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Setback for consumers and climate protection: EU parliamentary committee votes for ban on internal combustion vehicles

Interest group criticizes rejection of flexible technology mix in road transport

Brussels/Berlin, May 10, 2022 - Following the one-sided focus on e-mobility and the rejection of flexible technologies in the EU Parliament's Environment Committee, experts are reacting with disappointment. "This is a bitter setback for consumers and climate protection! Without the consideration of renewable fuels in combustion engines, a flexible technology mix in road transport is rejected, which includes all climate-friendly options to accelerate the phase-out of fossil fuels," said Ralf Diemer, managing director of the eFuel Alliance. A narrow majority of committee members had voted today in favor of a pure electrification strategy for road transport during the vote on stricter CO2 emission standards for new cars and vans. An amendment to count CO2 savings from sustainable renewable fuels toward fleet targets for new cars was narrowly rejected by only 3 votes. Had it been adopted, this would have offered consumers another climate-friendly alternative to fossil fuel cars.

Now the vote in the EU Parliament is on the agenda for 7 June. "Cutting emissions and not choices - that should be the guiding principle of European climate policy. Members of the European Parliament should take into account the contribution that sustainable renewable fuels like eFuels can make to reduce transport emissions when they vote," Diemer underlined. "On the one hand, not everyone in the EU will be able to afford an electric car in the future either. On the other hand, the Ukraine war and the resulting energy crisis we are facing today show us that fixation on a single option can lead to dangerous dependencies if the global economic system falters. To ensure that Europe does not slip into another crisis when it comes to importing battery raw materials, we need to take a broad stance and offer other climate-friendly solutions alongside the expansion of e-mobility, such as the use of CO2-neutral eFuels." Indeed, according to the International Energy Agency, China processes 87% of the world's rare earth deposits, 65% of cobalt, 58% of lithium and 40% of copper.

"Instead of pitting climate protection technologies against each other, we need to focus on phasing out fossil fuels. A [voluntary crediting system](#), where CO2 emission savings from renewable fuels count towards EU fleet targets for new vehicles, would allow for a technology mix of climate-friendly solutions that could complement European electrification efforts. This will accelerate the defossilisation of transport while keeping mobility affordable," Ralf Diemer explained the concept.

The current EU regulation on CO2 standards for cars and vans will not ensure a timely transition to climate-neutral mobility by focusing exclusively on tailpipe emissions. This is because emissions that occur in earlier or later stages of a vehicle's life cycle, such as during vehicle manufacture or during the generation and provision of operating electricity, are not taken into account. The European electricity mix is still heavily dependent on fossil fuels. Nevertheless, an e-car charged with electricity

PRESS RELEASE

generated predominantly from fossil fuels is still considered a zero-emission vehicle under the current regulation.

For more information: www.efuel-alliance.eu

>>> The eFuel Alliance e.V. <<<

The eFuel Alliance is an interest group working for the political and social acceptance of eFuels and for their approval. We represent more than 170 companies, associations, and consumer organizations along the eFuel production value chain.

We stand for fair competition and a level playing field for all relevant emission reduction solutions.

We are clearly committed to greater climate protection and want to see the significant contribution of eFuels to sustainability and climate protection more widely recognized. Our goal is to enable the industrial production and widespread use of CO₂-neutral fuels from renewable energy sources.

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