

(Un)Fit for 55!

The "Fit for 55" package clearly does not make the EU fit enough for a climate-neutral future. The European Commission is just missing a huge opportunity to accelerate the energy transition and help renewable energies in the form of electricity, hydrogen or eFuels equally make a breakthrough. Much more investment in renewables from around the world is needed if the ambitious climate targets are really to be achieved.

It is now up to the European Parliament and the Council to make the necessary corrections and pave the way for a comprehensive European climate policy that is truly fit for the future.

Ralf Diemer, Executive Director of the eFuel Alliance, said, "The EU Commission has just missed a unique opportunity to present a comprehensive legislative package that would have truly reshaped European climate policy and made it fit for the future."

Commission President Ursula von der Leyen stated in an interview with the Süddeutsche Zeitung that the Commission was setting 2035 as the end date for the conventional internal combustion engine, but that regulation would leave it up to automakers to decide which products would achieve this goal. In doing so, it expressly emphasized that this was also possible with combustion engines and climate-neutral eFuels. Ralf Diemer commented: "With respect, Ms. von der Leyen, this statement is simply wrong. CO2 regulation only gives manufacturers the choice between electric or hydrogen cars. Combustion engines with eFuels are de facto excluded from regulation, because they are treated like fossil combustion engines. We therefore urgently appeal for the establishment of **new CO2 standards for new cars** without fail - including renewable fuels in the CO2 standards. The European Commission's pure electric vehicle strategy is a one-way street based on pure ideology."

Tobias Block, Head of Strategy and Content at eFuel Alliance, said, "The goal we all share is to reduce CO2 in the atmosphere. For this, fossil fuels, not propulsion technologies, must be banned. A carbon-neutral internal combustion engine is much better than an electric vehicle that runs on electricity from fossil fuel power plants."

"We do not understand why renewable fuels for maritime and aviation are exempt from **energy taxation** for the next 10 years, while for road transport it remains the responsibility of individual member states to decide whether or not to exempt renewable fuels from energy taxation. This leads to a patchwork of regulation that creates a completely nonsensical and unnecessary additional burden and uncertainty for our companies."

Ralf Diemer, Managing Director of the eFuel Alliance, said, "The point is to avoid burning fossil fuels in the future and to promote the use of renewable fuels. This requires **a future-oriented technology mix** and not a commitment to a single technology that is supposedly the only solution. We absolutely must increase the share of renewable energies in the transport sector as well. We need a sub-target of 5% for hydrogen and eFuels for all sectors by 2030 in the Renewable Energy Directive to secure investments and create a necessary demand!" That's 60 million tons of CO2 reduction per year that we can't do without.

PRESS INFORMATION

Unfortunately, the EU Commission's proposals do not live up to Ms. von der Leyen's claim to set a framework that is as open to technology as possible. Instead, the Commission's proposals breathe the spirit of a planned economy in which the legislator decides which technology should be considered for which use.

It is now up to the European Council and Parliament to make the right corrections: For a CO₂-based energy taxation, for significantly more ambitious and uniform requirements in the Renewable Energies Directive and a CO₂ regulation for passenger cars and light commercial vehicles that actually includes eFuels and does not focus unilaterally only on electromobility.

INVITATION: (Un)Fit for 55! (Digital Discussion in English)

55% – that's the magic number needed to reduce greenhouse gas emissions by the end of the decade and set the European Union on track to meet its 2050 target of a climate-neutral economy. To become a greener Union, our lives will have to change significantly. Will the Fit for 55 package be able to lay the necessary groundwork? How fit is the revised European legislative architecture really to tackle the challenges ahead and avert the looming climate crisis? What must a future-proof climate policy look like to master the European energy and mobility transition, fuel a sustainable economy and make the Green Deal a success story?

Together with leading policymakers and prominent companies from our membership we will discuss topics ranging from a sustainable energy transition to greener, climate-neutral mobility, the role of sustainable renewable fuels for the off-road sector and a fair solution for carbon pricing that leaves no one behind.

We are pleased to welcome the following guests:

- **N.N.** (Member of the Cabinet of Executive Vice-President Frans Timmermans (tbc))
- **Jens Geier** (Member of the European Parliament, Head of the SPD delegation, Rapporteur for the EU Hydrogen Strategy, Member in the ITRE Committee)
- **Jakob Lagercrantz** (CEO, Swedish 2030-Secretariat)
- **Christian Schultze** (Deputy General Manager, Director Research and Operations, Mazda Motor Europe)
- **Eelco Dekker** (Chief Representative Europe, Methanol Institute)

Introductory Remarks: Dr. Monika Griefahn (Member of the Sounding Board of the eFuel Alliance, Former Minister of Environment, Lower Saxony)

Moderator: Ralf Diemer (Managing Director, eFuel Alliance)

Do not miss the opportunity to discuss Europe's future and join us at our event.

Please register for the event [here](#). You will then receive a personalised access link. The event will be held in English.

PRESS INFORMATION

**If you have any questions, please do not hesitate to contact us at any time.
For any 1:1 interviews or special interest, please call or send us an e-mail:**

>>> CONTACT <<<

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