

## PRESSRELEASE

### eFuel debate – practical solutions for a fast compromise

Following an invitation by the Czech Minister of Transport, a large number of transport ministers from EU member states gathered in Strasbourg on 13 March 2023 to debate the future of European mobility. After the postponed vote on the phasing out of internal combustion engines from 2035, the discussion will focus on how vehicles with internal combustion engines can be operated in a climate-neutral way.

**Brussels/Berlin, 14 March 2023:** The ban on internal combustion engines for new vehicles from 2035, which was thought to have been decided, is on the brink of collapse. After the formation of a growing blocking minority in the European Council, the final decision was postponed. Discussions are currently underway on how eFuels can be taken into account in the current regulation of new vehicles.

The possible solutions for establishing eFuels in road transport are numerous: "With the Euro VII emission standard, which defines the type approval of new vehicles, a solution could be found that lies outside the CO2 fleet regulation and yet has a direct impact on it. By defining vehicles powered exclusively by climate-friendly, renewable eFuels as zero CO2 emission vehicles, it would be possible to avoid reopening the fleet regulation," says Ralf Diemer, managing director of the eFuel Alliance.

A harmonised path for both passenger cars and trucks would thus be possible. However, the CO2 fleet regulation could also be dealt with in a second reading in Council and Parliament. This is a regularly scheduled step in European legislation. "Only a small part of the regulation would be up for discussion," says Ralf Diemer. "The CO2 reduction targets or the basic regulatory system do not necessarily have to be renegotiated. A 'second reading' could be completed within two to three months. Either way, the introduction of a verification obligation for the use of renewable fuels is necessary. We expect the EU Commission to take note of the changed mood in the member states and to present proposals that are practicable and future-oriented. These include, in particular, accounting solutions, which, unlike technical solutions, are not associated with high effort, costs and bureaucratic processes."

Technical solutions such as separate fuelling nozzles or fuel cards are possible, but require adjustments to the vehicle and avoidable additional development effort. The conversion of corresponding fuel pumps is similar for the filling station infrastructure. "Ultimately, it doesn't matter which specific vehicle runs on eFuels. What is decisive is that the calculated share of eFuels is brought onto the market and fossil fuels are replaced," says Diemer. The accounting solutions include a [crediting system](#) and a carbon correction factor. Both solutions could be established in an integrated way. The crediting of renewable fuels by means of a crediting system was developed in 2020 on behalf of the German Federal [Ministry of Economics and Technology](#) and already met with great approval in the public consultation: "Around two thirds of the participants supported the establishment of a crediting model. By means of a "crediting system", it can be demonstrated that sufficient additional renewable fuels have been brought onto the market to completely offset the vehicle's carbon footprint over its lifetime. The correction factor takes into account the share of renewable fuels already on the market. The Carbon Correction Factor is overdue anyway due to the long-standing use of lower CO2 biofuels," Diemer said. "Whether EURO VII or CO2 fleet regulation - such a verification system would be necessary to prove the use of renewable fuels."

#### >>>The eFuel Alliance e.V.<<<

The eFuel Alliance is an interest group committed to promoting political and social acceptance of eFuels and to securing their regulatory approval. We represent more than 170 companies, associations and consumer organizations along the eFuel production value chain. We stand for fair competition and equal competitive condition for all relevant emission reduction solutions. We are firmly committed to further climate change mitigation and seek recognition for the significant part eFuels can play in sustainability and climate protection. Our aim is to create the conditions for the industrial production and widespread use of CO2-neutral fuels from renewable sources of energy.

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