

- How should a biofuel sustainability system be designed?

It is of crucial importance to design sustainable automotive fuel systems with a sharp view on the feedstock origin. If biomass is to be used to produce for example biodiesel, only nonedible oils beyond canola, sunflower and soy (with a total cap of say 10 million tons per year in EC 25) should be permitted (jatropha, castor, animal fats, tall oil etc.) The planets rainforests needs to be protected and any use of palm oil or similar oils from the tropical countries need to be specifically certified for use in fuels sold in EC.

- How should overall effects on land use be monitored?

A specific organisation should be installed by EC to monitor sources of biomass used for production of automotive fuels from renewable sources. The body should have the right to classify sources in a "sustainability scale" from 1 to 5. Every five years the numbers could be revised but not more than one step up or down (if not material information is discovered causing a reason for major change)

- How should the use of second-generation biofuels be encouraged?

Second generation biofuels businesses will blossom when given a 5 (see last bullet below) from the EC monitoring body. Integration of highly rated biomass as renewable feedstock to petroleum refineries should be encouraged (for production of green hydrogen and/or green diesel components) – such highly rated biomass for example chosen from forest industry by-products (spent cooking liquor, tall oil, wood waste, farmed energy wood etc.)

- What further action is needed to make it possible to achieve a 10% biofuel share?

A pan European automotive fuel tax (carbon tax) for all mineral automotive fuels (with a common correction/base in well to wheel efficiency) shall be implemented for all EU 25 countries at 50 € cents per litre (increased by 5 % per year).

The EC monitoring organisation (referenced in second bullet above) shall have the right to denominate renewable/sustainable automotive fuels a full carbon tax break for fuels with a 5 rating and linearly down to 10 € cents tax break for fuels given a 1 rating in the sustainability scale.

Half of the tax money recovered from the carbon tax shall be kept by the national governments in EC 25 in proportion to total carbon tax payed – the other half should be retained by EC for use in expansion of framework R&D programs such as FP7 and FP8.