can play an important role in promoting sustainable biofuels in a 2030 climate and energy framework.

For this reason, the signatories of this letter urge you to maintain FQD as an important tool in the post-2020 decarbonisation framework, produce a proper impact assessment and initiate a public consultation on how this policy should be improved and continued.

¹ EU Energy, transport and GHG emissions, Trends to 2050, reference scenario 2013.

Yours sincerely,

European Biodiesel Board (EBB), European Environmental Bureau (EEB), ePure, Birdlife Europe, European Waste-to-Advanced Biofuels Association (EWABA), Institute for European Environmental Policy (IEEP), Lanzatech, Waste-based Fuels Association (MVAK), Brazilian Sugarcane Industry Association (UNICA), UPM, World Wide Fund for Nature (WWF), European Climate Foundation (ECF), Petrotec, Transport & Environment (T&E)