

# Accelerate the emission reduction

by giving more options within the regulation on CO<sub>2</sub> emission standards for cars and vans

## What needs to be done now:

➤ **Adopt a voluntary crediting system**, which includes renewable fuels in the CO<sub>2</sub> emission standards, to **provide a greater choice** of climate neutral and socially just mobility that doesn't overburden the European citizens and leads to a **more comprehensive climate policy** along the lifecycle of vehicles.



### Road transport

Road transport is one of the biggest CO<sub>2</sub> polluters in the EU, accounting for **one fifth of CO<sub>2</sub> emissions**<sup>1</sup>, 15 % of which are from passenger cars and light commercial vehicles. CO<sub>2</sub> emission standards play a significant role in meeting the 2030 climate targets and climate neutrality by 2050.

The enormous potential of climate protection solutions, such as hydrogen and its derivative products, which include eFuels, can **strengthen defossilisation** efforts in Europe.



### Lifecycle approach

The current regulation only considers GHGs emitted from the tailpipe and ignores emissions that occur in other stages, such as production or operating power. But **the entire lifecycle** of a car matters for climate protection.

If investments of the automotive industry lead to additional amounts of renewable fuels in the European market, these efforts should also be considered in CO<sub>2</sub> emission standards.



### More choices, fewer emissions

The current regulation on CO<sub>2</sub> emission standards for cars and vans does not take renewable fuels into account. Currently, **only the electric drivetrain** is considered a climate-friendly option – **customers have no choice** since other available technologies are excluded.

The EU's electricity mix is still **heavily dependent on fossil fuels**, which contradicts the goal of reducing emissions in the transport sector. A combustion engine powered by **renewable, sustainable fuels** is as clean as an electric vehicle powered by green electricity.



### Technology openness

Especially in light of the Commission's plan to achieve a fleet-wide CO<sub>2</sub> reduction rate of 100% for new vehicles by 2035, a **wide range of technologies** should be allowed to contribute to emission reduction. A consideration of **renewable fuels** in the CO<sub>2</sub> emission standards would be a first step to a more holistic and socially acceptable climate approach in transport.

To enable the inclusion of **renewable fuels** a voluntary crediting system is needed. Such system would add an additional option for **the fulfilment of the CO<sub>2</sub> emission targets**.

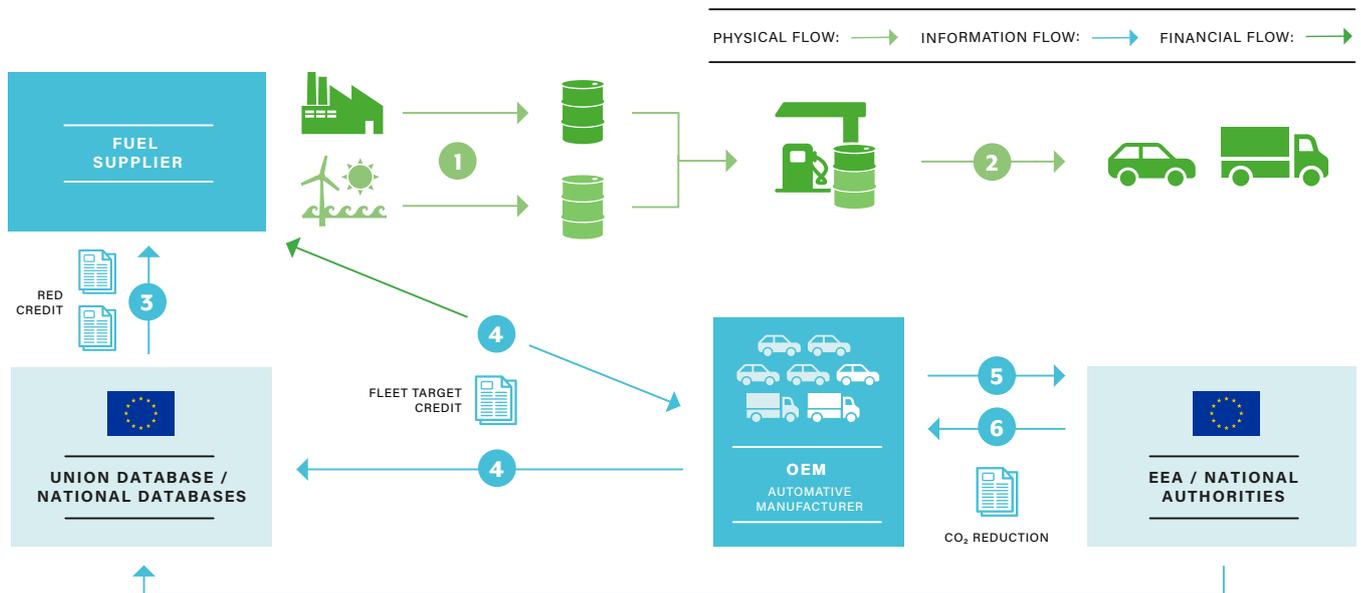
<sup>1</sup>According to [the data](#) provided by the European Commission.

# Why voluntary crediting system?

## A crediting system ...

- leads to **more CO<sub>2</sub> reduction**, up to 215 million tons
- offers **more climate-neutral choices** in the form of electromobility and climate-neutral combustion engines
- **only** considers **additional quantities** of renewable fuels that do not count toward the fuel industry's obligations under the Renewable Energy Directive
- does **not** require any **upfront investment** as the appropriate infrastructure is in place
- works on a **voluntary** basis and is chosen when the advantages outweigh other solutions
- will **not slow down electrification** as renewable fuels can only be used in applications where electrical solutions do not work
- offers **more solutions** and a **safety net** for the automotive industry
- creates a **policy bridge** between supply and demand and leads to a more effective political framework

## How does a voluntary crediting system work?



1 Production of renewable fuels

3 Credits for renewable fuel are issued and entered into the Union database

5 OEM requests crediting against fleet targets

2 Renewable fuels are supplied to customers

4 OEM (automotive manufacturer) buys credits from the fuel supplier and reports them to the database

6 Reduction of equivalent CO<sub>2</sub> amount from the CO<sub>2</sub> emission standards of the OEM