

PRESS RELEASE

CO₂-neutral fuels with a future in Europe

Berlin, 21 November 2023: In its plenary session today, the European Parliament decided against the introduction of a [carbon correction factor](#) (CCF) to count renewable fuels within the CO₂ fleet targets for heavy duty vehicles, but at the same time came out in favour of defining a new vehicle class that runs exclusively on renewable fuels. The parliament also confirmed a definition of CO₂-neutral fuels based on the criteria of the Renewable Energy Directive (RED). Proposals by the EU Commission to tighten this definition in the context of car regulation were thus rejected.

"Today we had the opportunity to unlock the decarbonisation potential of CO₂-neutral fuels in road freight transport and thus protect consumers and freight forwarders from one-sided and inflexible decision-making options," says Ralf Diemer, Managing Director of the eFuel Alliance. "However, the Parliament decided by a narrow majority not to deviate from the 'all-electric' approach and thus underline the de facto end of combustion engines in heavy duty vehicles. Without CCF, existing and increasing quantities of CO₂-neutral fuels will not be included in the fuel mix."

The CCF was designed to reflect the fuel mix in terms of a realistic policy approach in the CO₂ fleet regulation for heavy duty vehicles. The introduction of the CCF had been the subject of controversial debate beforehand. The decision follows the recent position of the EU Council of Environment Ministers, which also spoke out against the introduction of the CCF.

The current Commission proposal aims to reduce CO₂ emissions from heavy duty vehicles by 90% by 2040. To date, hardly any battery-electric trucks have been registered or are in use. The biggest challenges for logistics providers continue to be the lack of charging infrastructure and high acquisition costs.

Furthermore, the EU Parliament followed the EU Commission in authorising vehicles powered by hydrogen combustion engines. These are recognised as zero-emission vehicles. As an e-fuel, hydrogen is the crucial first building block in the production chain. Nevertheless, new vehicles need to be registered here. Existing diesel trucks cannot run on hydrogen, and the refuelling infrastructure for hydrogen trucks also leaves questions unanswered.

However, with the definition of CO₂-neutral fuels and the introduction of a vehicle class that runs exclusively on climate-friendly fuels, the EU Parliament is showing pragmatic traits: "It is right to rethink the previous regulatory approach that only vehicles that emit net zero emissions at the tailpipe are climate-neutral. It is important to gradually include the energy sources used to power the vehicles in the regulation. This is a fundamental step towards real Climate Action, opens doors for future revisions and for the pending car debate," says Diemer.

The trilogue negotiations, which should lead to a final agreement on CO₂ fleet regulation for heavy duty vehicles, are expected to take place at the beginning of 2024.

>>>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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