

PRESS RELEASE

Mobility: No one-sided focus on e-cars

Interest group calls for affordable mobility based on a technology-mix that also includes climate-neutral synthetic fuels

Brussels/Berlin, May 10, 2022 - Ahead of the vote on stricter CO₂ emission standards for new cars and vans in the EU Parliament's Environment Committee, experts are warning against a one-sided regulation. "E-mobility alone will not do justice to climate protection," said Ralf Diemer, managing director of the eFuel Alliance. "For one thing, not everyone in the EU will be able to afford an electric car in the future either. For another, the Ukraine war and the resulting energy crisis we face today shows us that fixation on a single option can lead to dangerous dependencies when confronted by disruptions to the global economic system. To prevent Europe from slipping into another crisis when it comes to importing battery raw materials, we need to take a broad stance and offer other climate-friendly solutions in addition to Europe's electrification efforts, 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.

Therefore, renewable fuels should be counted towards CO₂ targets for new vehicles in order to offer consumers another climate-friendly alternative to fossil-fuelled cars and keep individual mobility affordable," Diemer emphasised. "Cutting emissions, not choices - that should be the guiding principle of European climate policy. MEPs should take into account the contribution that sustainable renewable fuels like eFuels can make to reducing transport emissions in their vote," said Ralf Diemer, CEO of the eFuel Alliance.

"Instead of pitting climate protection technologies against each other, we need to focus on phasing out fossil fuels. A voluntary crediting system counting CO₂ emission savings from renewable fuels towards EU fleet targets for new vehicles, would allow for a technology-mix of climate-friendly solutions that could complement Europe's electrification efforts. This will accelerate the decarbonisation of transport while keeping mobility affordable," Ralf Diemer explained the concept. As only small quantities of eFuels will initially be blended with conventional fuels, the price at the pump will rise very slightly. For example, a blend of 5% eFuels would increase the price of fuel by only 7 ct/l.

The current EU regulation on CO₂ standards for cars and vans focuses solely on a vehicle's tailpipe emissions, thereby unnecessarily limiting customers' options, and ignoring the positive carbon-neutral impact that renewable fuels can have on internal combustion engines or plug-in hybrids. Emissions that occur in earlier or later stages of a vehicle's lifecycle, such as during the production of the vehicle or the generation and provision of its operating power, are not taken into account in the current regulatory logic.

The European electricity mix is still heavily based on fossil fuels. Yet, under the current regulation, an e-car charged with electricity generated predominantly from fossil fuels always qualifies as a zero-emission vehicle whereas a vehicle powered by eFuels is always considered a fossil fuel vehicle. This makes no sense – neither for the consumer nor for the climate – and should be corrected by the EU Parliament.

Further 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.

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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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