

Too late – too bureaucratic: eFuel Alliance’s position paper on the Delegated Acts Art. 27 and 28 of REDII claims for major adjustments

Berlin, Brussels, June 20, 2022: Since almost 4 years we are waiting on two delegated acts to Art. 27 and 28 of the Renewable Energy Directive (REDII), which have been now published by the Commission.” Those acts are very important because they provide definitions for various parameters which are crucial for the ramp up of hydrogen and eFuels production.

The eFuel Alliance clearly supports the European Commission’s (COMs) climate-neutrality target by 2050. To achieve this goal and limit the global temperature increase to well below 2° Celsius of pre-industrial levels, all sectors must significantly intensify their efforts to reduce greenhouse gas (GHG) emissions. Hydrogen-derived products, such as carbon-neutral synthetic fuels, can make a decisive contribution here – initially by blending with conventional fuels (drop-in capability), and ultimately as a substitute for them. They provide a climate-neutral solution for several sectors, as they can substitute fossil fuels in road transport, aviation and the maritime sector as well as represent a climate-neutral alternative to conventional heating oil and can also be used as feedstock for the industrial chemical sector.

In its European Hydrogen Strategy, the COM acknowledges hydrogen as “a key priority” and “essential to support the EU’s commitment to reach carbon neutrality by 2050”, setting a target of up to 80 GW of installed capacity of electrolyser in 2030 – already 6 GW in 2024. This ambitious goal can only be achieved though if pragmatic conditions are implemented immediately to incentivize the necessary investments in the market ramp up of hydrogen and hydrogen-derived products such as synthetic fuels (so-called eFuels). These carbon-neutral energy carriers are covered by the COM’s definition of “renewable fuels of non-biological origin” (RFNBO in Article 2(36) REDII).

However, investments in large-scale production facilities and electrolysers have so far been hindered by the absence of two delegated acts deriving from article 27 (renewable electricity supply concept) and 28 (GHG reduction methodology) of the Renewable Energy Directive (REDII), which cause a lack of investment certainty. Recently, the COM published the drafts of these two long-awaited del. acts, multiple months after the official deadline of December 2021. In the meantime, the REDII is already in revision and the legal basis for those del. acts can change through amendments in the European Parliament.

While the eFuel Alliance welcomes the publication of the del. acts drafts due to their vital regulatory role in enabling industrial production capacities of hydrogen and its derivatives, urgent changes are needed in terms of content. Only with a more pragmatic approach, which also seems to be favored by MEPs in the revision of REDII, can the necessary investments in the market ramp-up of hydrogen and hydrogen products such as synthetic fuels (so-called eFuels) be promoted.

In the eFuel Alliance [POSITION PAPER](#), experts explain which adjustments to both drafts are urgently needed if an affordable introduction of clean hydrogen and hydrogen-based products is not to be jeopardised. Without significant improvements to the drafts, the market ramp-up will be delayed for years.

More information on eFuels at efuel-alliance.eu.

PRESS RELEASE

>>> 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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