



What the Experts Say

“At present, there is a lack of real alternatives to help reduce GHG (greenhouse gas) emissions or over-dependence on oil in the transport sector, which makes it essential to develop biofuels in as sustainable a way as possible” *Royal Society Report on Sustainable Biofuels, January 2008*

“The facts of the matter are biofuels are at present the only renewable alternative in transport fuels, and produced sustainably they offer genuine savings in CO2 emissions, and we do need to invest in developing this technology so as to maximise its benefits. In the meantime, buying British biofuels produced from crops grown in accordance with strict farm assurance standards is the best guarantee of ensuring sustainability credentials.” *Peter Kendall, President, National Farmers’ Union*

“For vehicle manufacturers to make the investments needed, a long-term market for transport fuels containing a high blend of biofuels must be established.” *Royal Society Report on Sustainable Biofuels, January 2008*

“To consider a five-year moratorium on biofuels, to roll back the breathtaking progress that has been made in getting these absolutely necessary but sometimes quite uncomfortable, sometimes very diffuse, complicated monitoring and reward frameworks built into policy, would be an absolute own goal....” *Dr. Jeremy Woods, Lecturer in Bioenergy at Imperial College London and member of the Royal Society Working Group on Sustainable Biofuels.*

“Biofuels ought to be supported as, along with engine technology, they offer the most immediately feasible ways of significantly slowing the growth of greenhouse gas emissions from transport. This is of critical importance in a context where rising transport emissions are more than wiping out the hard-earned reductions of greenhouse gases achieved in other sectors. On the premise that all sectors of the economy should contribute toward reducing greenhouse gas emissions, a greater share of biofuel use is urgently necessary if transport is going to assume its share of responsibility for climate change.

“In the short-and medium-term, biofuel production from traditional agricultural produce increases the revenues of farmers both in Europe and in developing countries. In developing countries, this can contribute to lessening poverty. Furthermore, in the longer-term, so called “second generation” biofuels, made from waste or solid biomass such as wood, hold out the promise of much greater greenhouse gas savings and the choice of raw materials that would not be used as foodstuffs. To bridge the gap between “first-” and “second-generation” biofuels, there need to be cars made that run on biofuels, distribution networks that make fuels using a greater proportion of biofuels available at filling stations. Refining and blending capacities need to exist.

“For all these reasons, Europe cannot postpone biofuels use. On the contrary, because they contribute to security of supply and environmental improvement, biofuels should be actively promoted immediately. The best must not become the enemy of the good. There is ample land in the world to produce all the biofuels needed without causing food shortages. If Europe buys biofuels from where they are cheapest, subject to the sustainability criteria being fulfilled, the costs will not be excessive.” *EU Energy Commissioner Andris Piebalgs, March 2008*

“In a world where carbon accounting and subsequent market mechanisms will become commonplace in response to the threat of global climate change, the way in which these issues are addressed for biofuels should set the precedent for how all products and services will have to be treated in the future” *Royal Society Report on Sustainable Biofuels, January 2008*

“Under the right conditions, biofuels offer important opportunities for poverty reduction by stimulating stagnant agricultural sectors, thus creating jobs for agricultural workers and markets for small farmers” *Biofuelling Poverty, Oxfam Report, November 2007*

“There are real sustainability challenges for biofuels but they are not insurmountable. They can be addressed through credible, independent standards agreed and applied internationally and uniformly by the supply industry to all bioenergy production whether for biofuels or heat and electricity generation.” *WWF Submission to the Environmental Audit Committee, November 2007*

“Road transport emissions in England went up by 12% between 1997 and 2006; and the 2006 UK Climate Change Programme Review forecast that increased road transport emissions due to traffic growth over the period 1990-2010 would more than outweigh the entire suite of carbon reduction policies aimed at the transport sector” *Environmental Audit Committee, 'Pre-Budget Report March 2008*

“Compared to fossil-derived petrol, bioethanol from wheat has the potential to reduce energy inputs by 65% for each MJ of energy created. Similarly, rape methyl ester (biodiesel from oilseed rape) has the potential to reduce energy inputs by 66% and total greenhouse gas emissions by 53% for each MJ of energy created.” *'An Assessment of the Potential Environmental Impacts Arising from Cultivation of Wheat and Oilseed Rape for Liquid Bio-fuel Production', Central Science Laboratory, January 2005*

“UK-grown oilseed rape converted to biodiesel, with the resulting meal used for livestock feed, offers a 57% reduction in primary energy consumption, and 66% net savings of carbon dioxide emissions. In addition, oilseed rape converted to

biodiesel, with the resulting meal used as an energy source, offers a 97% reduction in primary energy consumption, and 94% net savings of carbon dioxide emissions." *'Reducing carbon in a biofuel supply chain', NorthEast Biofuels, 2007*

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For more information contact:

Peter Crowe or Sophie Hadden at the Ceres Partnership on 01604 654260/07967 504024 or email: peter.crowe@ceres-pr.co.uk.