

eFuel Alliance on RED III decisions by EU energy ministers: "Why so discouraged?"

Synthetic fuels could replace much of Russia's crude oil imports

Berlin/Brussels, June 27, 2022: After the EU Energy Ministers' deliberation, Ralf Diemer, Managing Director of the eFuel Alliance, states:

"The position of the EU energy ministers on the reform of the Renewable Energy Directive (REDIII) is disappointing. The decisions fall too short and show a lack of courage on the part of the ministers to take larger steps towards a more climate-friendly and diverse energy supply." In its RePowerEU strategy published in May, the EU Commission had proposed, among other things, increasing the share of renewables in the overall energy mix to 45 percent in 2030 in response to rising energy prices and the threat of supply disruptions from Russia. EU energy ministers left it at the original Commission proposal of 40 percent.

In addition to the climate crisis, we have also been confronted with a looming energy supply crisis since Russia's invasion of Ukraine at the end of February. In view of these challenges, greater ambition on the part of the member states for more climate protection and security of supply in the energy sector would actually be logical. In this regard, renewable fuels could replace up to 70 percent of Russia's crude oil imports by 2030 if appropriate targets are set in REDIII."

Similarly, the EU Commission had recommended increasing a sub-target for the use of renewable hydrogen and climate-neutral fuels based on it, so-called eFuels, in the transport sector from 2.6 percent in 2030 to five percent: "This is also how we see it at the eFuel Alliance. But here too, despite the pressing problems, the EU energy ministers are showing little ambition and only want to achieve an indicative target of 2.6 percent. Although this sub-target can be statistically increased to 5.2 percent by 2030 through a possible double counting of eFuels - this does not help the climate, because it is not the statistics that matter, but the substances actually put on the market," says Diemer.

"It is all the more important now that the European Parliament, whose decision is still pending, moves forward more decisively. We must now set the course so that we can, on the one hand, reduce our dependence on energy imports from Russia pursue a more diverse import strategy for eFuels and, at the same time, achieve our climate targets. After all, no one disputes that eFuels and hydrogen are a crucial key to solving the problem - but this would then also require the appropriate decisions for the right framework conditions."

The eFuel Alliance therefore calls for a GHG reduction quota for the transport sector of at least 20% and a sub-target for renewable hydrogen and eFuels of 5% in 2030.

Background: Today the EU energy ministers defined their negotiating position on the Renewable Energy Directive REDIII. The European Parliament is expected to vote on the Commission proposal after the summer break in mid-September. Then both co-legislators will enter into negotiations on the final form of a revised directive. The revision of the EER is part of the "Fit for 55" climate package to achieve the EU's climate targets, which call for a CO2 reduction of at least 55 percent by 2030 compared to 1990.

PRESS RELEASE

More information on eFuels at 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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