

PRESS RELEASE

Public Hearing on the GHG Quota: eFuel Alliance Calls for 5 Percent RFNBO Quota

Berlin, 3 March 2026: This week, the German Bundestag is addressing the further development of the Greenhouse Gas Reduction Quota (GHG Quota) in a parliamentary hearing. The eFuel Alliance has been invited by the CDU/CSU parliamentary group and will be represented by Managing Director Ralf Diemer as an expert witness. The industry association is calling for the RFNBO quota, the binding minimum quota for green hydrogen and eFuels, to be raised to 5 percent by 2030. The current draft legislation provides for only 1.2 percent.

According to the Federal Government's current Climate Action Plan 2026, annual emissions in the transport sector exceeded the permitted level by 18 million tonnes of CO₂ in 2024. Despite this, the draft legislation falls short of the ambition required: a 59 percent emissions reduction target for 2040 is insufficient if road transport is to be climate-neutral by 2045. The proposed RFNBO quota of 1.2 percent falls below the original ministerial draft, is well below the Bundesrat's proposal of 2.5 percent, and far below what electrolysis capacities could realistically deliver. Countries such as Finland have already set a quota of 4 percent for 2030. The Spanish draft legislation likewise provides for 2.5 percent.

"The GHG quota is the most important instrument for scaling up the market for green hydrogen and eFuels in the transport sector. Setting a quota of just 1.2 percent sends a clear signal to investors: Germany is not a reliable location for these technologies. A quota of 5 percent by 2030 is not an excessive demand on the market - it is the essential prerequisite for a meaningful market ramp-up," said Diemer.

Raising the quota to 2.5 percent, equivalent to approximately 11 terawatt hours or one billion litres of eFuels, would trigger investment of around 25 billion euros. Spread across the period from 2026 to 2029, this translates into an annual revenue potential of approximately 5 billion euros, in which German companies in particular could share.

Compared to the draft legislation, the higher quota would deliver additional CO₂ savings of 1.2 million tonnes. To achieve the same savings through electric mobility alone, more than two million additional electric vehicles would need to be added to Germany's vehicle fleet - more than are currently registered. These figures illustrate how important it is for climate protection and Germany's economic development to incentivise all technologies available for the transformation of our energy and transport sectors.

The Bundesrat has called on the Federal Government to raise the RFNBO quota to 2.5 percent. The CDU/CSU parliamentary group has also already expressed its support for more ambitious targets. The eFuel Alliance sees the ongoing parliamentary process as an opportunity to secure a well-founded, impact-oriented increase in ambition.

>>>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.

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