

"The window is open for eFuels in road transport"

The Environment Council's compromise on CO2 fleet regulation for passenger cars and light commercial vehicles provides a glimmer of light. Now we need more urgent action, says eFuel Alliance.

Berlin/Brussels, 06/29/2022: "The compromise reached in the Environment Council on CO2 fleet legislation is an opportunity to work on the outdated regulation," says Ralf Diemer, CEO of the eFuel Alliance. "The current EU regulation, which focuses solely on tailpipe emissions, will not ensure a timely transition to climate-neutral mobility if it is lopsided and promotes only electromobility while ignoring emissions that occur at earlier or later stages of a vehicle's lifecycle and leading Europe into new dependencies on battery raw materials. We need a more holistic approach. We welcome the fact that the Environment Council, in contrast to the majority in the European Parliament, does not want to completely rule out the consideration of carbon-neutral eFuels to meet CO2 targets for car manufacturers, and has left a window open for regulatory adjustments."

Nevertheless, we note that the Environment Ministers have agreed on a de facto ban on the internal combustion engine – even with climate-neutral eFuels – from 2035, as the methodology remains unchanged for the time being. A possible adjustment can only take place under the review clause in 2026. However, the revision mandate is neither legally binding nor does it set a deadline for the Commission. Moreover, potential adjustments are only to apply to new vehicles from 2035 onwards and are outside the CO2 fleet regulation.

Ralf Diemer: "We are now losing valuable time that we should actually be using to invest in the industrial production of climate-neutral e-fuels. The regulation, as it has now been decided on by the Environment Ministers, continues to force car manufacturers to focus exclusively on electromobility."

The eFuel Alliance looks forward to a constructive dialogue with the EU Commission to develop a system for how vehicles with climate-neutral combustion engines can be brought onto the market even after 2035, or how eFuels can be taken into account in regulatory terms.

"There are actually already well thought-out proposals on the table that would be easy to implement. So far, however, it seems that there is no political will for such measures. In any case, we will not slow down in our efforts to develop better solutions for a more holistic and comprehensive climate protection in road transport," says Diemer.

>>> 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

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goal is to enable the industrial production and widespread use of CO₂-neutral fuels from renewable energy sources.

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