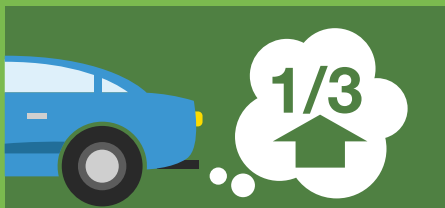


# A LOW-CARBON FUTURE FOR EUROPE NEEDS MORE AMBITIOUS RENEWABLES TARGETS IN TRANSPORT



EU road traffic is set to grow **30%** by 2030<sup>1</sup>



GHG emissions from transport are projected to remain **1/3 higher** than their 1990 levels by 2050<sup>2</sup>

GHG transport emissions need to fall by **2/3** to meet EU's goal of 60% emissions reduction in transport by 2050<sup>3</sup>

## And yet, the EC is proposing unambitious targets for renewables in transport by 2030



Current share (2015)<sup>4</sup>

Envisioned share of renewables in transport (REDII)

Actual target for renewables in transport needed to achieve the long-term goal of 60% emissions reduction in transport

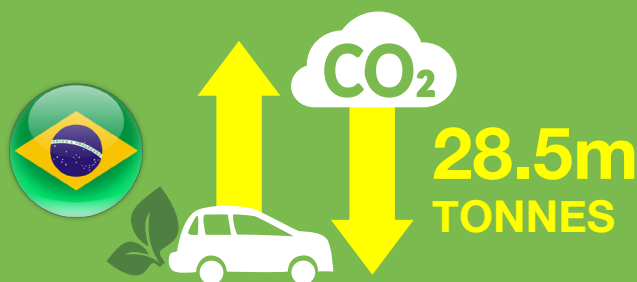
In a business-as-usual approach, the EC projects **90%** oil dependence in transport by 2050

Almost **90%** of European transport's renewable energy today comes from 1G biofuels...

...and yet the EC wants to cut the share of 1G biofuels by almost **1/2**

This will inevitably **increase, instead of cutting**, Europe's GHG emissions

## Brazilian sugarcane ethanol is available **now** and results in over **70% fewer emissions** than petrol



Brazil has replaced more than **40%** of petrol consumption with sustainable ethanol, saving in its flex-fuel fleet alone an average of **28.5m** tonnes CO<sub>2</sub>eq per year. That's **4.75** times more than Europe (6m in 2015)

<sup>1</sup> ePure: On the road to 2030 – Decarbonising Europe's road transport sector (2016)  
<sup>2</sup> EC White Paper: Roadmap to a Single European Transport Area – Towards a competitive and resource (2011)  
<sup>3</sup> EP Implementation Appraisal: Emission performance standards for new passenger cars and light commercial vehicles (2017)  
<sup>4</sup> Evaluation of the Renewable Energy Directive (2016)