

PRESS RELEASE

Break the fossil shackles; factor in renewable fuels

Berlin, 12 September 2025: The European Commission is inviting stakeholders to a Strategic Dialogue with the automotive industry. On the agenda are revisions to the CO₂ fleet regulations for passenger cars, light commercial vehicles, and heavy-duty vehicles. Only if renewable fuels are taken into account can the transport sector be decarbonised.

The CO₂ fleet regulation for passenger cars and light commercial vehicles envisages an end to internal combustion engines in newly registered vehicles from 2035. Heavy-duty vehicles must cut their emissions by at least 90% by 2040. To date, this is only possible under the regulations with electric powertrains or hydrogen. But the ramp-up is faltering. With this strategy, Europe is going it alone globally—and in doing so is putting hundreds of thousands of jobs and its strategic autonomy at risk.

“Many technology pathways lead toward net zero. Only if we consider these pathways together will we achieve this goal. The interplay of battery-electric powertrains, renewable fuels, and hydrogen must be anchored in regulation,” affirms Ralf Diemer, CEO of the eFuel Alliance. “This will enable an efficient and rapid ramp-up of industrialised production of green hydrogen and eFuels. In the end, this will also allow sectors such as aviation and shipping, off-road machinery, and industry to be supplied more quickly with liquid and gaseous green molecules.”

Two fully developed options have been submitted to the European Commission to complement the regulation. First, the so-called [Carbon Correction Factor](#) (CCF), which accounts for the share of climate-friendly fuels available on the market. Second, the [definition of a new vehicle class](#) that is fuelled exclusively with eFuels. Both options have so far not been considered.

Worldwide, more than 300 e-fuel projects are planned, announced, or already being implemented. Final investment decisions are often lacking. The reason is the EU’s bureaucratic and complex framework conditions for producing renewable fuels. Diemer adds: “The European Commission is pursuing climate action in transport with the handbrake on. If we want to move forward, we finally need a clear commitment to renewable fuels.”

We are increasingly hearing this commitment from policymakers and automotive manufacturers; this is particularly evident at the International Motor Show (IAA) in Munich. Senior German politicians, including Federal Chancellor Friedrich Merz, are advocating a mix of technologies to achieve the necessary CO₂ reductions in the transport sector. It is a step in the right direction that must now be followed by regulatory action.

>>>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 160 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.

>>>CONTACT<<<

eFuel Alliance e.V.
Head of Press and Public Relations
Jan Wehrhold
T +49 160 6585 763
E wehrhold@efuel-alliance.eu