

## Bioethanol market data for 2018 published - despite lower petrol consumption, sales of bioethanol increased

The German Bioethanol Industry Association (Bundesverband der deutschen Bioethanolwirtschaft – BDBe) has published the 2018 market data for the production and consumption of certified sustainable bioethanol. German bioethanol production, standardised for use as fuel, fell to 613,000 tonnes, a decline of 8.9% compared with the previous year. However, in a shrinking petrol market, sales of bioethanol rose by almost 3.0% in 2018.

In 2018, when the overall fuel market declined overall, with 17.8 million tonnes of petrol sold – around 2.5% less petrol than in the previous year (2017: 18.3 million tonnes) – the consumption of bioethanol, which is used as a petrol admixture for the petrol types Super E10, Super Plus and Super (E5) or used to produce ETBE (ethyl *tert*-butyl ether), rose to just under 1.2 million tonnes. While just under 110,000 tonnes of bioethanol were used for ETBE production, around 1.4% less than in the previous year, the admixture percentage rose significantly. For the first time in several years, this has again resulted in increasing percentages of bioethanol in the petrol types Super (E5), Super E10 and Super Plus.

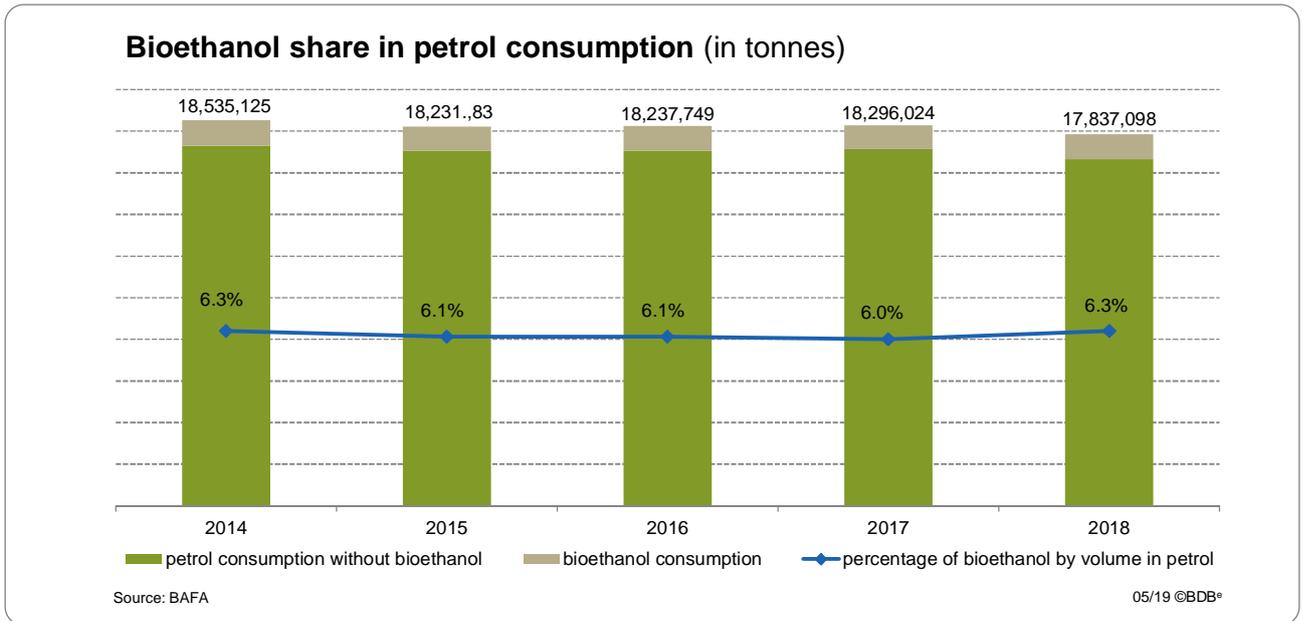
### Bioethanol (EtOH) in petrol 2017 and 2018 (in tonnes)

	2017	2018	Change from previous year
EtOH in ETBE	111,440	109,928	-1.4%
EtOH as an admixture	1,045,080	1,077,434	3.1%
EtOH total	1,156,520	1,187,362	2.7%
Total petrol without EtOH	17,139,504	16,649,736	-2.9%
Total petrol with EtOH	18,296,024	17,837,098	-2.5%
Percentage of EtOH by volume in petrol	6.0%	6.3%	

Source: BAFA

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Last year, bioethanol's share of the petrol market reached 6.3% by volume, 0.3 percentage points higher than in 2017.



Stefan Walter, Managing Director of the BDBe, explains the official mineral oil data: The obligation to reduce greenhouse gas emissions for all fuels from the current level of 4.0% is clearly too low to ensure even more climate change mitigation in the transport sector. However, this will change starting in 2020, when the greenhouse gas savings quota will increase to 6% as stipulated by law. The mineral oil industry will then use the biofuels that best meet the commitments.+

The discussions about meeting climate change mitigation targets, about the necessary measures such as higher prices for fossil-based fuels, the promotion of electromobility and the use of alternative fuels are also, in the BDBe's view, raising public awareness of the potential biofuels have to lower CO2 emissions.

The consumption of bioethanol in petrol is already reducing CO2 emissions in the transport sector by 3.1 million tonnes. In mathematical terms, this is equivalent to around 1.0 million passenger cars without CO2 emissions, says Stefan Walter. Stefan Walter explains the importance of immediately effective measures in favour of climate change mitigation targets in transport and for clean air in cities: Comparative tests initiated by the BDBe which apply the new WLTP measurement method have shown that the use of Super E10 not only significantly reduces CO2 emissions, but also particulate matter and nitrogen oxides.

You can read the detailed 2018 market data on production and consumption with further information graphics and tables at <http://www.bdbe.de/daten/marktdaten-deutschland>

The Bundesverband der deutschen Bioethanolwirtschaft (BDBe) represents the interests of the biofuel sector's member companies and associations, spanning agricultural production of the raw materials all the way to industrial production and processing of bioethanol and all by-products. Co-products include DDGS, CDS, biogenic carbonic acid, gluten, yeast, biomethane and organic fertilisers. For fuel uses, beverages and food or the chemical industry, bioethanol with different classifications is produced from feed grain, sugar beet or biogenic waste and residues. In Germany, the types of petrol currently available at petrol stations contain between 5% and 10% certified sustainable bioethanol.

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