

## (Un)Fit for 55? Fueling Europe's Sustainable Future

**Brussels/Berlin, July 19<sup>th</sup> 2021: Policy makers from the European Parliament and the European Commission today joined representatives from the eFuel Alliance to take stock of the 'Fit for 55 Package', which was presented last Wednesday, and to discuss the way ahead for the EU's flagship climate policy.**

During the digital event *(Un)Fit for 55? Fueling Europe's Sustainable Future* **Dr. Monika Griefahn**, the new Chair of the eFuel Alliance, welcomed **270 participants** across all sectors and political institutions. She also welcomed high-level speakers such as **Daniel Mes**, who works in the Cabinet of Executive Vice President Frans Timmermans on transport and digital aspects of the European Green Deal, and who outlined the major objectives of the climate policy proposals and the vision behind them. Mr. Mes agreed that “it's a very big political puzzle to solve” and he stated that “eFuels and the electro fuels industry are really quite essential for big parts of our agenda and for decarbonising transport”.

**Jens Geier**, Member of the European Parliament in the S&D Group, gave a political assessment of the legislative package and where he sees the most controversial political conflicts. As the rapporteur of the European hydrogen strategy, he made clear that “the sooner we build up renewable energy, the sooner we will have a ramp up of the hydrogen industry”. For that reason, he emphasised that the revision of the Renewable Energy Directive (REDIII) has to be much more ambitious.

The members of the eFuel Alliance **Christian Schultze**, Deputy General Manager and Director Research & Operations at Mazda Motor Europe, **Jakob Lagercrantz**, CEO of the Swedish 2030 Secretariat and **Eelco Dekker**, Chief Representative Europe at the Methanol Institute, shared their views on what it means from an industry point of view to put the climate policy proposals into practice.

During the one and a half hour debate, it became clear that everyone is working on true climate protection policy. The members of the eFuel Alliance support the European Green Deal and its goal of consistently reducing emissions in all sectors, achieving both the new 2030 target and the goal of climate neutrality by 2050.

But there were also different ideas about how to reach this crucial goal. It was apparent that when it comes to the CO<sub>2</sub> performance standards there were diverging opinions. Jakob Lagercrantz also criticised the fact that the 13% greenhouse gas reduction target, as suggested by the EU Commission

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in the revised Renewable Energy Directive for the transport sector will not be enough to transition from fossil to sustainable renewable fuels fast enough. Sweden has a far more ambitious target of at least 70% in 2030. Mr. Lagercrantz further criticised that “the Commission is not tough enough and that it is not looking at all fuels in an equal way”.

Eelco Dekker from the Methanol Institute pointed out that it will be of enormous importance to ensure the coherence and consistency of all proposals, but also of the national policies of the individual member states. And Christian Schultze from Mazda urged policy makers to remain realistic and to take into account customer needs in general. He also advised, not to forget about the millions of cars with combustion engines that will still be on Europe's roads in 2050. Mr. Schultze said: “We really believe that achieving a carbon neutral mobility is a highly complex task. We are convinced reaching this target is only possible by implementing a multi solution approach”. All speakers agreed that a holistic approach that sets technology neutral targets to endorse more competitions between technologies is urgently needed.

**Ralf Diemer**, Managing Director of the eFuel Alliance, who moderated the event, summarised the debate: “The diverging opinions we heard today were a reminder of what is positive about ‘Fit for 55’ package, but we also gained a clearer and sharper idea on where the challenges remain. We made clear that to reduce greenhouse gas emissions and accelerate the defossilisation of our economy and transport in particular, industry needs a technology mix, a technology neutral approach that foresees a key role for eFuels to start the transition from fossil fuels to renewable fuels right now. The EU Commission said that the ‘Fit for 55’ package is the start of the beginning. Maybe we can agree that now should be the beginning of the end of fossil fuels – and the start of the future for eFuels.”

The discussion today spurred the eFuel Alliance on for when it returns in September by focusing on what needs to be done to help the industry realise its full potential and make the eFuel Alliance fit for the big challenges ahead.

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### **About the eFuel Alliance**

The eFuel Alliance is a stakeholder initiative, representing more than 140 companies along the value chain of the eFuel production, and committed to promoting political and social acceptance of synthetic liquid fuels from renewable energy sources. It advocates the promotion and global expansion of eFuels production capacities and their widespread application. The goals of the initiative are the recognition of eFuels as an essential component of a European climate protection policy and their equal treatment with other climate protection technologies in the sense of technological openness. The eFuel Alliance is open to all organizations and interested parties who share the goal of establishing and promoting eFuels as a contribution to climate protection and helping them to be used worldwide.

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