



ewaba

European Waste-based & Advanced Biofuels Association

2024

ANNUAL REPORT

THE VOICE OF WASTE-BASED AND ADVANCED BIODIESEL IN EUROPE



November 2024

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WELCOME!

We are delighted to present to you our 2024 Annual Report!

As we celebrate our 12th General Assembly we see how EWABA's history is filled with successes and challenges. This last year has been particularly demanding for our industry and we are happy to look towards a brighter future with the support of a stronger than ever association!

Despite extremely difficult market conditions, our members have managed to operate their plants with as much efficiency as possible. In 2023, EWABA members produced over 2.21 million tons of waste and advanced biodiesel, virtually stable from the year before, only due to the addition of new producing members and new facilities joining our network.

EWABA represents 59+ companies from across the waste-based biodiesel supply chain. Our membership has doubled over the past 4 years, showcasing a strong appreciation and support of our collective work. It also puts on our shoulders the responsibility to serve our members with high-quality regulatory information and monitoring services and with a solid representation before EU institutions.

In 2023 and what we have seen of 2024, our members operated at well below capacity levels owing to an influx of biodiesel imports to the EU suppressing the domestic market. Still, our network managed to substitute significant volumes of fossil-based diesel and reduced more than 7.1 million tons of CO₂eq (carbon dioxide equivalent) in 2023 alone. Once market conditions are recovered, the industry will continue to steadily grow and thus decisively contribute towards the EU's climate targets, including climate neutrality by 2050.

We strongly supported the imposition of anti-dumping duties (ADDs) on imported biodiesel from China as more than necessary measures to defend our biodiesel producing members, who suffered unfair and anti-competitive market practices. We are happy to see a gradual improvement of the market environment.

Beyond ensuring positive market conditions our work has focused on protecting the interests of the industry as the EU starts a new institutional cycle. One key area of action has been showcasing the high potential of waste-based and advanced biodiesel in the heavy-duty vehicles (HDVs) sector. Our B+ promotion activities started last year with the organization of the 1st European B+ Summit to promote the use of higher biofuel blends for the HDV sector, and this initiative has been followed by two additional national policy events in the Netherlands and in Portugal. We are happy to announce that a specially dedicated B+ website is now available to the public, introducing our objectives and relevant actions on higher blends. In 2025, we will host the 2nd European B+ Summit focusing on the decarbonisation of the heavy-duty sector using high biofuel blends.

As the new legislative cycle starts we see new regulatory and compliance challenges arising. Our association has been an early advocate for a strong Union Database for Biofuels (UDB). This tool aims to transform sustainability compliance for the whole sector but at the time of its entry into force it still poses significant operational doubts. EWABA is proud to have contributed to the continuous improvement of the UDB environment by transmitting literally a myriad of requests from our members to the Commission's UDB team. We are getting close to an operational system, but major collective efforts are still needed. We also see margin for improving the system of sustainability certification and welcome the renewed interest at the EU and national level on this.

2025 will set the basis for yet another complete regulatory overhaul of our industry, with preparatory work on legislative proposals about to start. We stand ready to continue defending the interests of our industry. A big thanks to all our members, without them our work (and this report) could not be possible!



FOREWORD BY PRESIDENT

**Dear EWABA members,
Dear friends of alternative
fuels,**

What a year we have had. I always make a point of not starting speeches or forewords with this sentence, but it's too late for that now. But in return, I will spare us phrases such as "We have overcome the hurdles of the past year" or "We are drawing new strength to master the challenges that lie ahead".

This time, I have decided not to fall into old patterns. In the foreword to our annual report in particular, I am therefore consciously looking to the future. And there is something else I would like to do. I want to look ahead with optimism and confidence. But every year, especially since I have held the office of EWABA President, I realize anew that the real hurdles still lie ahead of us. With all that we have achieved together, I still ask myself, have we really drawn the strength for the next year from it? Are we equipped for the tasks ahead?

At EU level, we have the elections to the European Parliament behind us and the new Commission is just about to take office. In many of our member states, you can sense that society and the economy are characterized more by uncertainty and question marks rather than by clarity and growth. And let's be honest, it's easy to fall into pessimism. Complaining is often easier than getting back on track. Looking backwards often feels more comfortable than facing up to the challenges.

But! We didn't do that. We didn't bury our heads in the sand, and we didn't stop fighting for our interests. Even if sometimes we disagreed, the focus was always on what united us. Not just individual interests but the overall interests of the industry. And in doing so, I am firmly convinced that I have also acted in the interests of the Eu-



ropean Union as a socio-political and economic union.

2024 began with an expert for technical matters joining the EWABA Secretariat and the establishment of a permanent technical working group. We were confronted with the revision of REDIII - Annex IX, FuelEU Regulations, further steps for the EU Database for biofuels. The EU is discussing the revision of the 2035 ban of internal combustion engines. Parallel to this, a specific custom code for HVO was created. The discussion on NUTS2 values casts its shadow ahead.

But what really hit us hard was the 'China problem'. I have said this in many interviews, discussions and conversations: The only ones who have really read and understood the European Green Deal are the Chinese. That is why they have deliberately started to actively attack the sectors relevant to the Green Deal. What started with photovoltaics and e-mobility has continued in the biofuels sector. It is almost a Knight's accolade in terms of economic and, above all, climate policy when an industry takes anti-dumping action against China.

Who else could be part of the solution if not us? We collect and recycle waste materials. We produce renewable energy using the most efficient and advanced processes. We are the industry that makes the biggest contribution to reducing greenhouse gas emissions globally.

But I was just talking about Knight's accolade. Our EWABA Secretariat has definitely earned it. Together with our industry allies, they fought for fair competition rules. And we have won.

That, my dear friends, is what makes me look to the future with confidence. It is not the setbacks

of the past, but the successes we have made of them.

I assure you that I will continue to work for our common interests. And I will do so with all my strength and necessary reason and composure. But even more, I ask all of you to continue to support the EWABA family with all your strength. Let's keep fighting for our industry together.

Thank you!

Ewald-Marco Münzer
President





FOREWORD BY SECRETARY GENERAL

Dear EWABA members,

Time flies when you are having fun! It is a great personal satisfaction to witness EWABA holding its XII General Assembly in Brussels surrounded by a growing number of members, colleagues and friends!

2023 and 2024 have undoubtedly been very difficult years for the industry but it is now clear that 2025 will witness the return to solid market performance due to several auspicious reasons, including a combination of trade defence measures, improved legislation in some Member States and new mandates at the EU level, especially the new targets within the FuelEU maritime Regulation.

As markets stabilise, we will need to collectively address short-term regulatory challenges, namely the perfecting and entry into force of the UDB, the improvement of the standards of certification schemes and the finetuning of the conditionality for the use of cover crops within the expansion of Annex IX. Our association is working with the European Commission in each of these areas to promote our members' interests.

Beyond these regulatory concerns we stand right at the beginning of a new EU institutional and legislative cycle. The Von der Leyen II Commission has expressed a clear re-industrialisation stance, which also lies at the core of the Draghi report, underpinning the political programme of the new EU executive. For EWABA promoting European reindustrialisation boils down to a simple formulation: **EU legislation should first and foremost support biodiesel made in Europe.**

Luckily for us, the entire regulatory framework within the Fit for 55 package will be revised again within the 2024-2029 term. This means that preparatory work on legislative proposals amending key pieces of legislation, such as the RED, the FuelEU Maritime, or the ReFuelEU Aviation among others, is about to start at the Commission. The market nightmares suffered by the industry at



large in 2023 and 2024 will be very present in our minds when we advocate for improved provisions that should primarily ensure the promotion of European production.

In his recent parliamentary hearing Commissioner-designate for Climate Wopke Hoekstra stated that **"there is a bright future for biofuels"**, with a special emphasis on aviation and maritime. This is in itself an excellent declaration but be in no doubt that the collective work of our industry at large, including decisive work within broad pan-industry alliances, will ensure that biofuels also play a key role in the decarbonisation of the road sector, both for light and heavy-duty vehicles, in the post-2035 period.

I'm particularly happy to see that EWABA is yet another year welcoming a significant number of new members! This is very encouraging and it guarantees that new ideas and perspectives illuminate our collective work, be it in the Secretariat or at our very effective working groups and task-forces.

I look to the future of our industry with renewed optimism and look forward to continuing working with each and every one of you to achieve our collective goals!

Angel Alvarez Alberdi
Secretary General

FOREWORD BY DIRECTOR OF COMMUNICATIONS AND ANALYSIS

Dear EWABA members,

In the year 2025...

A feeling of reserved optimism captivates fully the sentiment of the waste-based and advanced biodiesel industry for the upcoming year.

Over the past 23+ months, extremely difficult conditions have hindered our members' production capability and decarbonisation contribution towards the EU's climate objectives.

During this time, most waste-derived biodiesel factories have operated below their normal levels because of an excess of Chinese biodiesel flooding the European market. These unfair trading practices have now been penalized by the European Commission with anti-dumping duties.

Protective measures are not there to shield us off from Chinese or other types of biodiesels entering the EU. Measures are there to create a level playing field for biodiesel producers across the globe, including European producers. In this way, trade measures diminish (to a certain extent) any unfair competitive advantages from domestic policies such as tax reduction, rebates or subsidies.

In spite of these difficulties, EWABA production capacity in 2023 remained solid at 2.21 million tons, with the expected decrease in production balanced by the incorporation of new production members to our membership. On a very positive note, advanced Annex IX/Part A biodiesel production by EWABA members increased to 653,000 tons, from 410,000 tons in 2022 and only 78,000 tons in 2020.

Our members are continuously investing, optimising and preparing for an era of increased competition across the transport industry largely by diversifying their feedstock mix, allowing them to de-risk from any dependencies of the past as well as utilise lower-quality wastes and residues that can create added-value 'green fuels'. Betting on one feedstock, one country of origin, from only a few countries of origin and transporation routes, are all in the past.



Along with all this, the FuelEU Maritime regulation is going to be introduced on 1 January 2025 and spark additional demand for waste-based and advanced biodiesel, a sustainable fuel deriving from wastes and residues that would otherwise be discarded in landfills or sewages. Our members - depending on feedstock and end user - can produce high quality biodiesel that reaches +90% GHG emissions reduction compared to traditional marine fuels. Among other expectations for next year, the European Commission is launching the Union Database for Biofuels (UDB), which when fully operational, could create those additional chains of traceability and transparency to verify origin for all fuels entering the European market.

Our industry has struggled significantly due to regulatory complexity, policy uncertainty, unfair trading practices, and unexpected market conditions but has always bounced back over the years. Now, with the market slowly recovering, the expectation is that 2025 will be a year of 'new normality'. Our hard-working industry needs stability. What is also needed is for the pillars of our industry to continue advocating for our fuel's significant contribution towards waste management, circularity, transport decarbonisation, viability of the Small and Medium Enterprise ecosystem and growth of the wider waste biodiesel community.

Leonidas Kanonis

Communications & Analysis Director



FOREWORD BY GOVERNMENT AFFAIRS DIRECTOR

Dear EWABA Members,

This year has been another significant one with many crucial milestones for the future of our industry. 2024 as a year of European election has set the framework for future policies with new composition of the European Parliament and new European Commission calling for the need to protect European competitiveness alongside the climate neutrality goals in the upcoming years. The Clean Industrial Deal announced ahead of the re-election of Ursula von der Leyen as Commission President shall combine both the competitiveness and climate protection, and the word “technology neutrality” has finally become an official part of the Brussels language for the future legislative framework.

Technology neutral approach for which we have been calling together with other industry players for many years is essential in the road transport sector and therefore internal combustion engine cars fuelled with CO2 neutral fuels including bio-fuels shall be maintained as alternative solution for EU customers. The Working Group for Monitoring Methodologies where I have the privilege to chair the Sub-group 1 on fuel definition is currently finalizing its report to prove the legislators that there are multiple reliable solutions for monitoring of CO2 neutral fuels in vehicles and the broad industry including automotive producers and fuel suppliers is united on the definition of CO2 neutral fuels reflecting the sustainability criteria set in RED. The Group is currently negotiating its future setup and joint activities for upcoming revisions of CO2 standards for both cars and vans and heavy-duty vehicles.

Besides that big battle for the road transport future the waste-based and advanced biodiesel industry specifically is having challenging times again with continuing suspicious imports, even if already addressed with provisional anti-dumping duties, but circumvention practices are still happening. EWABA keeps calling on legislators to improve controls and certification systems and the implementation of the EU Database for bio-fuels (UDB) has certainly been one of the major highlights and headaches of this year. Thanks to our members support and knowledge we have achieved several improvements of the system which once fully operational will help our industry significantly. But there is still way to go and we keep being persistent in our communication towards the Commission that the system requires



additional improvements in order to be binding and data protection needs to be secured.

On the other hand we also have several positive challenges ahead – new feedstocks added to the Annex IX mean new opportunity for our members, even if we are not fully comfortable with the division of cover- and intermediate crops between Part A for aviation and Part B for other sectors and the proper definition of certification rules for new feedstocks is still pending. This needs to be accompanied with lifting of the 1,7% cap for Annex IXB which cannot remain at the same level for 6 feedstocks as it was for 2, and after proper UDB implementation there is no logic for any cap at all.

B10 implementation and higher biodiesel blends deployment is another great task and we are enthusiastic to assist our members in the REDIII transposition in their Member States.

But besides the road transport also our engagement in the maritime sector is growing. Upcoming mandates resulting from the FuelEU maritime as from 2025 are constantly bringing new interest in this sector and we are really enjoying to deep dive into this amazing and still new sector for waste-based and advanced biodiesel producers.

It's been my sincere pleasure to contribute to your business development with government affairs agenda and guide you together with other EWABA team members through our inspiring discussions. We keep committed to do better and more as the time ahead is challenging again.

We appreciate your support and trust!

Daša Mamrilova
Government Affairs Director

FOREWORD BY TECHNICAL AFFAIRS EXPERT

Dear EWABA members,

Let me begin by saying how grateful I am that you have chosen me to represent you at a technical level in Europe and beyond. Since my first steps into the biofuel industry, I have realized that turning waste into high quality and valuable fuels is a very secure basis on which to have an industry. And while there have certainly been challenges there have been considerable steps forward for EWABA in several areas under my responsibility, and which I am proud to say I have assisted in achieving.

In conjunction with our Maritime Task Force we were delighted to be able to announce we had been formally accepted as members of the Belgian standardization institute, NBN. Over the last number of years they have been working in conjunction with their Dutch partners NEN in making a new FAME standard specifically for use as a blend component in ship fuels.

This is somewhat of a world's first, and marks a positive step forward for our industry. While the standard has been published earlier this year, we envisage it will evolve further especially when it comes to being considered for inclusion into the ISO standard for ship fuel. This is an area of interest for quite a few of our members as there is an opportunity to sell a more industrial specification of FAME for use in heavy duty ship engines.

Of further interest to our members has been the ramping up of our Technical Working Group, which meets generally every two months. Up until the start of this year it had been convening on an ad-hoc basis. We are most grateful to our TWG members as they have been very kind in offering their expertise and advice on a range of issues, helping strengthen and indeed sharpen EWABA's voice to the outside world.

Other highlights of this year's technical work has been the coming together of experts from EWABA, EFPR and EBB in forming a strong and coherent industry voice on the critical issue of GHG



emissions for tallow production under planned modifications to the EU's Renewable Energy Directive.

Following its 2023 amendment the EC are planning an update to the extremely important annexes of the directive. These annexes contain calculations governing the GHG savings which various biofuels can achieve under the RED. We have become aware of a possible increase to the GHG emissions of tallow based fuels, and have begun to engage the Commission on this issue, in alignment with our partner associations.

Other crucial areas of interest which EWABA are involved in on a technical and scientific level include improving the tracing of HVO imports and blend levels. We have approached this issue on two fronts; both in pressing the improvement of carbon 14 dating tests to establish accurate HVO blend levels, and in the perspective of better custom codes for HVO and HVO type fuels, as the EU tries to clearly understand the true level of imports – and the true level of bio-blends which some Member States are claiming. Aligned to this, we have assisted members with regards the implementation of the Union Database which intends to better track biofuel use throughout the Union.

Adrian O'Connell
Technical Affairs Expert



FOREWORD BY MARITIME TASKFORCE CHAIR

Dear EWABA Members,

In 2023, EWABA established a Maritime Task Force bringing together a large variety of Members focusing on ramping up biofuels in the maritime sector.

With shipping being included in the EU ETS, FuelEU Maritime just around the corner and measures underway from the International Maritime Organization, IMO, advanced and waste-based biofuels play an increasingly important role in the industry being the cornerstone of the global supply chain. Throughout the year we have had some very insightful discussions in the task force with valuable input from the European Commission, market intelligence providers and the secretariat and Members of EWABA. Topics have included the implementation of FuelEU Maritime, RED III, the list of sustainable feedstocks, sustainability certification, fuel standards and by sharing questions, thoughts, and ideas in the task force, we have been able to identify areas that lack clarity and need to be illuminated.



Going forward the Maritime Task Force will have plenty of topics to work on in order to ensure that biofuels remain an important part of the maritime transition to a low carbon future.

Maria Skipper Schwenn

Director of Environmental Regulatory & Public Affairs at Bunker Holding
Chair of EWABA's Maritime Taskforce



OUR WORK

Founded in 2013, the European Waste-based & Advanced Biofuels Association (EWABA) is a members-driven non-profit association focusing on supporting its members via regular market insight, service-based access to information and interest representation.

EWABA provides in-depth policy, regulatory, and market information to its members, and offers updates on legislative developments, strategy and our association activities in Brussels and the EU via regular communications. To achieve the association objectives, we have set up Working Groups that regularly meet on topics such as Government Affairs, Communications, Technical Affairs and Maritime-related issues to ensure the best possible intel and analysis for our members.

EWABA represents its 59+ members before EU and national authorities to ensure the best possible regulatory outcome for waste-based and advanced biodiesel. Our work entails regular contact with the industry, media, the research community, and the wider public to better serve our members. Collectively we strive to secure public policies that enable large-scale deployment of sustainable biofuels across the EU.

We are proud to promote the excellent work done by our members in renewable fuels production and the generation of value-added products. Together, along with our members operating in 21 Member States as well as in key non-EU markets such as the United Kingdom and Switzerland, we will continue working to showcase the numerous positive impacts of our industry!

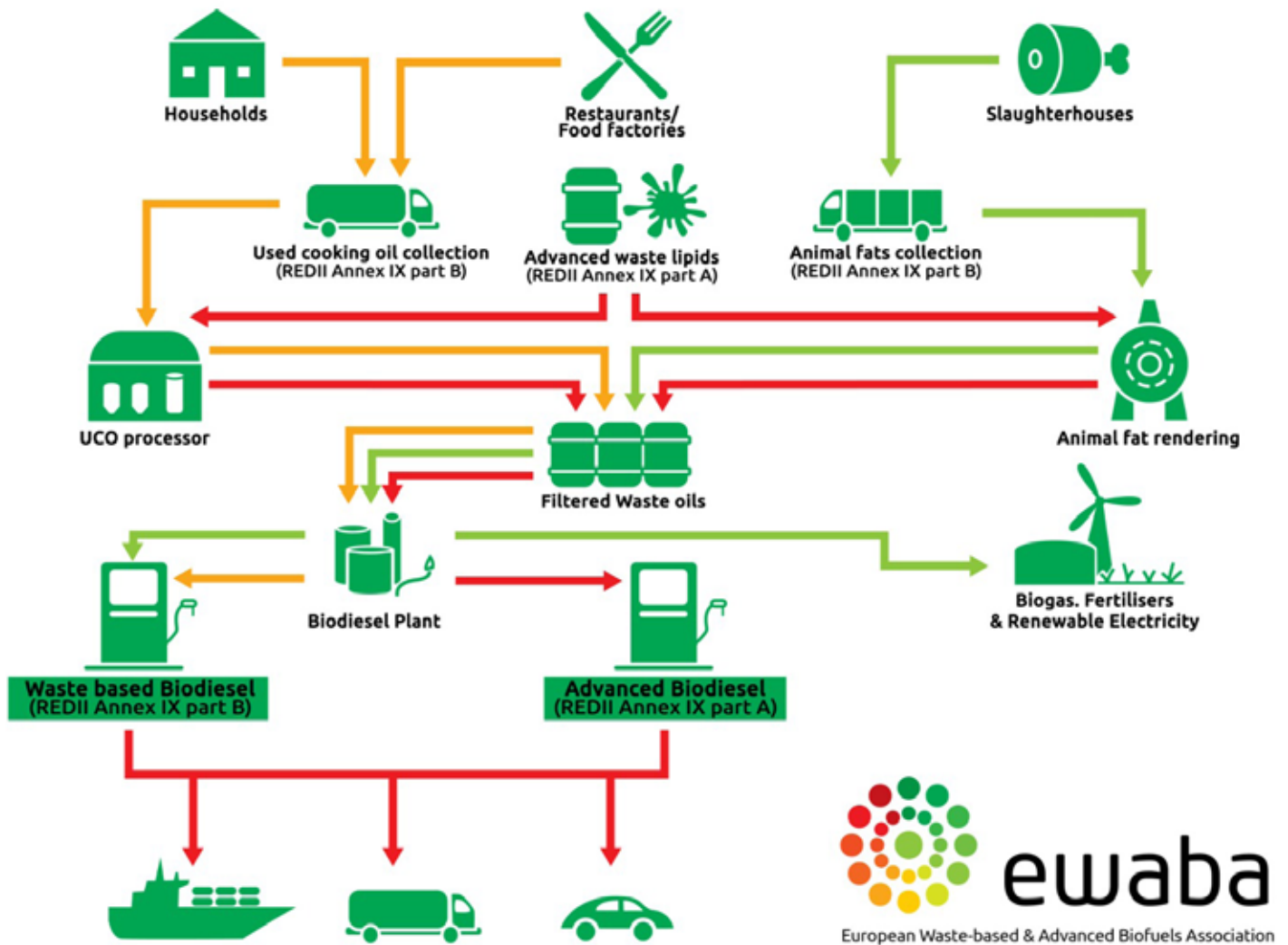




OUR MEMBERS

EWABA SUPPLY CHAIN



The waste biodiesel supply chain is long but not particularly complex. Used cooking oils (UCOs) and animal fats (tallow) are collected from restaurants, food factories, industrial sites, slaughterhouses, and households. Following collection, these are all processed and cleaned in special processing units to remove impurities and water. Filtered waste oils are then fed into biodiesel plants to produce waste-based and advanced biodiesel, depending on the feedstock used. The final renewable waste fuel can be used in passenger vehicles, heavy duty vehicles (trucks, buses, etc.) and vessels.

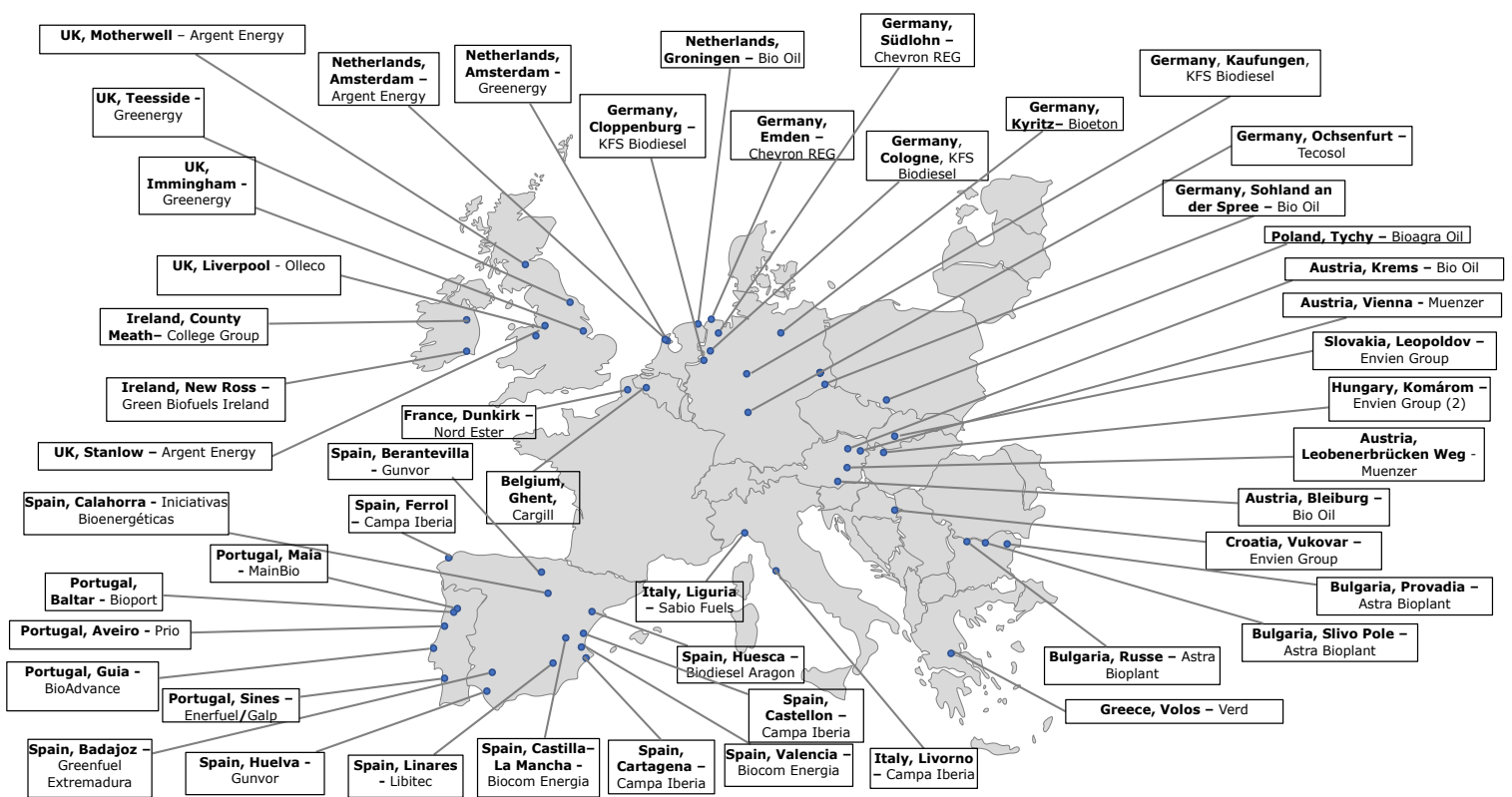
By-products deriving from biodiesel production such as fertilizer is sold to the farming industry, while glycerine is largely used in biogas plants for the generation of electricity or on the oleochemicals sector.

The EU waste-based and advanced biodiesel industry composes more than 65 production facilities distributed across most EU Member States directly employing 5,000 people and indirectly more than 20,000. Many of these companies are SMEs and strengthen employment in remote and rural regions.





EWABA WASTE BIODIESEL PRODUCTION MAP



The EWABA network represents 51 waste-based biodiesel factories across the EU and key non-EU markets like the United Kingdom.

As seen in the map, most facilities are found in key EU markets such as Spain, Germany, Portugal and the United Kingdom.

Spain is the largest representative hub with a total of 11 waste-derived biodiesel facilities. Germany follows with 9 total production plants. The United Kingdom and Portugal follow together in third with 5 operational plants each. Austria and Bulgaria are well represented in the map as well with 4 and 3 production facilities respectively.

It is also visible from the production map above that most of the waste and advanced biodiesel facilities within our network are in suburban or rural areas, supporting employment growth in often remote locations, and providing opportunities for the wider small and medium enterprises (SMEs) ecosystem.

EWABA represents in full all its member categories, from feedstock collectors to producers, suppliers, technology providers, national associations and service providers. Across 21 EU Member States and two non-EU markets such as Switzerland and the UK.

EXECUTIVE BOARD

Our board consists of industry leaders collectively steering the association's direction to achieve its objectives.



Ewald-Marco Münzer
President
Münzer Bioindustrie, Austria



Michael Fiedler-Panajotopoulos
Vice President
Chevron Renewable Energy Group
Germany
The Netherlands



Adam Baisley
Board Member / Treasurer
Olleco, United Kingdom,
The Netherlands



Tommaso D'Angelo
Board Member / Co-Treasurer
Adriatica Oli, Italy



Anabela Antunes
Board Member
Prio, Portugal



Riccardo Pedriali
Board Member
Sabio Fuels, Italy



Ben Hartland
Board Member
Greenergy, UK, The Netherlands



Detlef Evers
Board Member
MVAk, Germany, Austria,
The Netherlands



Dickon Posnett
Board Member
Argent Energy, UK, The Netherlands



Enrique Gonzalez
Board Member
Biocom Energia, Spain



Yorgos Kyriakopoulos
Board Member
Verd/Prasino Ladi, Greece



SECRETARIAT

The Secretariat supports EWABA members by sharing knowledge and expertise on regulatory and market developments. The Secretariat represents the waste-based and advanced biodiesel industry in discussions with key policymakers, and international events. We engage in a range of market and communication activities, representing the association at key institutional and civil society fora and support our members to steer regulatory and industry developments.



Angel Alvarez Alberdi

Secretary General

Our Secretary General is in charge of the policy, administrative and budgetary management of the association. Angel represents the waste-based biodiesel industry vis-à-vis the European Commission, European Parliament, Member State authorities and other EU and international stakeholders such as UN bodies, NGOs and research institutes. He also prepares policy notes, position papers, legal advice and internal newsletters, and organizes and chairs internal meetings and represents the association in international conferences and events.



Leonidas Kanonis

Director for Communications & Analysis

Our Communication Director is in charge of different internal and external communication issues, media relations, market developments and member initiatives. Leonidas promotes the scope and benefits of the waste-based biodiesel industry through market analysis, stakeholder engagement, industry events, and the association's social media channels. He analyses and reports on media and market developments of relevance for the industry.



Dáša Mamrillová

Government Affairs Director

Our Government Affairs Director is involved with policy-related issues and supports the Secretary General in representing the association before EU institutions, and other policy-oriented stakeholders. Dasa hosts internal and external policy meetings and constantly updates EWABA members on renewable fuels' policy and regulatory matters.



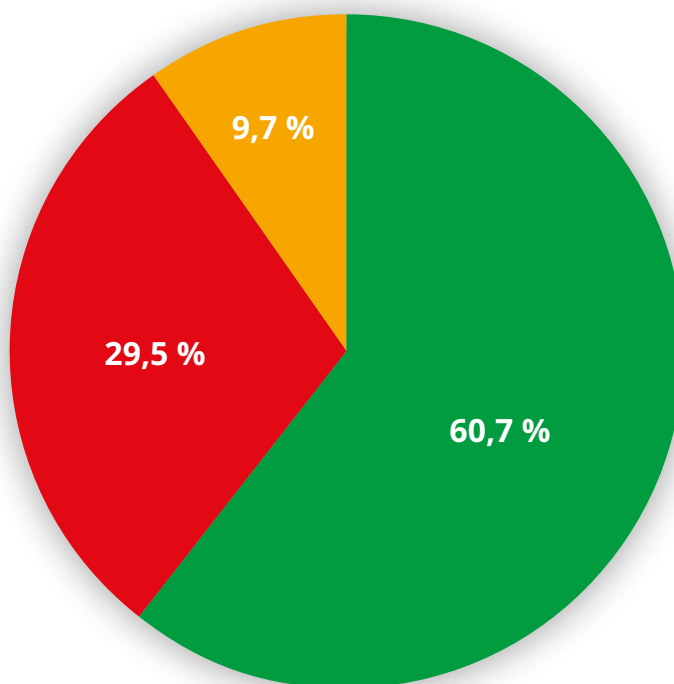
Adrian O'Connell

Technical Affairs Expert

Our Technical Affairs expert is EWABA's representative in any internal and external technical-related matters for our industry. Adrian provides valuable support to the Secretariat in our multi-stakeholder discussions across different legislative files and the effective use of waste feedstock supplies, ensuring carbon accounting rules for existing and new fuels or pathways. He has extensive experience in European fuel standardisation committees and fuel methodology working groups via his Life Cycle Analysis (LCA) expertise, at the same time supporting our members with any GHG-related issues.

EWABA DATA GATHERING REPORT – SUMMARY

EWABA Total Waste & Advanced Biodiesel Production in 2023 - 2.212.000 tons

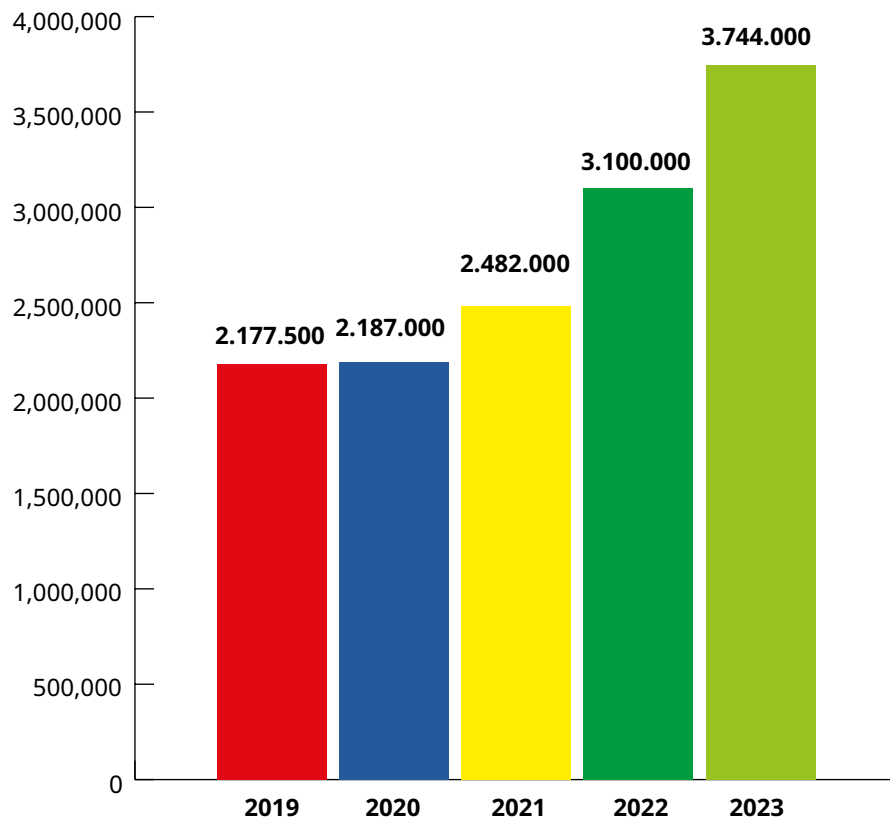


- Total UCOME production -inc FFAs declared as Part B Annex IX (1,343,000)
- Total TME production (215,500)
- Total advanced production (Part A of Annex IX) (653,500)

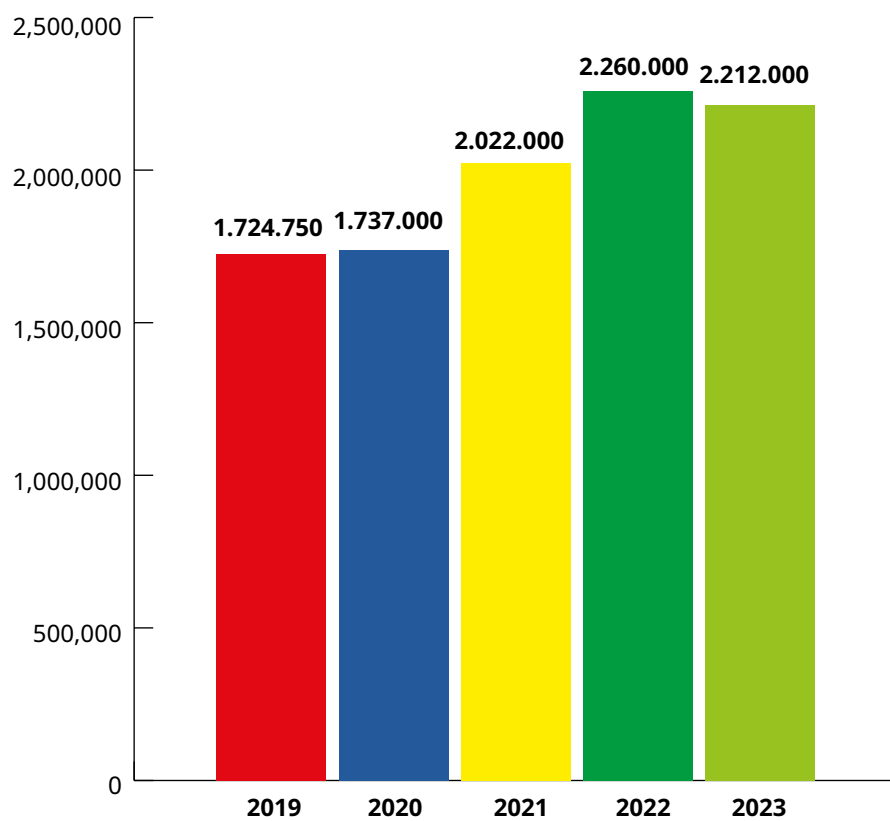
Members only

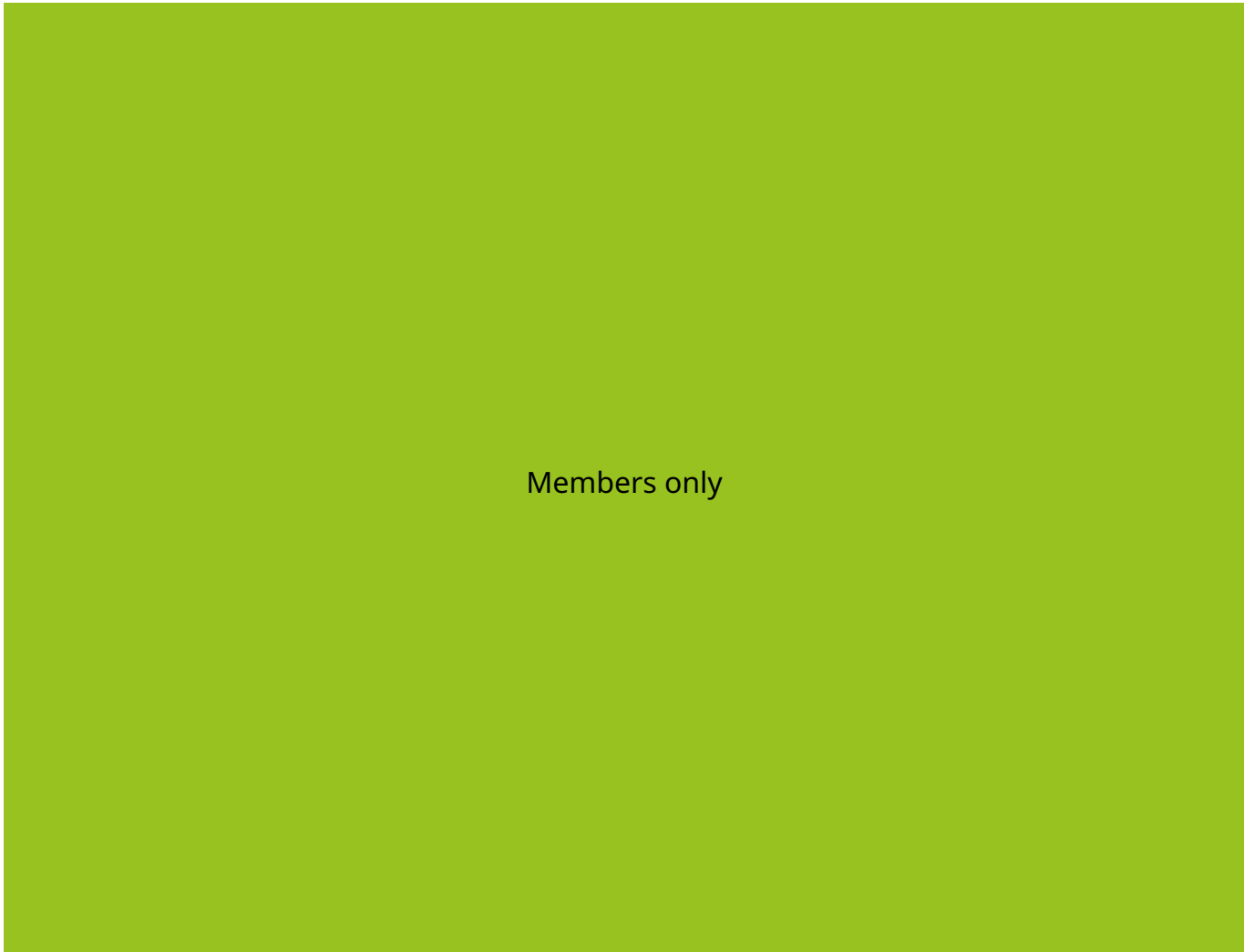


EWABA Total Biodiesel Production 2019-2023

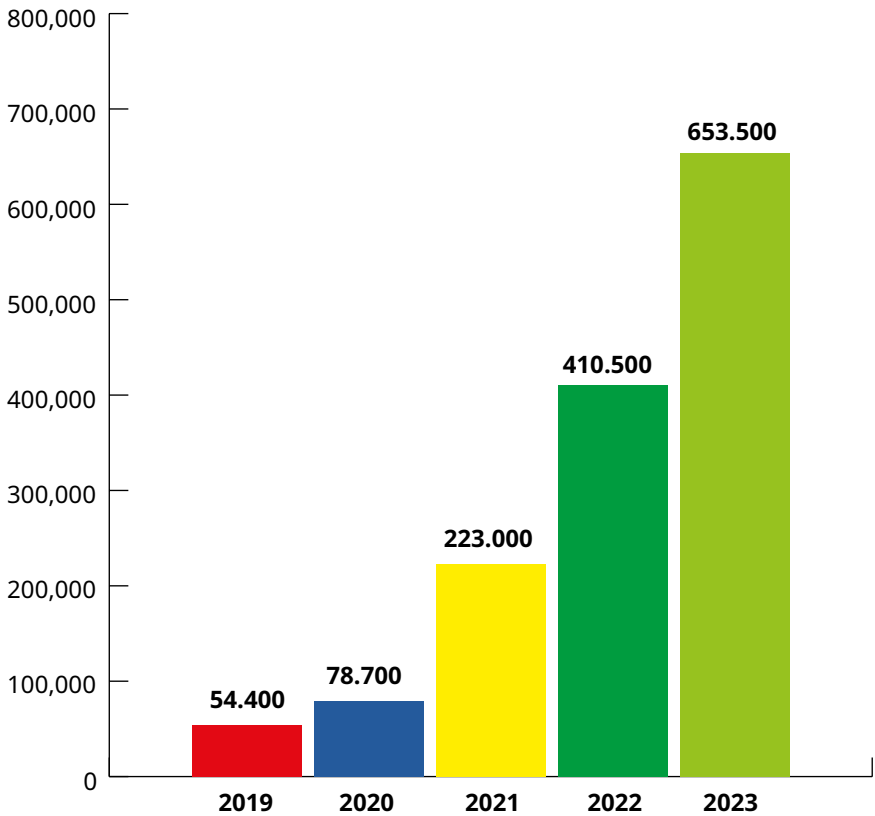


EWABA Waste & Advanced Biodiesel Production 2019-2023





EWABA Total Advanced Biodiesel Production Annex IX/A 2019-2023

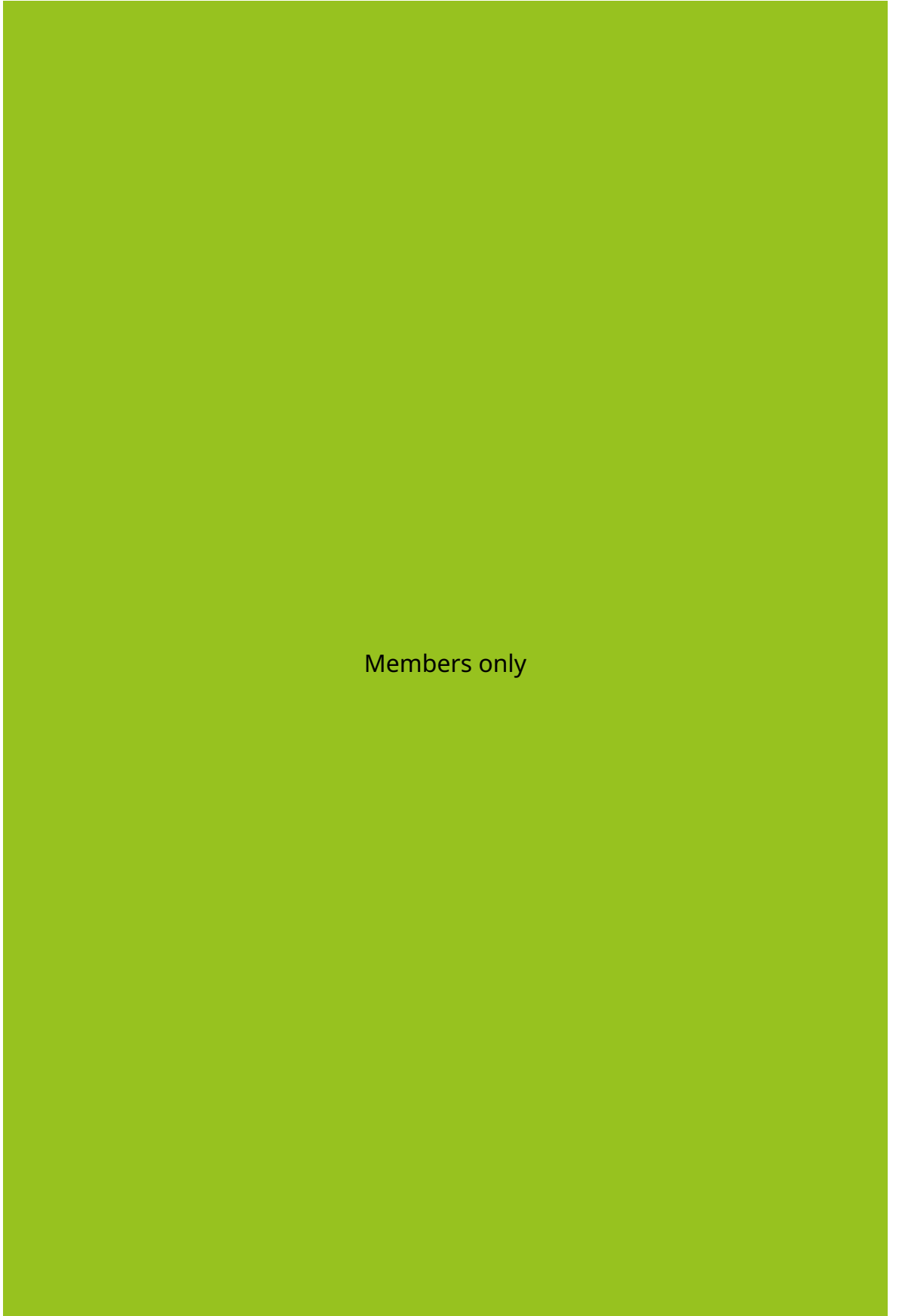




Members only

Members only

ARGUS MARKET DATA



Members only



ARGUS MARKET DATA

Members only

EWABA LEGISLATIVE PRIORITIES IN 2024-2029

REDIII – New ambitious targets for renewable energy in the transport sector should be set for the period after 2030 without any limitations for waste and advanced biofuels

REDIII – Annex IX part B limitation of 1.7% - review and increase in line with added feedstocks

FuelEU – further support the uptake of waste-based and advanced biodiesel for ships through synergies and consistent work with fuel suppliers and ship owners

B10 – Member States should introduce with fast-track processes B10 blends (10% biodiesel content) nationwide in their fuel stations and remove the protection grade B7 (7% blend)

Higher biofuel blends (B+) – biodiesel blends can be used in much higher blends than currently and achieve significantly more GHG emission reduction today

CO2 Standards – The targets for CO2 reduction, (100% in 2035 for cars and vans and 90% in 2040 for heavy-duty vehicles) which in reality means a ban on the internal combustion engine, and a ban on new diesel and petrol cars must be revised

Union Database – The UDB should become a harmonized compliance system that will enhance traceability and transparency across the supply chain, starting from the point of origin

Energy taxation directive – The taxation of fuels must move from volume-based taxation to energy content and environmental performance of the fuel

EWABA main objectives for the new legislative cycle

Energy security – Domestically produced renewable fuels **strengthen the EU's energy security** and supplies and **reduce the bloc's reliance on imported fossil fuels**.

Industrial competitiveness – The **EU's reindustrialization strategy** must prioritize fuel & energy production at home, invest in the **EU's competitive advantages and reconnect rural communities with SMEs** that provide employment opportunities in remote regions.

Technology neutrality – We **support the technology neutrality principle**, a **pillar of European industry**. The **legislative framework** must be designed in a way which enables the most efficient transition to net zero. A **level playing field** must be ensured **based on a lifecycle approach** that will **compare all fuel options based on their actual** – and not tailpipe – **GHG emissions**.

Energy transition & circularity – Renewable fuels especially waste-based biodiesel have a significant role to play in all transport modes (road transport especially heavy-duty, maritime, aviation). **Waste-based biofuels promote the EU's circularity principle**, generating **added-value products by recycling** and managing – otherwise – wasted resources and lowering lifecycle GHG emissions drastically.



EWABA ACTIVITY HIGHLIGHTS

EWABA pavilion sponsor - Argus Biofuels Europe conference

For the second consecutive year, EWABA was the pavilion sponsor at the largest industry event of the year!

The Association and its Secretariat had a central presence showcasing EWABA and its members' work to the 700+ attendees of the conference. Our association sponsored the pavilion along with our members BDI-Bioenergy International and Gelsenkraft.

We were excited of having the opportunity to exhibit along with our members and discuss the important work conducted by our industry. Our Secretary General and Government Affairs Director spoke at separate panels on biofuels policy and the role of biofuels for maritime, respectively, whilst members of EWABA presented at the event either as panelists or speakers, providing strong visibility to our association.



Launch of the Clean Maritime Fuels Platform

We are delighted to announce that EWABA is part of the newly launched Clean Maritime Fuels Platform! We have launched this new platform along with European shipowners and fuel producer associations, namely the European Community Shipowners' As-

sociations (ECSA), Fuels Europe, eFuel Alliance, Hydrogen Europe and the Methanol Institute, to enhance communication between the shipping sector and fuel producers and to identify common challenges and solutions.



National B+ events held in the Netherlands, Portugal

B+ Netherlands Symposium

EWABA supported the “B+ Higher Blends Symposium” held in the Hague in mid-June. The meeting focused on market and policy developments for decarbonising heavy-duty vehicles through higher FAME blends.

Co-hosted by the Dutch Biodiesel alliance (NBAA) the symposium was led by Argent Energy's Dickon Posnett and Chevron Renewable Energy Group's Edze Diemer. The keynote speaker was Petrouschka Werther, Director of Sustainable Mobility from the Dutch Ministry of Infrastructure & Water Management. She presented a future outlook of options which the Dutch government are considering for decarbonising road transport. That included FAME alongside other options such as renewable hydrogen, electric vehicles, etc.

EWABA, being present in the Symposium, defended that FAME and most notably that from wastes and residues is a strong option which is actively decarbonising transport now and should be given priority over other possible alternatives.

Mr Posnett reminded the group that there remains a large potential for higher FAME blending now to immediately help decarbonise the heavy-duty sector, and it is certainly one which is harder to decarbonise compared to passenger vehicles.

The Dutch-based symposium was a first in a series of B+ European events, leading on from last year's 1st European B+ Summit held in Estoril, Portugal.





National B+ Summit Portugal

On October 1-2, the national Portuguese B+ Summit brought together around 300 experts and decision-makers in Lisbon to discuss the future of energy and decarbonization strategies. Organised by the national Advanced Bioenergy Association (ABA), the event focused on promoting green fuels, such as biomethane and advanced liquid biofuels, which are essential for the energy transition in the transport and industrial sectors.

With the participation of leading figures from the public and private sector, the B+ Summit highlighted the importance of stable policies and strong

collaboration between all parties to achieve sustainability goals. Among the topics discussed were innovative energy solutions that can put Portugal at the forefront of carbon neutrality. EWABA Secretary General Angel Alberdi presented on the key role of waste-based and advanced biodiesel and the key reindustrialisation angle of the new EU institutional cycle.

This was an event of great relevance to support all the players in the sector, and reinforced Portugal's commitment to a greener future, calling for coordinated action to accelerate the energy transition and ensure a more sustainable tomorrow.



EWABA supports anti-dumping duties (ADDs) on Chinese biodiesel

Following more than 20 months of extreme market conditions that suppressed the whole sector, the European biodiesel industry managed to succeed in the imposition of trade defense measures on Chinese biodiesel. Our association was a strong sup-

porter of ADDs imposition and assisted the European Biodiesel Board, which led this anti-dumping case, as well as the lawyers responsible for bringing this case to the European Commission.



Technical Affairs Expert joins EWABA

We are delighted to welcome Adrian O’Connell to the EWABA Secretariat!

Along with his excellent character, Adrian also brings extensive biofuels-related experience from his 8-year stint at the European Commission’s Joint Research Center, in the Energy, Transport and Climate directorate.

In addition, his professional involvement in Ireland’s first large scale biodiesel production facility along with his master’s thesis devoted to the esterification process (FAME) make him an excellent addition to the EWABA team and enhances our ability to support our members in technical-related issues across the supply chain.

To that end, our technical meetings took a more structured approach via our monthly Technical Working Group meetings.

Due to Adrian joining us in February 2024 and growing interest, our members are now receiving support in technical issues on a regular basis, and also receive support in their in-house GHG calculations. The Technical WG often also supports other Working Groups such as Government Affairs or the Maritime Taskforce by discussing general or specific technical issues raised by our members. As expected, the Technical WG is chaired by our expert Adrian.

EU Database for biofuels UDB

The Union Database for Biofuels (UDB) has been one of the main topics for our industry with an official all-out launch expected on 21 November 2024.

Together with our member Bioledger, EWABA organized this year a 3-month trial to support the onboarding of our members to the UDB as well as a workshop for members on the latest updates on the traceability database shortly after the summer break. We have liaised numerous times with the European Commission on the onboarding status of our members and the wider industry. In addition, we have prepared communication via emails, letters, etc. to request clarifications by the European Commission on several outstanding issues. More detailed information on our work surrounding the UDB can be found in the section *Other Regulatory issues - REDII implementation*.

EWABA participates at the G7 Sustainable Biofuels International Forum

On 28 April, EWABA’s Government Affairs Director Dáša Mamrillová participated at the International Forum on Sustainable Biofuels organised in the framework of the G7 Climate, Energy and Environment Ministers’ Meeting, and hosted by the Government of Italy, in Torino.

The Forum presented a **Joint Statement to the G7 Ministers aimed at highlighting the role of sus-**

tainable biofuels in all transport sectors, promoting environmental sustainability, innovation, social and local value creation aspects in order to contribute to achieving the COP28 decarbonization goal.

EWABA has co-signed the statement, bringing the total signatories at the time of the forum at 77. You can follow the full [Turin Joint Statement on Sustainable Biofuels](#).



EWABA Technical Working Group is now permanent

In April this year, EWABA began holding recurrent discussions as part of its already existing Technical WG. This revival has been met with very high interest by members, sparking interesting discussions over the course of these monthly technical meetings. We look forward to great discussions in the upcoming year as well.

EWABA joins Belgian-based NBN and Dutch-based NEN on marine FAME standard

As of July this year, EWABA is taking part in the Dutch standardisation authority NEN's expert group working on a FAME standard for marine applications. The group is organised by NEN but consists of both Belgian and Dutch entities. EWABA has also joined as a member of the Belgian Standardisation Institute (NBN). A number of EWABA members are involved with this group, and we are liaising with them to ensure we have a coherent and combined approach to this new work.

The Group has just produced a full Dutch standard. Eventually it is hoped that the international ISO marine fuel standard will refer to this Dutch standard when it discusses the blending of FAME in marine fuel. More relevant information on this under the *FuelEU Maritime* section.

EWABA's core work for the Stuttgart WG report on CO2 neutral fuels monitoring

Our Government Affairs Director Dáša Mamrillová has been nominated as Chair of Sub-Group 1 on Fuel Definition and Fuel production under the Working Group on Monitoring Methodologies (WGMM), or else Stuttgart working group.

The Working Group has been holding high level discussions, including with DG GROW Head of Unit for CO2 neutral fuels Mark Nicklas in May.

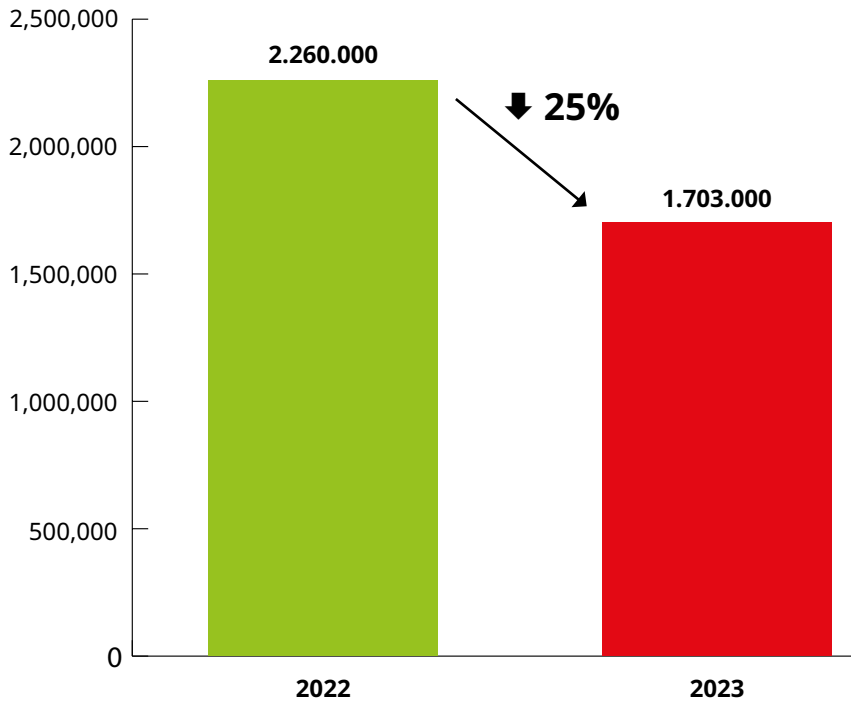
The Stuttgart working group, which is tasked with drafting a comprehensive report on monitoring methodologies for vehicles running on CO2 neutral fuels by the end of 2024, is currently discussing its prolongation for the next years due to upcoming revisions of the CO2 standards legislative files.

EWABA Statistics report

Our Secretariat consolidated our membership statistics for 2023 into a report, which was shared with members in May this year.

In 2023, EWABA members produced 2.21 million tons of waste-based and advanced biodiesel, close to 50kt below last year's waste-derived production. However, we have also compared waste-based and advanced biodiesel production in 2022 and 2023, maintaining the same members over the two years to observe the drop in production due to unfair competition from China and other negative market circumstances.

EWABA Waste & Advanced Biodiesel Production 2022 and 2023 - Ceteris Paribus



- EWABA waste-based biodiesel production fell by 25% in 2023, from a year earlier, keeping EWABA members constant from one year to the other
- With the addition of new members and new production facilities from existing members the total figure reached 2.21 million tons in 2023, in spite of significant challenges

HORIZON FUELPHORIA project turns 1!

EWABA began its research and policy support for the HORIZON EU project “FUELPHORIA: accelerating the sustainable production of advanced biofuels and RFNBOs – from feedstock to end-use”.

The project objective is to demonstrate complete innovative and cost-effective value chains to increase the competitiveness of technologies related to advanced biofuels & renewable fuels of non-biological origin & foster their commercialization. Our association is responsible for analysing the policy framework and any potential barriers for the creation of these technological value chains, as well as replicating a toolkit for the development of those value chains.

Following the project kick-off in Greece in October 2023, the project partners held two General Assembly meetings this year; 1st in late March 2024 in Ghent, Belgium and 2nd in Zaragoza, Spain in late October 2024 to discuss the project’s progress.





EWABA XI GENERAL ASSEMBLY

Our XI General Assembly was held last year in Brussels on 16-17 November 2023 and we are thrilled that more than 80 attendants joined us in this annual occasion!

EWABA POLICY SECTION

As the voice of the EU waste-based and advanced biodiesel industry, EWABA interacts with EU policy makers very closely during both drafting and negotiating legislative procedure phases to transmit our preferred policy outcomes. In this context we have been extensively engaging with all 3 EU legislators - the European Commission, European Parliament and the Council both formally (via consultation responses, participation in stakeholder meetings, etc.) and informally (via bilateral meetings with different

officials at different levels of the hierarchy). We also actively participate in various civil society platforms and alliances highlighting common positions on approaches to the decarbonization of the transport sector. Our advocacy is mainly focused on the REDIII including Annex IX revision, ReFuelEU Aviation, and FuelEU Maritime Regulations, as well as the CO2 Standards for Cars and Vans and CO2 standards for Heavy Duty vehicles Regulations.



RENEWABLE ENERGY DIRECTIVE (REDIII)

Within the scope of the transposition period setting the deadline for Member States (MS) to transpose the Directive into national laws until 21 May 2025 we are supporting members with our advocacy in national capitals to help to get our policy priorities to the relevant REDIII transposing legislation, as it was successfully done during the REDII transposition campaign in 2018 – 2022.

We have prepared an EWABA Position Paper on REDIII transposition with the following recommendations for Member States in order to transpose the REDIII in the most efficient way:

1. To set the **RES-T target on fuel suppliers as 29% energy content**.
2. To set the **Annex IXB cap at the highest possible level** – 1,7% should be increased by the Commission following the Annex IX revision.
3. To **set differentiated targets for advanced biofuels** from Annex IXA and RFNBOs.
4. To **benefit from the double counting** for waste and advanced biofuels.
5. **To introduce B10 biodiesel blend for light duty vehicles and higher biodiesel blends up to 100% for heavy duty vehicles.**

The transposition campaign will be supported by a parallel communications campaign – we have prepared an EWABA brochure for MEPs and a B10 leaflet that is ready to share with national authorities to support the introduction of B10 in their relevant MS.

Annex IX Revision

On 14 March 2024 the Commission adopted the long-awaited final revision of Annex IX which unexpectedly splits intermediate and cover crops between parts A and B, whereby those used for the production of renewable fuels for the aviation sector are included in part A and those produced for other transport modes are listed in part B.

The list of feedstocks to be included is as follows:

(1) in Part A, the following feedstocks are added:

(r) Fusel oils from alcoholic distillation;

(s) Raw methanol from kraft pulping stemming from the production of wood pulp;

(t) Intermediate crops, such as catch crops and cover crops that are grown in areas where due to a short vegetation period the production of food and feed crops is limited to one harvest and provided their use does not trigger demand for additional land, and provided the soil organic matter content is maintained, where used for the production of biofuel for the aviation sector;

(u) Crops grown on severely degraded land, except food and feed crops, where used for the production of biofuel for the aviation sector;

(v) Cyanobacteria.;

(2) in Part B, the following feedstocks are added:

(c) Damaged crops that are not fit for use in the food or feed chain, excluding substances that have been intentionally modified or contaminated in order to meet this definition;

(d) Municipal wastewater and derivatives other than sewage sludge;

(e) Crops grown on severely degraded land excluding food and feed crops and feedstocks listed in Part A of this Annex, where not used for the production of biofuel for the aviation sector;

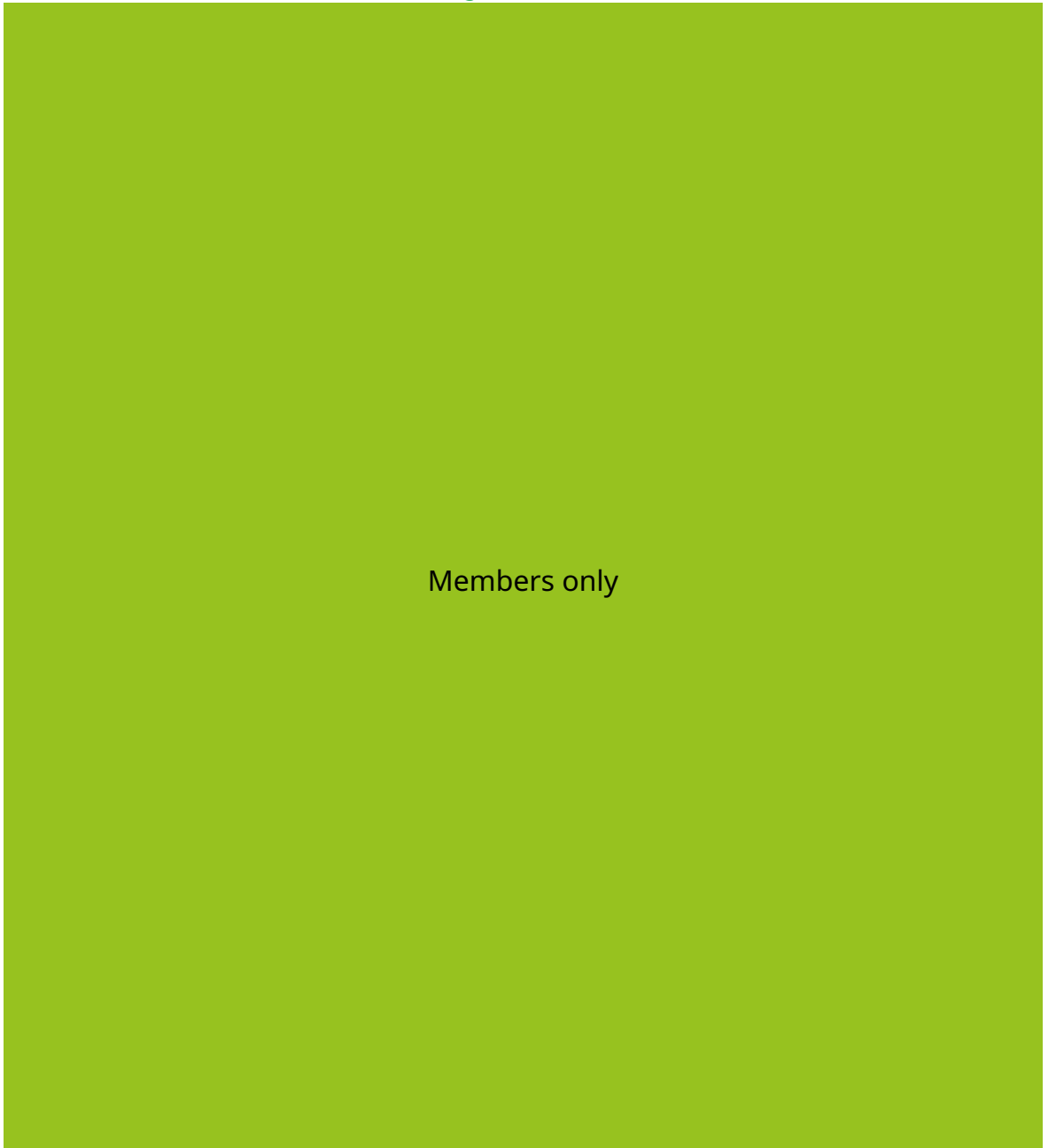
(f) Intermediate crops, such as catch crops and cover crops, and excluding feedstocks listed in Part A of this Annex, that are grown in areas where due to a short vegetation period the production of food and



feed crops is limited to one harvest and provided their use does not trigger demand for additional land and provided the soil organic matter content is maintained, where not used for the production of biofuel for the aviation sector.’.

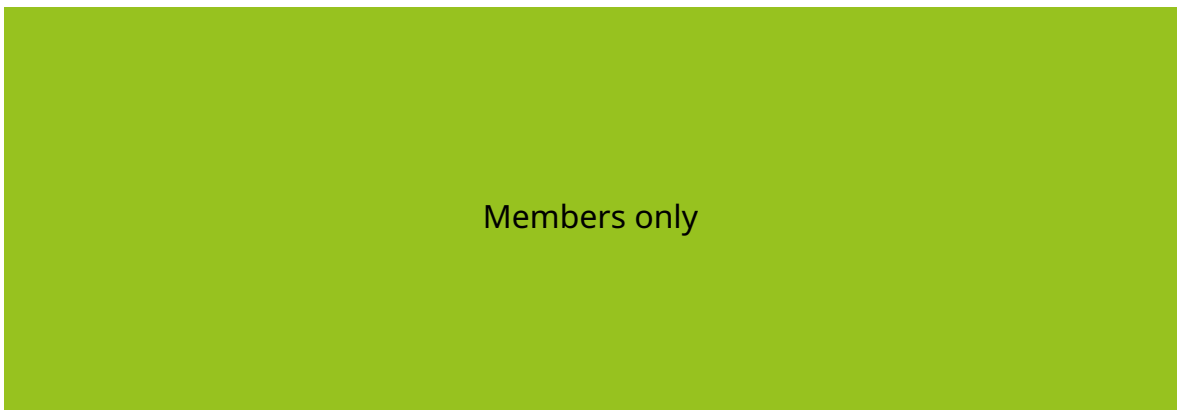
Members only

REDIII – Revision of TME Annex V GHG savings values



Members only

2022 RES-T Shares Analysis



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FUELEU MARITIME - ACTIONS

The FuelEU Maritime regulation is coming into effect as of 1 January 2025 and is expected to play a key role for the sector's decarbonisation in the coming years. The EWABA Secretariat is providing continuous support to members on anything pertaining the European maritime regulation as well as world regulations for ships applying to the global maritime sector.

As a reminder, we list below the annual average GHG intensity reduction targets of the energy used on board set by the European maritime regulation. The regulation accounts for 100% of emissions on intra-EU ports and 50% of extra-EU, EU ports, covering well-to-wake lifecycle evaluation of marine fuels.

FuelEU targets to be introduced as of 1 January 2025

- 2% in 2025
- 6% in 2030
- 14,5% in 2035
- 31% in 2040
- 62% in 2045
- 80% in 2050

Launch of the Clean Maritime Fuels Platform

European shipowners and fuel producer associations joined forces to lead the way in maritime decarbonisation under this newly established platform.

EWABA, along with the European Community Shipowners' Associations (ECSA), FuelsEurope, eFuel Alliance, Hydrogen Europe and the Methanol Institute, aim to enhance communication between the shipping sector and fuel producers and to identify common challenges and solutions. The platform will focus on policies and tools to support the production and uptake of clean maritime fuels in Europe including areas such as maritime in EU ETS and funding opportunities. The newly established Platform will hold regular meetings.

Most importantly, the Clean Maritime Fuels Platform is dedicated on four key messages: Firstly, **to make the EU clean fuels frontrunner for shipping**. The energy transition of shipping is an opportunity at a time when international shipping is seeking to reach net-zero. Secondly, to **overcome the challenge of the cost gap between conventional fuels and renewable and low-carbon maritime fuels**. Currently, clean fuels are up to five times more expensive. Third, the Platform must grasp the **opportunity of building a supply chain** for renewable and low-carbon fuels. **Strengthening clean shipping fuel manufacturing in Europe** must be a pillar of the upcoming Clean Industrial Deal and the Maritime Industrial Strategy. And fourth, **public and private investments** must be secured to achieve shipping's decarbonisation.



European Commission presents on FuelEU Regulation at the EWABA Maritime taskforce

Members only

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Market presentation from Argus Media on maritime issues

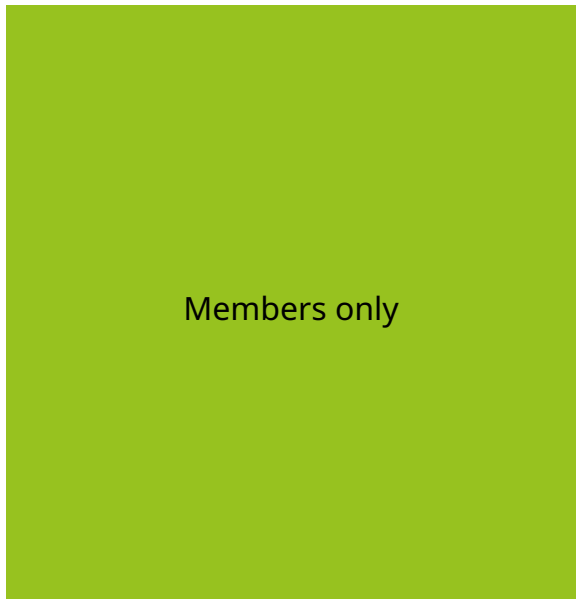
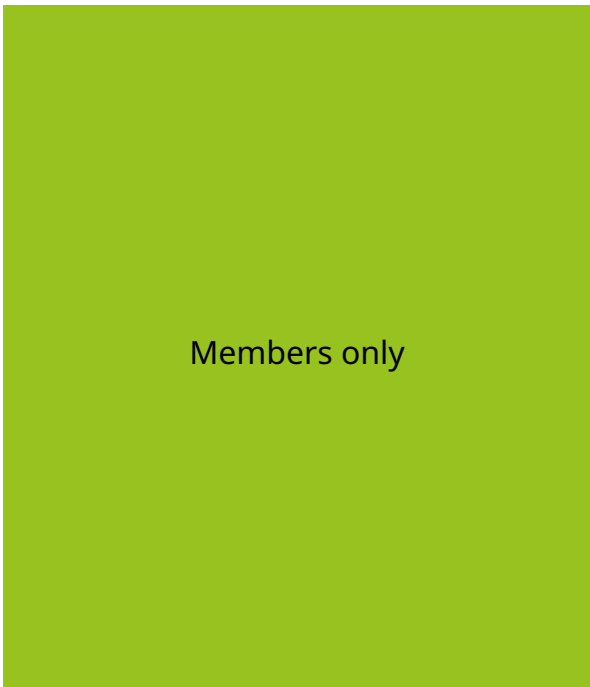
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EWABA joins Belgian-based NBN and Dutch-based NEN on marine FAME standard

Members only

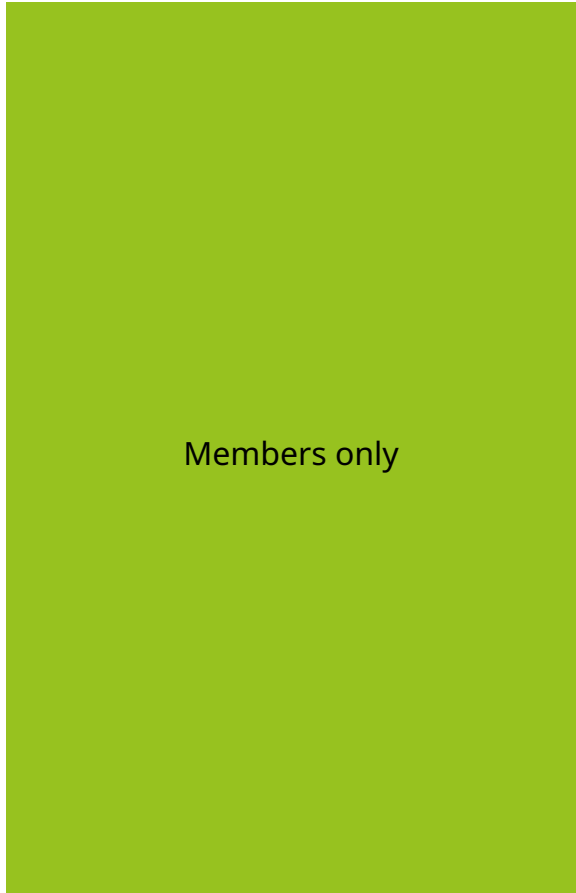
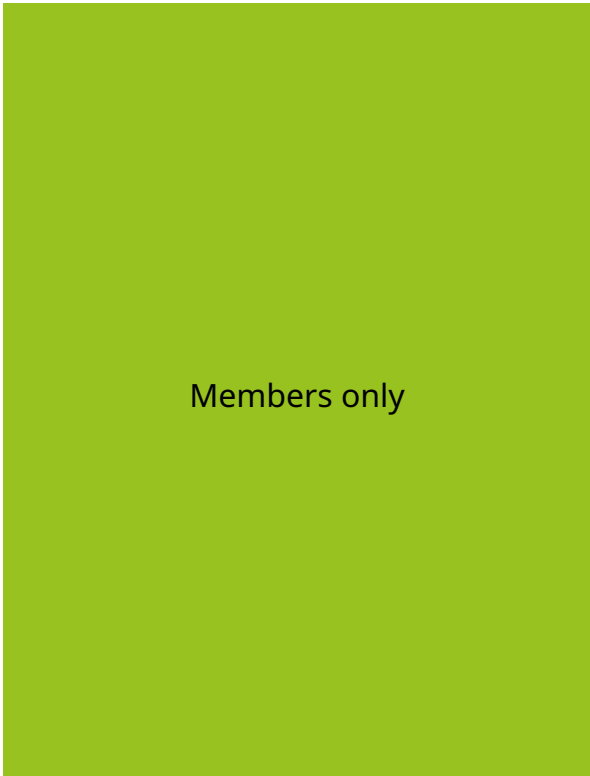
DG MOVE online workshop on Demonstration of Sustainability Certification for Marine Bunker Fuels

Members only



Biofuels for Maritime campaign

IMO's ISO standards for Marine Fuels Specifications





REFUELEU AVIATION

EWABA has been following the ReFuelEU Aviation regulation quite closely since its origination. Our association may not directly represent sustainable aviation fuel (SAF) producers, but our interests have been to limit the use of Annex Part B feedstocks of aviation, since these would be directly diverted from their existing (and more efficient) uses in road and maritime transport. Though our efforts did not succeed in adding a cap on Annex IXB for aviation, we understand that more voices align on the need to invest in a combination of technologies for the upscale of SAF instead of betting most of our odds to decarbonize the sector sustainably and cost-efficiently only through the production of hydrotreated esters and fatty acids (HEFA).

We set out below the ReFuelEU Aviation targets, to be introduced on 1 January 2025.

Targets – Volume shares (*Annex I*)

- From 1 January **2025**, each year a minimum share of **2% of SAF**
- From 1 January **2030**, each year a minimum share of **6% of SAF, of which**
 - Until 31 December **2031 an average share over the period of 1,2% of synthetic aviation fuels**, but minimum 0,7% each year
 - Until 31 December **2034 an average share over the period of 2,0% of synthetic aviation fuels**, but minimum 1,2% each year until 31 December 2033 and minimum 2,0% until 31 December 2034
- From 1 January **2035**, each year a minimum share of **20% of SAF**, of which a minimum share of **5% of synthetic aviation fuels**
- From 1 January **2040**, each year a minimum share of **34% of SAF**, of which a minimum share of **10% of synthetic aviation fuels**
- From 1 January **2045**, each year a minimum share of **42% of SAF**, of which a minimum share of **15% of synthetic aviation fuels**
- From 1 January **2050**, each year a minimum share of **70% of SAF**, of which a minimum share of **35% of synthetic aviation fuels**.

Flexibility mechanism

Members only

CO2 EMISSION STANDARDS LEGISLATIVE FILES

CO2 standards for cars and vans Regulation

The proposal of the Commission for vehicles running exclusively on CO2 neutral fuels (as stated in the Recital 11 of the Regulation) which should recognise the role of renewable fuels was negotiated during several meetings of the Technical Committee for Motor Vehicles (TCMV). There was no majority on the Commission proposal which included just RFNBOs with 100% emission reduction and the decision was postponed. This was in line with the activity of the Working Group for Monitoring Methodologies (WGMM) known as the Stuttgart Working Group, which sent to the TCMV and European Commission 2 letters asking for postponement of this decision until the WGMM delivers a comprehensive report on monitoring of CO2 neutral fuels in motor vehicles. These letters also summarised arguments on why the proposed definition is not fit for purpose and proposed a new definition including all renewable fuels according to REDIII sustainability criteria.

The overall review of the Regulation is scheduled for 2026 but there are strong voices from Member States (led by Italy), MEPs (led by EPP) and also automotive sector represented by ACEA that the review should be postponed to an earlier date in 2025.

CO2 standards for heavy-duty vehicles Regulation

In January this year the Council and the European Parliament's negotiators reached a provisional political agreement on CO2 standards for heavy duty vehicles.

The CO2 reduction targets for HDV were maintained as set by the Commission in its proposal.

The CO2 reduction targets agreed are listed below:

- 45% in 2030
- 65% in 2035
- 90% in 2040

For buses the proposed amendment introduces a **100% zero-emission target for urban buses by 2035**, while setting an intermediate target of **90%** for this category by 2030. The inter-urban buses are exempted from this target and place this type of HDVs under the general targets for coaches.

Despite industry's huge efforts and intense communication and pressure through the EP negotiators (EPP policy advisors and shadow rapporteur Jens Gieseke team) and supportive Member States in the Council unfortunately the definition of CO2 neutral fuels adopted in the EP Plenary position didn't make it to the final compromise text.

The Regulation includes several provisions on potential inclusion of renewable fuels in the future:

1. Non-binding recital similar to the one for CO2 standards for cars and vans:

Recital (13b) - Following consultation with stakeholders, the Commission will, within a year from entry into force of this regulation, assess the role of a methodology for registering HDV exclusively running on CO2 neutral fuels, in conformity with Union law and with Union climate neutrality objective.

2. Review clause in 2027:

- *an assessment of the **role of a carbon correction factor** in the transition towards zero- emission mobility in the heavy-duty vehicles sector;*
- *an assessment of the role of a **methodology for registering HDV exclusively running on CO2 neutral fuels**, in conformity with Union law and with Union climate neutrality objective;*



- the possibility of developing a common Union methodology for the assessment, and the consistent data reporting, of the **full lifecycle CO2 emissions** of new heavy-duty vehicles that are placed on the Union market;

3. Additional obligation to assess the role of sustainable renewable fuels by 31 December 2025:

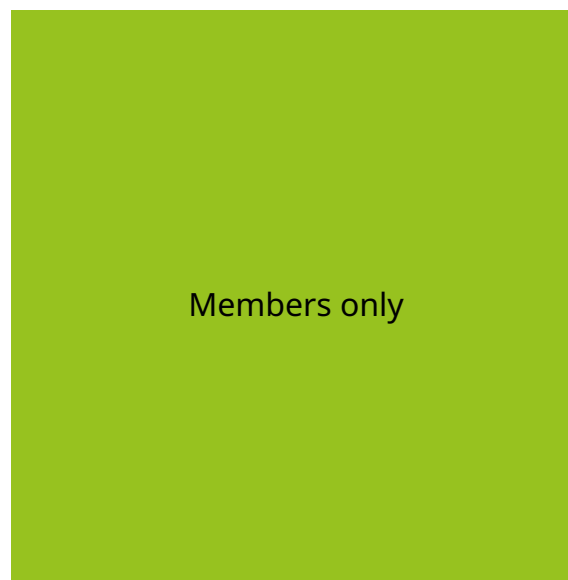
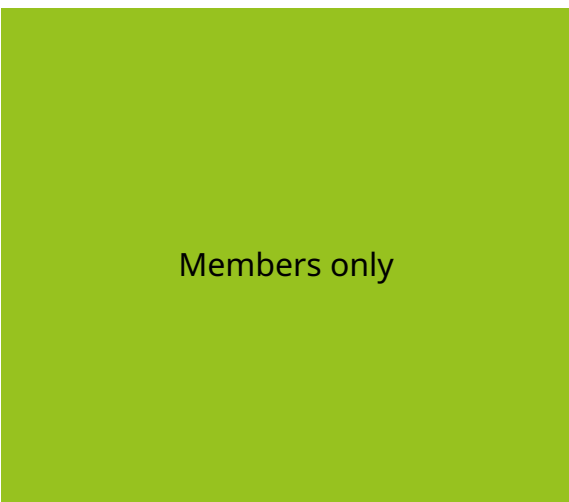
- The Commission shall assess the role of sustainable renewable fuels in the transition towards climate neutrality, including in the heavy-duty vehicles sector. Separately from the review referred to in paragraph 1, and as part of a broader strategy for the deployment of such fuels, the Commission shall **by 31 December 2025 present a report to the European Parliament and to the Council with a comprehensive analysis of the need to further incentivise the uptake of advanced biofuels and biogas and renewable fuels of non-biological origin in the sector and the appropriate framework of measures, including financial incentives, to achieve this. Based on that analysis, the Commission shall, if appropriate, make additional legislative proposals or shall make recommendations to the Member States.**

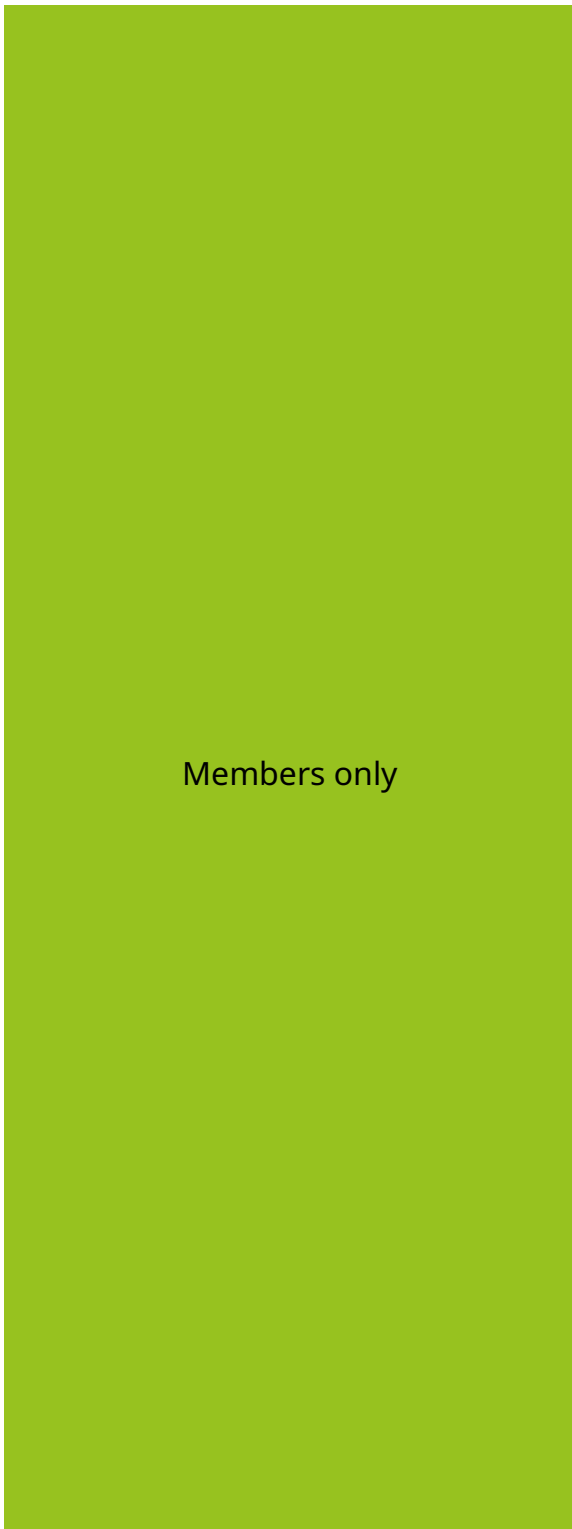
Press release on CO2 Emission Standards for Heavy Duty Vehicles

EWABA issued a Press Release on the inclusion of renewable fuels (biofuels, e-fuels etc) in CO2 standards for trucks. At the time, several Member States including Germany considered not to support the deal struck during the first trilogue in January but ended up not objecting to the file. Following the European Elections, we have seen a wave of announcements against the ban of new ICE vehicles as of 2035. More detailed information is in the section below.



Revision of the 2035 ban of internal combustion engine



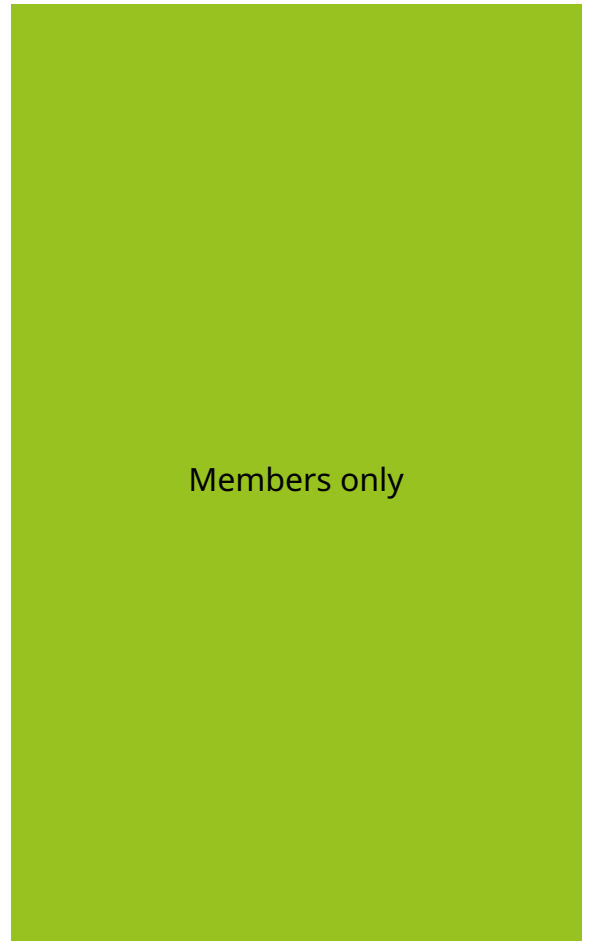


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CO2 standards for HDVs Regulation:

- 2025 (1 year from entry into force) – to assess the role of a methodology for registering HDV exclusively running on CO2 neutral fuels
- 2025 review on the role of the role of renewable fuels
- Overall review in 2027 – Common methodology on the assessment and reporting of the full lifecycle CO2 emissions of new HDVs and produce an assessment of the role of a carbon correction factor (CCF), as well as the role of a methodology for registering HDVs exclusively running on CO2-neutral fuels.

EWABA actions in industry alliances



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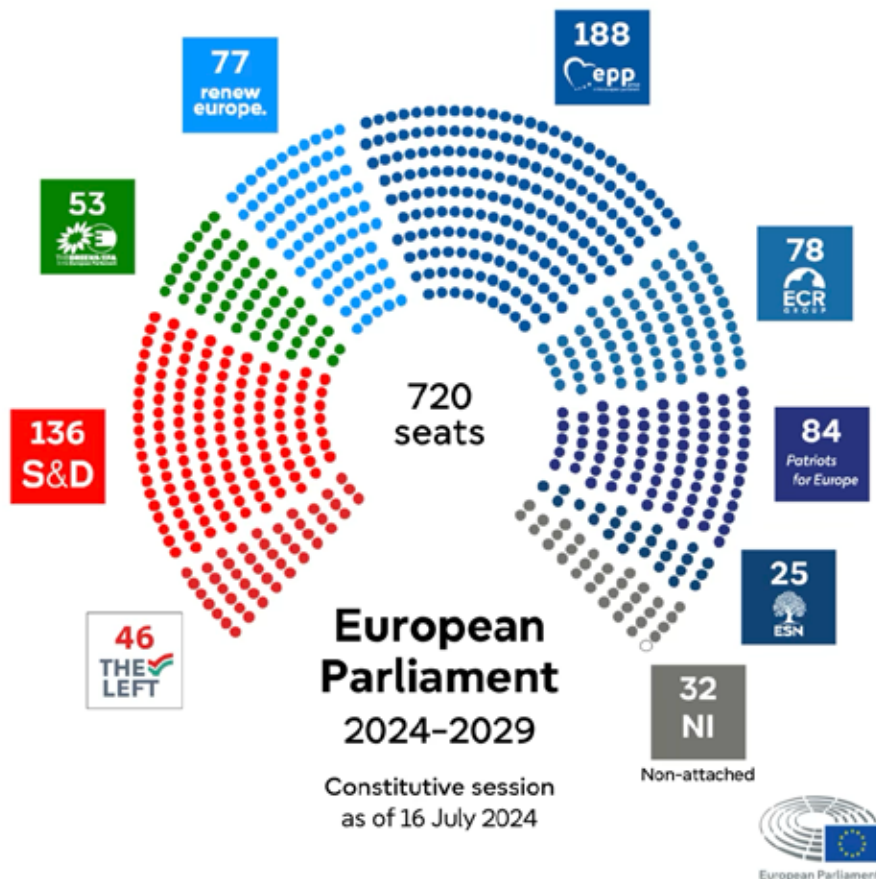
Upcoming deadlines

CO2 standards for cars and vans Regulation:

- Overall review scheduled in 2026
- Separate proposal for registering after 2035 vehicles running exclusively on CO2 neutral fuels (no date set as of yet)



EUROPEAN ELECTION RESULTS



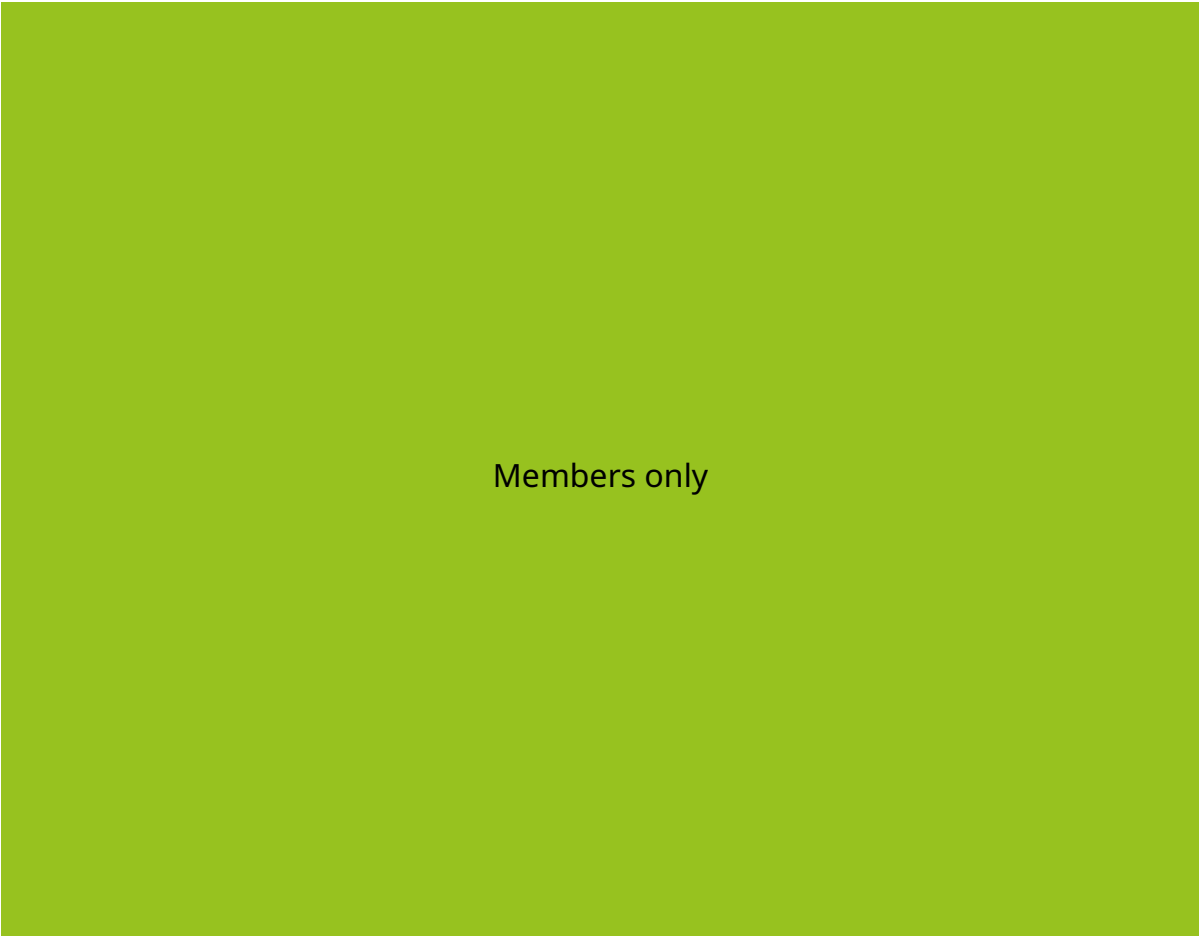
- European People's Party (EPP): 188 seats (+12) = 26,1%
- Alliance of Socialists and Democrats (S&D): 136 seats (-3) = 18,9%
- Conservatives and Reformists (ECR): 83 seats (+14) = 11,5%
- Renew Europe (RE): 75 seats (-27) = 10,4%
- Identity and Democracy (ID): 58 seats (+9) = 8,1%
- The Greens/EFA: 54 seats (-17) = 7,5%
- The Left: 39 seats (+2) = 5,4%
- Nonaligned: 87 seats (+25) = 12,1%

EPP remains the largest political group: 188 seats (26.1%) make it virtually impossible to form a majority in this EU term without the support of the EPP.

Centre-left loses majority: The centre-left alliance of S&D, Renew, Greens, The Left and some non-attached left-wing MEPs, which in the past voted together on Green Deal issues, loses its previous narrow majority.

Main losers: Greens (DE, FR) and Renew (FR, ES) both have significantly fewer MEPs.

A wave, but no tsunami: Radical right make significant gains (DE, FR, NL), but increase is not yet sufficient to cause major disruption/form a majority.



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European Commission 2024-2029

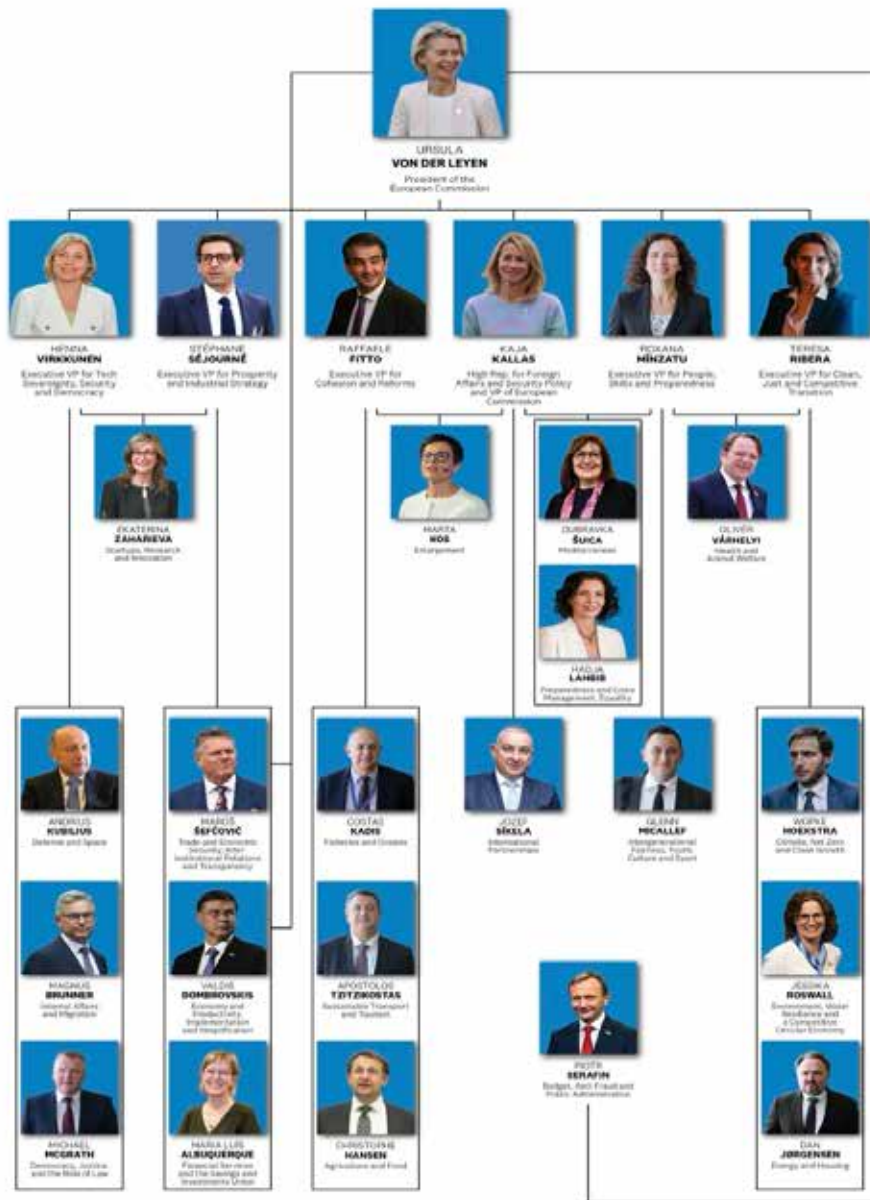
On 18 July the European Parliament led by the re-elected president Roberta Metsola has elected Ursula von der Leyen for her second term as European Commission President. The vote was held by secret paper ballot. 401 MEPs voted in favour, 284 against, and 22 cast blank or invalid votes.

In order to be re-elected, Ursula von der Leyen presented [a 30-page policy program](#) full of compromises for the majority of political groups, including her plan to propose a new "Clean Industrial Deal" and "Industrial Decarbonisation Accelerator Act," to help businesses slash their emissions by reducing red tape, investing in infrastructure and funding cross-border projects with a new "competitiveness fund."

In terms of climate targets, the Commission President wants to stick to the EU's new emissions-cutting goal of at least 90 percent by 2040 and indicated a technology-neutral approach for transport sector, in which e-fuels have a role to play through a targeted amendment of the regulation as part of the foreseen review. She did not mention biofuels but we believe that these can be included together with the new definition of Carbon Neutral Fuels to be proposed by the Stuttgart Working Group.

On 17 September the President of the European Commission Ursula von der Leyen announced the structure and distribution of portfolios of her new College of Commissioners, including four key new positions for our industry:

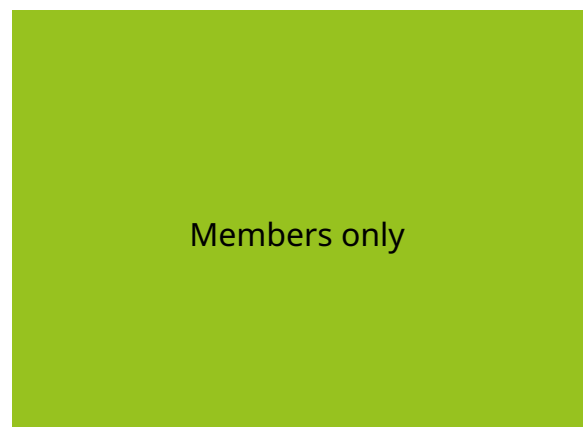
- Executive Vice-President for Clean, Just and Competitive Transition – Teresa Ribera (Spanish socialist)
- Commissioner for Energy – Dan Jorgensen (Danish socialist)
- Commissioner for Climate, Net Zero and Clean Growth – Wopke Hoekstra (Dutch conservative)
- Commissioner for Sustainable Transport – Apostolos Tzitzikostas (Greek conservative)

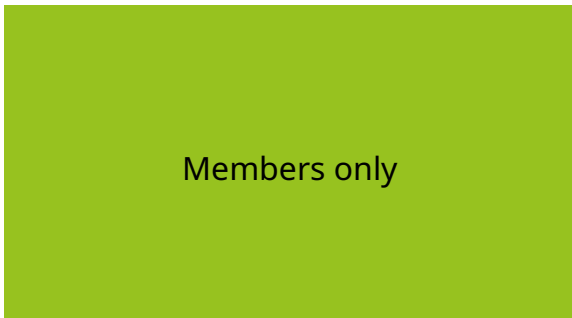


The confirmation hearings of the Commissioners-designate are taking place from 4 November to 12 November. MEPs in respective European Parliament Committees are questioning each candidate for 3 hours to assess whether they are suitable for the posts they have been assigned to. If all the candidates are supported, then a general vote on the new College of Commissioners will take place in the EP on 27 December and the new European Commission will start its work as from 1 December.

As a preparation for live hearings in the EP the Commissioners-designate had to reply to written questions from MEPs on their visions and plans for future policies. Both Teresa Ribera and Wopke Hoekstra indicated to maintain the 2035 ICE ban in order to secure predictability for the automotive sector, nevertheless Hoekstra also confirmed that as announced in the political guidelines and confirmed in his mission letter from Ursula von der Leyen, he will support inclusion of eFuels and technologically neutral approach. We believe that

this is a very good first step and biofuels will be included at a later stage due to joint efforts of the industry associated in the Network for Sustainable Mobility and Working Group n Monitoring Methodologies. A very positive signal in this respect was the announcement from the EPP spokesperson in ENVI Committee on 30 October that EPP being the major political group in the current EP will ask Hoekstra to open the EU's future car tailpipe emission framework to biofuels.

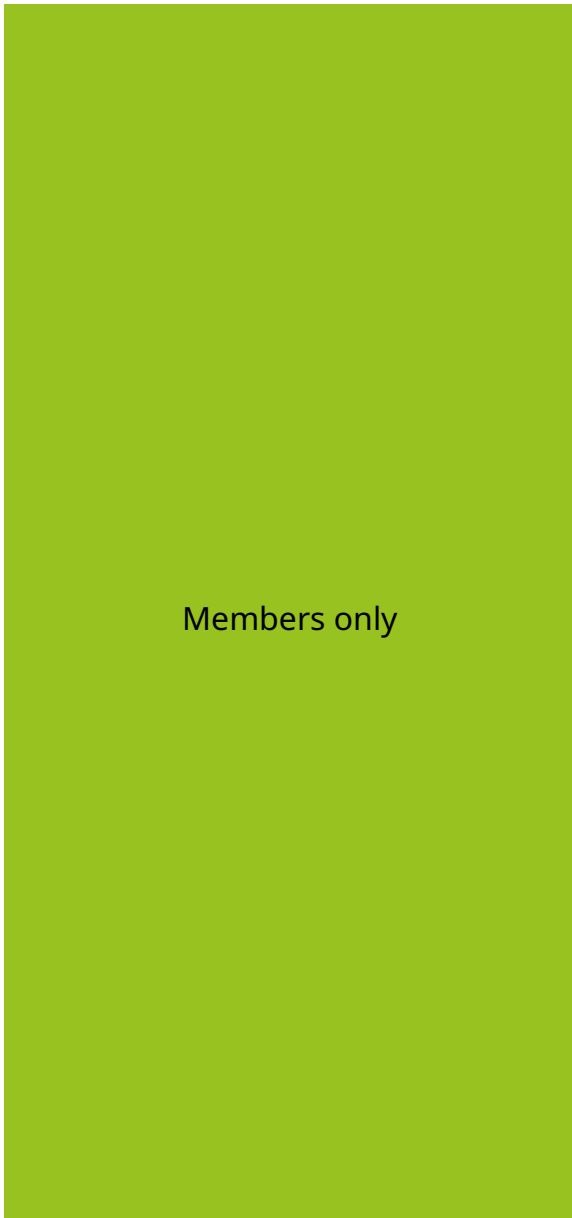




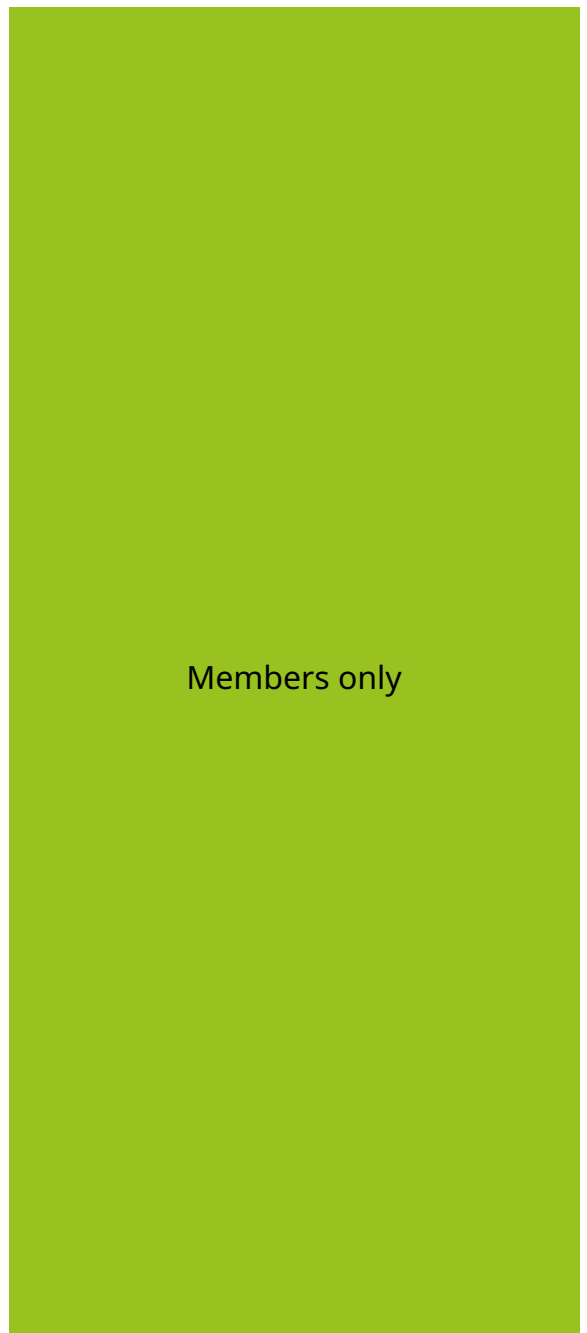
Members only



Draghi Report on the future of European Competitiveness



Members only



Members only



ANNEX IXA BIODIESEL IMPORTS FROM CHINA – STATUS AND ACTIONS

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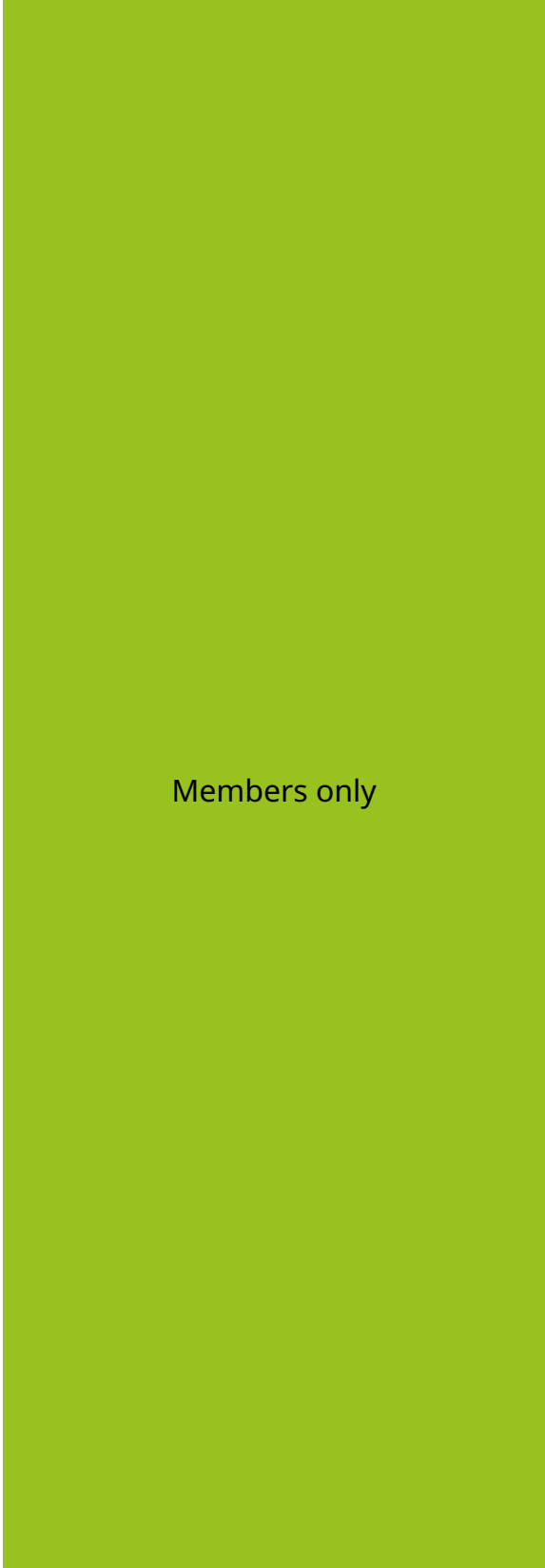
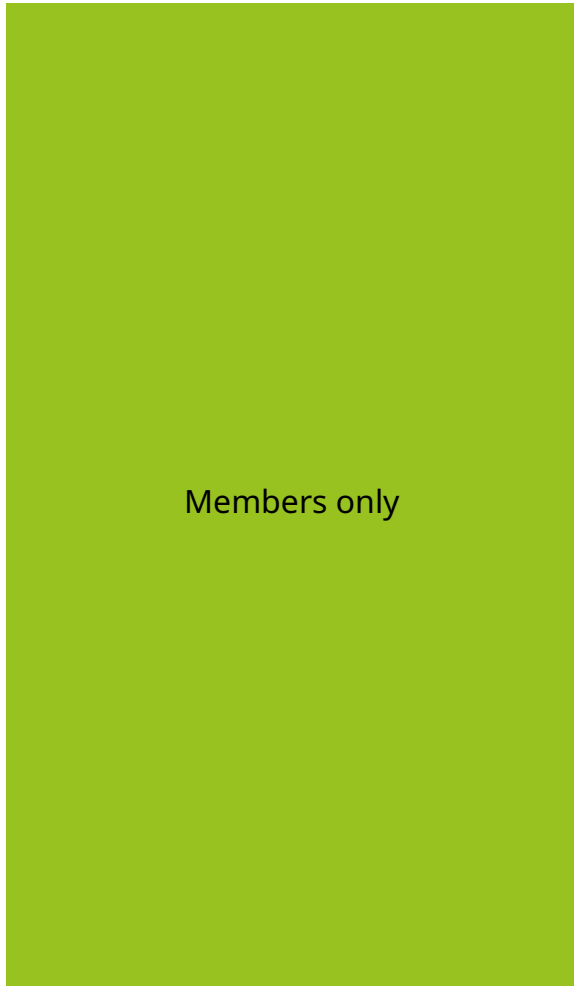
REDII IMPLEMENTATION

European Database for biofuels (UDB)

REDIII requires the UDB to be fully operational and used by all Economic Operators by 21 November 2024.

The UDB system went operational on January 15 and retrospective registration of transactions was enabled as from January 1st, 2024, even if declared as non-mandatory at later stage.

Together with our member Bioledger, we have finalized a 3-month pilot to support the onboarding of EWABA members to the UDB. Throughout the year we have continuously communicated with the European Commission UDB team on numerous open issues and concerns of EWABA members ahead of the legal deadline set by RED. Our actions have resulted in a number of amendments from the Commission on the UDB environment.





Members only

significant drop decided at the time, the reduction obligation has now been raised to 10%.

This is a step towards the right direction in the country's ambitious energy transition. Even more ambition will be needed though otherwise the country could miss its own and the EU's 2030 climate targets.

Norway

In December 2023, the Norwegian parliament has approved a proposed increase in the country's mandate for biofuel sales requirements for road fuel from 1 January 2024 into its national budget.

The overall mandated share of biofuel in road transport will increase to 19% from 17% currently. The sub-mandate for advanced biofuels remained unchanged on the year at 12.5%. Feedstocks listed in both Annex IX A and B of the recast Renewable Energy Directive (RED) can be used to meet the advanced sub-target in Norway. 2024 targets for aviation, shipping and non-road vehicle sectors will be unchanged at 0.5%, 6% and 10%, respectively.

Finland

The Finnish government opened consultation in June to reduce the 2025-2027 targets, to 16.5%, 19.5% and 22.5%. Once confirmed, the targets will be updated. The previous targets set by Finland stood at 24% (2025), 25.5% (2026) and 27% (2027).

Implementing Act on Revised Standards for Certification Schemes

Members only

Biofuel blending obligations in Europe

Sweden

Sweden announced in September that it plans to increase the proportion of biofuels blended with fossil fuels, partly reversing its policy from 2023 to drastically reduce the reduction obligation on fossil fuels. Specifically, from a 6% GHG reduction targets in its diesel and petrol targets in 2023, owing to a

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UCO imports TRACES NT regulation

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Creation of a specific custom code for HVO

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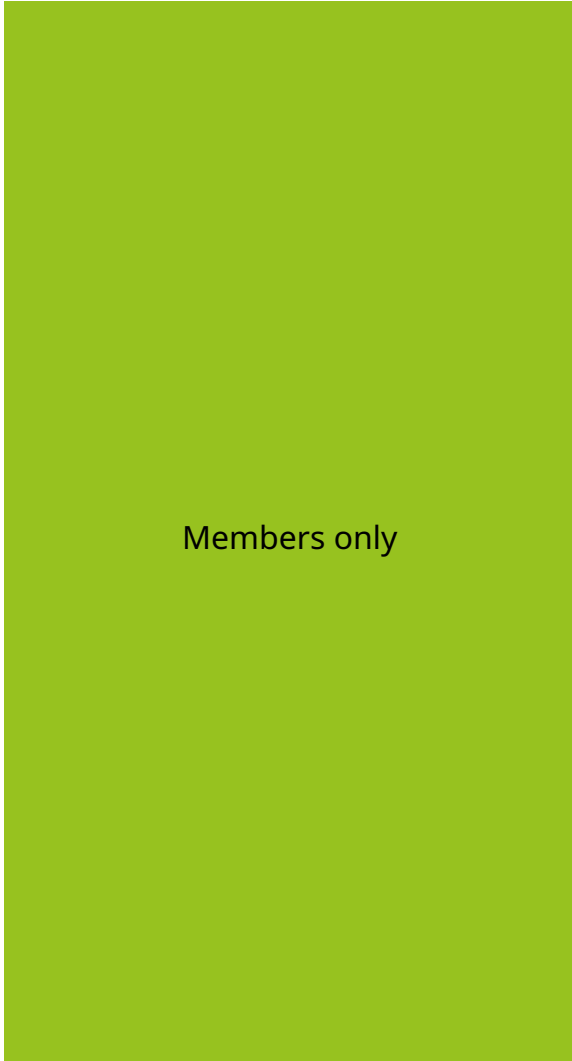
GHG calculation expertise for members

Members only

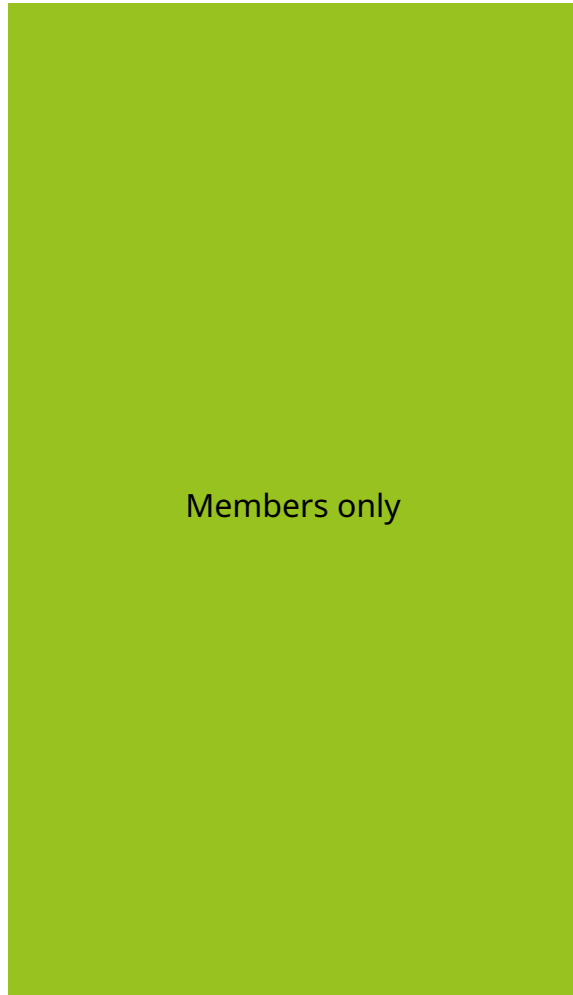


WORK WITH INDUSTRIAL ALLIANCES

Network for Sustainable Mobility (former Informal Renewable Fuels Coalition)

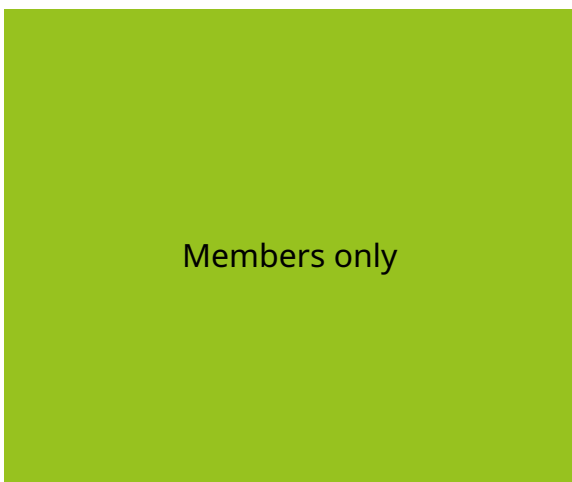


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Members only

Working Group on Monitoring Methodologies for CO2 neutral fuels



Members only



European Net Zero Alliance (ENZA)

We continue with our participation in the European Net Zero Alliance, gathering several EU renewable energy associations and focusing mainly on the Commission's REPowerEU initiative, as well as affordable transition and system integration. It is imperative for the EU to focus on a strong industrial strategy to enable consumer choice, affordability,

energy security and high-quality jobs, while increasing energy security across the bloc.

This year ENZA prepared a brochure for the newly elected EU institutions focusing on synergies, competitiveness, sustainability and inclusion. Our policy recommendations are listed below. All of the recommendations listed below are aligned with EWABA's main objectives. Especially three of those recommendations **in bold** are in fully alignment with our focus on technology neutrality and the need to use cost-efficient immediate solutions to decarbonise the European transport sector. ENZA policy recommendations: i) ambitious short- and long-term targets, ii) coherence between current and future legislation, iii) **make use of existing infrastructure to support efficient solutions**, iv) promote synergies between sectors, v) provide reliable and tradable solutions, vi) **choose a technology neutral approach**, vii) review state aid rules, viii) **provide end-users with efficient decarbonisation solutions** and ix) facilitate and integrate decentralized solutions.

In addition, ENZA is launching a new podcast series on Net Zero with special guests from the European Commission's ENVI and ITRE committees. The alliance is also organizing industry drinks in the early days of 2025 to gather stakeholders and discuss policy priorities and opportunities for the renewable energy sector.

enza
European Net Zero Alliance

We can - We want - We will

SYNERGY
SUSTAINABILITY
INCLUSION
COMPETITIVENESS

enza is an Alliance of 25 like-minded organisations:

Bioenergy EUROPE, CEDEC, Cepi, COGEN EUROPE, EUTurbines
 ehi, Euroheat & Power, EBA, PURE, ENGINE
 Cap Infrastructure Europe, eurogas, Hydrogen Europe, Solar Heat Europe, EBC
 energy traders Europe, GEODE, CEWEF, ewaba, sme united
 Fertilizers Europe, Ceramex-Unité, EFSA, ESNET, ETM

enza
European Net Zero Alliance

For further information please contact:
info@netzeroalliance.eu

www.netzeroalliance.eu
 European Net Zero Alliance (ENZA)



Clean Maritime Fuels Platform

European shipowners and fuel producer associations joined forces to lead the way in maritime decarbonisation under this newly established platform.

EWABA, along with the European Community Shipowners' Associations (ECSA), Fuels Europe, eFuel Alliance, Hydrogen Europe and the Methanol Institute, aim to enhance communication between the shipping sector and fuel producers and to identify common challenges and solutions. The platform will focus on policies and tools to support the production and uptake of clean maritime fuels in Europe including areas such as maritime in EU ETS and funding opportunities. The platform will hold regular meetings with ECSA taking care of the secretariat's tasks.

Our Secretary General's statement follows: "We are very excited to launch the Clean Maritime Fuels Platform. Our 55+ members from across the EU are working tirelessly to produce waste-based and advanced biodiesel of the highest quality requirements and GHG savings to bring a new era of clean shipping to Europe. We believe that a closer collaboration between renewable fuel suppliers and ship owners will significantly reduce technical, operational, and financial barriers across the supply chain for the development and uptake of renewable maritime fuels".

European Commission's Renewable and low-carbon fuel alliance (RLCFA)

EWABA is an active member of the Commission's Renewable and Low-Carbon Fuels Value Chain Industrial Alliance, gathering representatives from the industry at large and tasked with mobilizing investment in the maritime and aviation sectors. Secretariat members are participating in the Feedstock availability and Synergies between sectors' roundtables.

The RLCFA focus is on helping develop a pipeline of projects in the value chains along key fuel technologies and modes (aviation and waterborne) and overcoming key common challenges and horizontal issues, e.g. access to feedstock, priority pathways, and access to finance. This year, the alliance had an open call for project proposals to be included in the project pipeline, gathering significant interest.

The RLCFA took part in several events this year including a presentation at the Working Party on Transport, Council of the EU in June, as well as hosting RLCFA Alliance events in Brussels and Milan on accelerating the transition of renewable fuels in the maritime and aviation sectors.



WORK WITH OUR SISTER ASSOCIATIONS



ABA Associação de Bioenergia Avançada

Our sister association in Portugal, ABA was launched in 2019 and actively supports the bioenergy sector in the country and beyond. Our communication is constant and our shared values have led to joint initiatives such as the 1st European B+ Summit that took place in April 2023, a very ambitious policy and stakeholder event to promote biodiesel high blends. The event was held successfully in Estoril, Portugal, in 26-28 April and gathered 150+ participants from across the world! ABA organized a national B+ Summit in October 2024 with the support of EWABA focusing on national policies to promote higher biofuel blends in Portugal. In 2025, along with ABA we plan the 2nd European B+ Summit.



Biofuels Schweiz

The Swiss Biofuels Association collaborates with EWABA on policy-related issues in Switzerland and Brussels, and both associate members keep up-to-date with the latest regulatory developments across Europe.



EWABA Spain

EWABA Spain represents 5 of our Spanish members. Our combined efforts are focusing on advocating on national legislations, building stakeholder engagement within the Spanish renewable fuel sector, keep up to date with policy developments and react to market conditions with appropriate actions. EWABA Spain has been particularly active within an alliance led by the Spanish AOP (national fuel suppliers association) and focusing on the promotion of Renewable and Low-Carbon Liquid Fuels in the Spanish policy, legislative and media landscape.



Mittelstandsverband abfallbasierter Kraftstoffe e.V. (MVaK)

MVaK is the waste-based biofuels association in Germany, representing members also in Austria and the Netherlands. MVaK works very closely with EWABA on several important issues pertaining to the waste-based and advanced biodiesel sector and we often prepare joint actions to support our common objectives. Our common work and aligned strategy is also embodied in our joint support to the Dutch waste biodiesel alliance NBAA, which was co-founded by both associations and a number of our members. The two organisations share a fully aligned advocacy on all legislative files of the fit for 55 proposal.



NBAA – Nederlandse Biodiesel uit Afval Alliantie

NBAA was formed by several active members with plants or operations in the Netherlands, with the support of EWABA and MVaK associations. Our collaboration with NBAA is constant including to approaching Dutch policy makers, preparing content for the Dutch waste biodiesel market, hosting meetings with relevant stakeholders from the renewable energy world and promoting the interests of the waste-based biodiesel industry on social media channels.

NBAA and EWABA have worked very closely to files such as REDIII, ReFuelEU and FuelEU as well as CO2 standards for trucks, higher blends and inland shipping. In June, NBAA with the support of EWABA organized a B+ symposium in the Netherlands to promote the use of higher biofuel blends in the Dutch transport system. This half-day policy event gathered stakeholders from industry, government and the media.



PEK Austria

PEK represents the interests of Austrian companies from all sectors of the value chain of the production of renewable fuels, in particular on the basis of biogenic raw materials and residues. PEK and EWABA work together to support decarbonisation efforts in Austria's transport sector.



Renewable Transport Fuel Association (RTFA)

EWABA continues to work closely with the UK-based RTFA along with our UK-based members. RTFA does an excellent work with following all relevant legislations in a rather active year of government change in the British Parliament.



WORK WITH EU-FUNDED PROJECTS

LIFE Bio-Lubricant project

In September 2022, EWABA joined a new LIFE Program project named „Implementation of a value chain for the exclusive recycling of waste bio-lubricants and their regeneration through the production of new bio-lubricants”, along with A&A Fratelli Parodi, parent company of our member Sabio Fuels, and two other Italian partners, Venanzieffe and Q8Oils Italia. The LIFE Bio-Lubricant project now has a project webpage and brochure summarizing the project’s scope and objectives. The LIFE Bio-Lubricant EU project turned 2 years old! As the communications and dissemination lead partner, EWABA has successfully launched the project’s webpage, social media channels, brochures and several relevant materials on the scope of the project, along with additional communication and dissemination activities such as synergy events and meetings with other like-minded LIFE projects.



HORIZON Fuelphoria project

EWABA has officially joined the HORIZON EU project FUELPHORIA: Accelerating the sustainable production of advanced biofuels and RFNBOs - from feedstock to end-use.

The project objective is to demonstrate complete innovative and cost-effective value chains to increase the competitiveness of technologies related to advanced biofuels & renewable fuels of non-biological origin & foster their commercialization. EWABA is responsible for analysing the policy framework and any potential barriers for the creation of these technological value chains, as well as replicating a toolkit for the development of those value chains.

Recently, EWABA attended the project’s 2nd General Assembly meeting in Zaragoza, Spain. Our communications Director presented EWABA’s preliminary work on the policy report task.





COMMUNICATION ACTIVITIES

EWABA Members' Satisfaction Survey 2024

Members only

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Members only



Members only

EWABA QUOTECARDS

As part of the EWABA Voices campaign on our social media channels, as well as our welcome quotecards for all new members over the past year, we have prepared the below quotecards.



Welcome, Ana Calhã

In the Associação de Empresas ABA (AAE) we promote advanced bioenergy as a crucial element in the energy transition towards a decarbonized and decoupled economy. Together with our associates, we work to reduce Portugal's energy dependence and build a green economy.

We represent and defend the rights of a growing sector in the incorporation of advanced and advanced biofuels by 2030, collaborating closely to set ambitious targets in Portugal.

Ana Calhã
Secretary General




Welcome, Amélia Leiros

At Connex, a leading trading company in bringing the best between waste and fuel, we see EWABA committed to understanding the needs of our customers and developing innovative sustainable solutions to help them navigate the future of fuels. Remaining a key partner in the industry's energy transformation.

During the period 2022-Q1/2024 we have contributed to the setting of a solid and fair framework of rules, cooperating greatly to care for our planet, we search for ways and means.

Amélia Leiros
Business Development Director




Welcome, Galp

Galp is one of the European integrated energy companies that has taken bigger steps towards the decarbonization of its business by integrating low-carbon solutions, including renewable, biofuels and green hydrogen, but also pursuing ahead with ambitious projects to produce green hydrogen and a range of low carbon and renewable fuels in its own refinery.

As a key player in Spain's energy system, with its strong expertise in research & development, fuel production and logistics, Galp will greatly support the uptake of cutting-edge, highly innovative solutions across Europe by providing additional renewable fuels to the market.




Welcome, STX

A global environmental commodities trading company, STX Group is headquartered in Amsterdam and joins EWABA through its deep involvement in the waste-based biofuels sector.

STX provides market access and liquidity in commodities like renewable energy, biofuels and carbon markets, and works closely with corporates, biofuel producers, technology providers and investors.

Looking forward to cooperating closely with STX and delighted to welcome them onboard.




Welcome, Kpler

We are delighted to welcome Kpler, a growing data and analytics company on a mission to build new pathways for global trade intelligence.

Specializing in tracking global trade volumes, assessing commodity trade flows, gaining insights into freight market analysis and real-time operational intelligence, Kpler is perfectly placed to support the global growth of renewable fuels like waste-based biofuels across the transport sector.




Welcome, Mambio

Mambio is an advanced biofuel producer from Portugal, focused on producing and selling first generation sustainable aviation fuels.

The first plant started up in 2021 and offers the full production spectrum, it was recognized recently to respond to the SAF requirements. The company's first SAF is a blend of consumer, which started life in full construction, for use in aircrafts, ferries, boats and energy projects, throughout Europe and Africa.

We are delighted to expand our diverse presence in Portugal and look forward to join forces with such an innovative company.




Welcome, Masol Iberia

Masol Iberia, leader in the production of bioethanol in Europe, belongs to the Masol Group, which thanks to its great technical knowledge and extensive experience in the sector, has a growing presence in the Iberian market. Masol Iberia is now using its technology in many of the stages of production, thus helping to ensure the optimal quality of the final product and fully comply with regulatory requirements and customer demand.

From their three plants in Spain (Ponferrada, Carrión and Castañón) and one in Italy (Salsomaggiore), Masol offers maximum flexibility allowing the company to reduce logistics and supply costs to its operators, whilst maintaining the highest contribution towards GHG emissions reduction.

We are looking forward to a strong collaboration.




Welcome, Recycle Ledger

We are excited to welcome fellow new member, Recycle Ledger, founded in 2020 in Seoul, South Korea.

Recycle Ledger is a global SaaS platform that tracks and records circular economy through a blockchain-based system.

The company's services are primarily aimed at the textile industry and fashion. As a pioneer in blockchain for garment collection, reuse, digital second-hand, and full lifecycle integration for real-time transparency, traceability, and circularity, the platform promotes sustainability and efficiency within the circular economy.

We look forward to enhancing the transparency of the European textile industry with the support of Recycle Ledger.




Welcome, Resiway

At Resiway we work every day to find the best ways of bioenergy recovery for organic waste, and thus actively contributing to the decarbonization of the economy, namely in the transport sector, and to decrease fossil fuel dependency.

We are leader in Portugal and one of the largest bioenergy producers in Latin America and North Africa, in the production and supply of waste-based biofuels (bioethanol, biogas) for advanced biofuels and biogas.

Resiway
Head Bioenergy Office in 2024
Bemfica, Portugal




Welcome, Trafigora

EWABA is pleased to welcome Trafigora as a new member!

Traigora is one of the world's largest independent suppliers of commodities and energy. The company manages complex supply chains to move minerals, metals and energy products from where they are produced to where they are needed.

As global demand for low-carbon and non-fossil fuels accelerates, Trafigora is continuously investing in its fuel capabilities.




Welcome, World Fuel Services

World Fuel Services is a division of World Fuel Services Group, a leading global energy infrastructure company. A key part of our portfolio is waste-to-energy, producing and supplying sustainable aviation and marine fuels. We are committed to providing our customers with the most reliable and sustainable fuels available, while also providing advanced solutions for fuel production and supply. Our European Fuel Office is in London, United Kingdom.

World Fuel has joined EWABA as a member and advanced bioenergy together and support the industry's growth as a fuel supply and logistics provider across Europe of the fastest-growing industries.

We look forward to collaborating with them to advance renewable fuels throughout the transport sector.





MEMBER INITIATIVES



Connex to develop renewable feedstock pretreatment facility in Amsterdam

Our Dutch-based member Connex and VTTI, an industry leader in energy infrastructure, are joining forces to develop a renewable feedstock or 'greenstock' pretreatment facility at VTTI's terminal in Amsterdam (ETA). Once completed, the facility will be able to process over 400,000 tons of renewable feedstock per year to enable the production of sustainable fuels, giving customers additional options for pretreatment services in Northern Europe.



Portuguese-based ABA organises national B+ Summit in Lisbon

ABA organized a national B+ Summit in October with the support of EWABA focusing on national policies to promote higher biofuel blends in Portugal. Find out more on the EWABA Activity Highlights section.



Argent energy opens Europe's largest technical-grade glycerine refinery

Our UK/Dutch-based member Argent Energy has officially launched Europe's largest facility dedicated to producing bio-based, technical-grade glycerine at its Port of Amsterdam site. The state-of-the-art refinery will upgrade crude glycerine, a by-product of Argent's waste-based biodiesel process, into 99.7% pure technical-grade glycerine. This development, set to produce 50,000 tons of bio-based glycerine, provides chemical producers, for which glycerine is an important product, with an opportunity to use a bio-based alternative that provides clear environmental benefits over conventional options. You can find EWABA's post in our [LinkedIn](#).



EWABA along with Cargill and Chevron REG participate at trade defense measures discussion on Chinese biodiesel imports

From the beginning of this case, our association was a strong supporter of ADDs imposition and assisted the European Biodiesel Board, which led this anti-dumping case, as well as the lawyers responsible for bringing this case to the European Commission. In June, EWABA Secretary General along with representatives from the biodiesel industry at large, including from our members Cargill and Chevron Renewable Energy Group, participated in a hearing at the European Commission's DG TRADE. Find our relevant post on [LinkedIn](#).



Envien Group collaborates with Lootah Biofuels

Envien Group and Lootah Biofuels have announced they will explore collaboration opportunities in the UAE biodiesel market. The upcoming implementation of the B5 mandate for road transportation in the UAE presents an opportunity, where both parties can complement each other strengths and fulfill the decarbonization intentions of the Emirates. You can follow the announcement and more details on Envien Group [LinkedIn page](#).



Austrian-based Muenzer Bioindustrie expands to Germany

Our member Muenzer Bioindustrie has expanded its operations in Germany! Münzer Deutschland GmbH specialises in the collection and recycling of used cooking oils for biodiesel production and is based in Rosenheim. The main objective of Münzer Germany is the decarbonization of the transport sector as well as the sustainable use of available resources in accordance with the company's motto: „From waste to energy.“ You can follow the announcement along with other information on our [LinkedIn page](#).



MVaK and Chevron REG welcome German MEPs in Lower Saxony

Our sister association MVaK and our member Chevron REG welcomed MEP Jens Gieseke and MEP Christoph Eilers in Lower Saxony to present the catastrophic situation for renewable energies in the German market and discussed potential options by the European Commission and the Federal government. You can find the relevant details on MVaK [LinkedIn channel](#).



Cargill supplies waste-derived B100 to Algemene Bouw Maes

Belgian based construction conglomerate Algemene Bouw Maes nv has tested Cargill's' Bio100 biodiesel at their construction site. This waste-based biodiesel powers a generator that charges a battery, fueling the entire site. The result was that over 90% reduction in greenhouse gas emissions compared to traditional fossil diesel.



Trafigura expands into biodiesel production through Greenergy acquisition

Trafigura Group, one of the world's largest independent commodity trading and logistics firms, has acquired Greenergy, a global fuel supplier and Europe's largest manufacturer of waste-based biodiesel, in a major European acquisition that presents a huge opportunity for Trafigura to strengthen its fuel supply operations in Europe and to add physical production and distribution of renewable fuels to its growing biofuel business. Greenergy will also benefit from Trafigura's commercial and market expertise.



Prasino Ladi selected to take part in the ACT Responsible sustainability awards

Our member and largest national Used Cooking Oil (UCO) collector in Greece, Prasino Ladi SA, was selected to take part in the ACT Responsible sustainability awards at the Cannes Lions Festival 2024 with their ad on recycling household waste cooking oils. According to this innovative ad, recycling UCO for the production of biofuels, Prasino Ladi can make a significant impact on the environment and pave the way for a cleaner, greener future where nothing gets wasted. You can find our relevant dissemination on our [LinkedIn channel](#).



NBAA, EWABA and EBB partner up on national B+ symposium in the Hague

EWABA supported and participated at the "B+ Higher Blends Symposium" held in the Hague in mid-June. The meeting focused on market and policy developments for decarbonising heavy-duty vehicles through higher FAME blends. Co-hosted by the Dutch Biodiesel alliance (NBAA) the symposium was led by Argent Energy's Dickon Posnett and Chevron Renewable Energy Group's Edze Diemer. EWABA raised the point during the discussion that FAME and most notably that from wastes and residues is a strong option which is actively decarbonising transport now and should be given prio-



rity over other possible alternatives such as e-fuels, which may or indeed may not become widely available in future. Mr Posnett reminded the group that there remains a large potential for higher FAME blending now to immediately help decarbonise the heavy-duty sector, and it is certainly one which is harder to decarbonise compared to passenger vehicles. You can follow our [LinkedIn post](#) for more.



BioAdvance expands its production capability

Our Portuguese member BioAdvance has built one of the largest advanced biofuel units in Europe, expanding its production capability quite significantly.

An industrial investment of 22 million euros from BioAdvance was opened in Figueira da Foz, Portugal, which will start with a production of 20,000 tons per year and within 2-3 years will increase its capacity to 200,000 tons per year, projecting the Portuguese manufacturer as one of the largest in Europe in the production of advanced biofuels. To follow the full story read our [LinkedIn](#) and [Twitter](#) posts on the story.



Chevron Renewable Energy Group welcome LEE NRW cyclists in Oeding

In May, 60 cyclists cycled past DG TRADE to promote “renewable energy made in Europe”: the route of their 6-day journey started at the biodiesel plant of our member Chevron Renewable Energy Group in Oeding, Northrhine-Westphalia, which was idle at the time because of a flood of Chinese imports at dumping prices, suppressing domestic biodiesel production and hurting the European biodiesel industry at large. Follow our [LinkedIn post](#) and watch the [video](#) to understand more about the issue.



Prio delivers B20 bunker fuel in Aveiro

Our member and advanced biofuels producer PRIO delivered its first bunker fuel supply of B20 in Aveiro Port, Portugal. Prio supplied 50 tonnes of B20 (20% biodiesel content blended with marine diesel) to Schulte & Bruns GmbH & Co. KG Nederland BV's cargo ship, resulting in a reduction of 40 tonnes of CO2 and a reduction of up to 87.8% in greenhouse gases, compared to traditional fossil fuels. You can follow our [LinkedIn post](#) on the topic and read more details.



Greenergy expands biodiesel production capacity

Our UK/Dutch member Greenergy has successfully completed expansion works at two of its biodiesel facilities in the UK and Amsterdam in early 2024. The work included upgrading the pre-treatment process capability, allowing for a wider range of waste oils as feedstocks to be processed into biodiesel for transport. In addition, the upgrade in Amsterdam increased the company's production capability by 25%. Follow the official company [Press Release](#) and follow our social media posts on [LinkedIn](#) and [Twitter](#).



Bunker One supplies B100 to Color Line passenger ferries

Our member Bunker One has supplied B100 biofuel over the course of a month to two Color Line passenger ferries travelling between Denmark and Norway, reducing CO2 emissions by approximately 85% on average on the waste-based biodiesel quantities used. You can read the full press release (<https://bunkerone.com/insights/bunker-one-and-color-line-collaborate-on-successful-fuel-switch-to-biofuel/>) and our social media posts on the story in [LinkedIn](#) and [Twitter](#).

NEW MEMBERS

The year 2023 gathered several new members to our association and expanded our activities to 21 EU Member States and 59 member companies. Below we list our new members, along with a short summary of their scope of work.



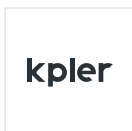
Biomotorai

UAB Biomotorai is a Lithuanian-based leader in used cooking oil (and other waste-based oils) collection and processing across the Baltic state, with operations in Latvia and Estonia. We are excited to expand our advocacy in additional EU Member States. You can find their welcome quotecard on [LinkedIn](#) and [Twitter](#).



Masol Iberia

one in Italy. Part of the Musim Mas Group, Masol uses its own technology in many of the stages of production, thus helping delivering optimal product across the supply chain. Masol joins EWABA to support our network's GHG reduction capacity and potential. You can find Masol welcome quotecard on [LinkedIn](#) and [Twitter](#).



Kpler

A global data and analytics company with ambition to build one platform for global trade intelligence, Kpler grew substantially over 10 years of existence and now serves as a global consultancy to vessel operators, charterers, traders, analysts and logistics managers, among others. Kpler's welcome quotecard was featured on our [LinkedIn](#) and [Twitter](#) pages.



MainBio

MainBio is a Portuguese company established in 2019 and part of the MCA Group of companies, which are active in several sectors such as Logistics, Healthcare, Renewables and Circular Economy in Europe and Africa. MainBio focuses exclusively on producing advanced biodiesel from waste vegetable oils, with a specific focus on production from soapstock acid oils and POME. Please find MainBio's welcome quotecard on [LinkedIn](#) and [Twitter](#).



Recycle Ledger

Recycle Ledger is a global ESG platform that tracks and records data through a blockchain-based system. The company's services are primarily aimed at the biofuels industry and include AI-powered recommendations for optimizing collection routes, digital receipt handling and IoT sensor integration for real time traceability data collection. You can find their welcome quotecard on our [LinkedIn](#) and [Twitter](#) pages.



STX

STX Group

STX is a major environmental commodities company with 25+ years of experience. Founded in Amsterdam, STX considers biofuels as a core sector for their operations and focus across the full biofuels supply chain (upstream, midstream, downstream). You can find their welcome quotecard on [LinkedIn](#) and [Twitter](#).

Trafigura

Trafigura

Trafigura is one of the world's largest independent commodity trading and logistics firms with a strong presence across the globe. The company provides access to global markets, market experience and connections to global customers. As global mandates for cleaner non-fossil fuels accelerate, Trafigura is continuously investing in its biofuel capabilities. You can find their welcome quotecard on [LinkedIn](#) and [Twitter](#).



EWABA IN THE MEDIA

EWABA article in Naftika Chronika

EWABA's Secretary General wrote for the October edition of Greek's leading shipping magazine *Ναυτικά Χρονικά - Naftika Chronika*, with 90+ years of publication history. Access the [magazine's October edition](#) and find the article „EWABA is paving the way for sustainable maritime transport“ (pages 164-167).



EWABA part of Clean Maritime Fuels Platform launch

EWABA has launched the Clean Maritime Fuels Platform along with European shipowners and fuel producer associations, namely the European Community Shipowners' Associations (ECSA), Fuels Europe, eFuel Alliance, Hydrogen Europe and the Methanol Institute, to enhance communication between the shipping sector and fuel producers and to identify common challenges and solutions. This announcement was picked up by several media outlets including (but not limited to): International Maritime Organization (IMO), Lloyd's List, Manifold Times, Hellenic Shipping News, Ship & Bunker, Marine Link, Riviera, Ship Energy, Offshore Energy, etc.





EWABA interview on Fastmarkets

Our Communications Director was interviewed by price reporting agency Fastmarkets on the topic of “EU Elections: Key challenges ahead create uncertain path for Europe’s biodiesel producers”. [You can read the interview](#) and find the [LinkedIn post](#) by EWABA.



EWABA features on Fastmarkets article on anti-dumping duties

The European Commission confirmed in July that it will apply anti-dumping duties to Chinese biodiesel imports and Fastmarkets wrote an article, quoting our Secretary General several times.



B+ article in the Biofuels International

The B+ Summit and initiatives are at the top of the Secretariat’s priorities for the coming year. In this respect, EWABA is supporting its members on developments and actions on the topic of higher biofuel blends used for the heavy-duty vehicles sector. In July, we supported Dutch waste biodiesel alliance NBAA in featuring an article on higher blends and the B+ objectives at the Biofuels International Magazine (publication date Friday 5 July). You can read the article on the [Biofuels International website](#).



EWABA Press Release Annex IX revision

Our statement was picked up by different media outlets, with the most prominent being Argus Media, S&P Global, Quantum Commodity Intelligence, Biofuels International, Biobased Diesel Daily and Biofuels Digest (relevant articles can be found in EWABA daily media reviews from 18-19 March).



EWABA interviewed by Argus Media

An advanced draft of the long-awaited revision of Annex IX of the Renewable Energy Directive (RED) by the European Commission included a very last-minute addition that defines waste feedstocks as advanced when used in aviation with extra incentivization, and mature when used for all other transport uses including road and maritime. [EWABA interviewed](#) our Secretary General Angel Alberdi on the topic.





EWABA features in European Net Zero Alliance's (ENZA) video series

EWABA's SG discusses exciting changes in legislation for biofuels from 2025 and the next steps that need to be taken after the implementation of the EU Green Deal. Angel notes the importance of ENZA for EWABA's objectives and the role industry could play for the wider deployment of renewable fuels in Europe. "It's very important to retain investments in Europe, but this needs to be done according to the principle of technological neutrality". To watch the video have a look at our social media posts on [LinkedIn](#) and [Twitter](#).



EWABA featured article quotes EWABA

An article by Dafydd ab Iago on the 1.7% cap on biofuels from Annex IX Part B feedstocks quoted EWABA's Secretary General, who cited that the cap should be revised to avoid any feedstock crunch. Article published in December 2023.

Outlook piece on Biofuels International

In January, our Secretary General outlined the critical issues that will affect the biodiesel industry the year ahead. in this [outlook piece](#) for Biofuels International.



PARTICIPATION IN INTERNATIONAL CONFERENCES

Future of Biofuels Conference in Copenhagen (24-25 October)

Our Government Affairs Director Dasa Mamrillova presented on the contribution of higher biofuel blends for transport decarbonisation during the Copenhagen Future of Biofuels event. Dasa was also part of the advisory board of the conference, assisting among other things in the agenda preparation.



Argus Biofuels Conference Europe (15-17 October)

EWABA Secretary General Angel Alberdi addressed 700+ attendees during the Argus Biofuels Conference in London. Angel offered his expert view at a panel on REDIII and its impact on biofuels markets along with Xavier Noyon from the European Biodiesel Board and Emanuele Frattunono from Adamant Group.

In addition, EWABA Government Affairs Director Dasa Mamrillova spoke on biofuels and bio-tickets for the maritime sector along with Philip Goedkoop from our member Bio Oil during the 1st ever Marine Focus Day of the Argus Biofuels Europe!





B+ National Summit in Portugal (1-2 October 2024)

Our sister Portuguese association Associação de Bioenergia Avancada (ABA) organised a summit dedicated to the promotion of higher biofuel blends (B+) in Portugal. Our Secretary General Angel Alberdi was invited to discuss the European B+ perspective, drawing on case studies from the industry at large, and the road ahead for heavy duty decarbonisation.



Argus Road Transportation Fuels Conference (25-27 September)

MVaK Managing Director and EWABA Board member Detlef Evers participated at the Argus Road Transportation Fuels Conference in Berlin. Detlef spoke about upcoming opportunities and challenges for the wider sector, including B10 uptake in Germany, the 2035 ban on new ICEs and its potential revision and the work of the Stuttgart Working Group on CO2 neutral fuels definition.



EWABA chairs at the EUBCE 2023 31st European Biomass Conference & Exhibition

EWABA was nominated advisor and co-chair of the Advanced biofuels industrial applications Industry Track of the 32nd European Biomass Conference & Exhibition. Our Government Affairs Director moderated a panel titled „Higher blends for EU’s climate neutral transport: policies, case studies and road ahead“ during the EUBCE 2024 in Marseille on 27 June. Panelists for this session included representatives from Envien Group, German Biofuels Association VDB, French Bioethanol Association Bioethanol France and Refuel Solutions.



EWABA chairs Oleofuels ACI Series Conference

In 12-13 June, our Secretary General chaired the intensive 2-day ACI Oleofuels conference in Milan, Italy. Oleofuels 2024 gathered 300+ industry professionals, making it one of the largest annual European events in the sector, exploring several key topics of discussion such as feedstock challenges, new technology optimization, global outlook and drivers, as well as exploring European legislation around oleofuels. You can find our [social media post](#) here.



EWABA presents at 4th Annual Biofuels InventU Forum

EWABA's Government Affairs Director and our Technical Affairs Expert took part in this year's InventU Biofuels Forum in Berlin, on June 5th and 6th. Dasa Mamrillova presented on the recent Annex IX revision and its implications for the transport industry, while Adrian O'Connell moderated a panel discussion entitled "The latest examples of successful high blends end-use" which included both FAME and HVO industry representatives.



EWABA presents at Carbon Neutral Fuels Conference in Bratislava

Our Government Affairs Director presented on the European legislation around carbon-neutral fuels during a joint conference organized by the Slovak Association of Fuel Industry and Trade (SAPPO), the Slovak Gas and Oil Association (SPNZ / SGOA) and the Association for the Production and Use of Biofuels (ZVVB).

During the event, the associations called for a new proposal for a definition of carbon-neutral fuels that includes all renewable fuels, including biofuels, e-fuels, biomethane-based fuels and recycled carbon fuels, as part of discussions with the European Commission. Please find our social media posts as posted in [LinkedIn](#).



Advanced Biofuels Forum in Amsterdam

Our Communications & Analysis Director spoke during the 2nd Advanced Biofuels Forum held in Amsterdam on 29-30 May. The presentation, titled 'Exploring the EU Policies and their Role in Waste & Advanced Biofuels' Current Market Landscape', provided a general overview of regulatory and market developments for waste & advanced biofuels and expectations of low carbon fuel demand in the decades to come. You can find our [LinkedIn post](#) on the event.





EWABA at the Argus Green Marine Fuels conference in Amsterdam

The EWABA Secretariat attended this year's Argus Green Marine Fuels event in Amsterdam (14-16 May). EWABA sponsored this event and met with important representatives of the shipping and maritime fuel industries. Our Government Affairs Director participated in a panel discussion on the battle between sectors and regions for biofuels, along with Aleksandar Kuzmanski from our Austrian member Bio Oil. Follow our [LinkedIn](#) and [Twitter](#) posts.

Our Danish member Bunker Holding also participated in a very interesting panel discussion on different fuel options for Maritime's future. Post can be found [here](#).



EWABA at the latest ISCC board in Vienna

On 14 May EWABA President and Secretary General took part at the latest ISCC board meeting, held in Vienna. We restated our commitment to continuing joint work on improvements of the certification system, but a very clear message on EWABA members' extreme dissatisfaction with ISCC work on fraud prevention was conveyed.

An agreement was reached on a joint statement issued by EWABA, EBB and ISCC requesting more control and actions at Member State level. This follows a REFUREC meeting in Helsinki discussing C14 controls for imported HVO and biodiesel and preceded a non-paper from France, Germany and the Netherlands on Waste-based and Advanced Biofuels fraud prevention, which was addressed at the latest energy meeting of the Council of the EU (see attached document "AOB Biofuels DE FR NL" and earlier communications from the Secretariat on this topic).

G7 Sustainable Biofuels International Forum

On 28 April, EWABA's Government Affairs Director Dáša Mamrillová participated at „International Forum on Sustainable Biofuels“ organised in the framework of the G7 Climate, Energy and Environment Ministers' Meeting, and hosted by the Government of Italy, in Torino.

The Forum presented a Joint Statement to the G7 Ministers aimed at highlighting the role of sustainable biofuels in all transport sectors, promoting environmental sustainability, innovation, social and local value creation aspects in order to contribute to achieving the COP28 decarbonization goal.

International Bunker conference (23-25 April 2024)

Our Secretary General presented on ‘Scaling up production to meet demand’ during the International Bunker Conference aboard the Color Fantasy, a vessel doing the Oslo-Kiel line on a B30 waste-based biodiesel blend supplied by our member Bunker Holding. The IBC has a long history and has been running since 1979, gathering the biggest global players of the bunkering world. You can follow our social media posts for the event on [LinkedIn](#), [Twitter/X](#).



EWABA at BioSFerA Final event

Our Communications Director was invited to speak during the BioSFerA final event on 20 March, held in Brussels. During this event, the results of a new concept for producing advanced aviation and marine biofuels from syngas fermentation and the associated developed technologies were presented.

EWABA participated in a roundtable discussion titled „Biofuels market potential and EU energy transition from stakeholders’ perspective“ and offered its view on current policy, regulatory, and market developments and the impact of industry associations to promote advanced biofuels. Follow our LinkedIn post on the event [here](#).



ISCC Conference in Brussels

Our Secretary General Angel Alvarez Alberdi spoke at this years’ ISCC - International Sustainability and Carbon Certification Conference in Brussels addressing the room on how to improve the EU biofuels certification system along with the European Commission, FuelsEurope and ePURE: European renewable ethanol association.





Fuels of the Future 2024 in Berlin

Our Government Affairs Director presented on the availability of feedstocks for biofuel production in light of the revision of Annex IX of RED during the Fuels of the Future conference held at 22-23 January in Berlin, Germany. Dasa reported on the actual status of Annex IX revision, impatiently awaited by the industry, since “we need additional feedstocks to be added to the list to contribute to the extremely ambitious legislative targets to decarbonise the transport sector”. Many thanks to MVaK’s Managing Director and EWABA board member Detlef Evers for moderating this session and Manja Ostertag from our member Bunker Holding for presenting on waste-based biofuels for the maritime sector during the same session. You can find our social media post on [LinkedIn](#).



UPCOMING CONFERENCES

- Venice Symposium 2024 on Energy from Biomass and Waste (25-27 November 2024)

The 10th International Symposium on energy from biomass and waste will be held on 25-27 November in Venice, Italy. EWABA is a promoting association of the event.

- InventU Fuel Evolution Summit (4-5 December 2024)

EWABA is a media partner to this year’s InventU 3rd Sustainable Maritime Fuels Forum, part of the Fuel Evolution Summit taking place in Berlin in early December.

- Fuels of the Future (20-21 January 2025)

EWABA is a media partner at the 22nd International Conference on Renewable Mobility „Fuels of the Future 2025“ that will take place on 20 & 21 January 2025.



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European Waste-based & Advanced Biofuels Association