

## Press release

### **Exclusive use of CO<sub>2</sub> neutral fuels in new cars, vans, trucks and buses: Industry is submitting its technical report to the European Commission**

The Working Group on Monitoring Methodologies (WGMM) officially handed over its key report on « **Monitoring the use of CO<sub>2</sub> neutral fuels in road transport - a cross-sectoral industry assessment** » to the European Commission. This report presents and analyses 11 potential technological options for the exclusive use of CO<sub>2</sub> neutral fuels (CNFs) in new road vehicles, and proposes innovative solutions to ensure a sustainable tracking and verification of fuels in such vehicles.

During the revision of the CO<sub>2</sub> emission standards for new cars and vans, European legislators decided a de-facto ban of internal combustion engines from 2035 by setting a 100% CO<sub>2</sub> reduction fleet average target measured at tailpipe. For trucks and buses, they decided on a 90% CO<sub>2</sub> reduction fleet average target measured at tailpipe from 2040, allowing scope for other measures, such as use of hydrogen and CNFs.

Since its formation in September 2023 in Stuttgart, the WGMM identified and assessed different monitoring methodologies able to demonstrate the use of CNFs in new vehicles. Comprising more than 50 experts from the fuel and automotive industries, trade associations and researchers, the WGMM acts as a driving force for collaboration. The group aims to provide pragmatic and inclusive recommendations, considering the technical and economic realities of the fuel value chain and aligned with European climate objectives.

The report proposes a new definition for CNFs which covers all renewable fuels, including eFuels and biofuels, compliant with the sustainability criteria set in the Renewable Energy Directive (RED). It includes 11 potential technological options, such as digital tracking systems, chemical marking with physical identification of CNFs throughout the supply chain, on-board vehicle detection and physical security of fuel connections as well as mass balancing.

This report provides the Commission, Member States experts and other regulators and stakeholders with a comprehensive, objective, neutral and technical assessment of all identified fuel monitoring options. The results provide an opportunity to expand on the conclusions of the report and draw up a joint roadmap for the energy transition in transport.

## Quotes:

- **Alain Mathuren (FuelsEurope):** “The grand coalition, representing the automotive and fuel value chains, which contributed to this report shows the willingness of industry to contribute, together with the institutions, to the recognition of CO<sub>2</sub> neutral fuels as an enabler for new ICE and hybrid vehicles to be labelled zero-emission”
- **Dáša Mamrillová (EWABA):** “All sustainable renewable fuels according the RED criteria covering both biofuels and eFuels are CO<sub>2</sub> neutral at the tailpipe and must be included in the definition of CO<sub>2</sub> neutral fuels.”
- **Daniel Kaddik (bft):** “Customer-focused innovations, reliability and ease of use are key success factors for any CO<sub>2</sub>-neutral solution in transport. We must not create technological or regional locks if we want to reach our climate targets”
- **Stefan Kunter (Elaflex):** “We have analyzed and evaluated technical options openly and with foresight, and the report presents 11 technical solutions that will enable CO<sub>2</sub>-neutral fuels to be introduced safely and verifiably in the EU”
- **Tobias Block (eFuel Alliance):** “We have developed pragmatic and technically realizable solutions. It is now the EU Commission's turn to pick up the ball. We expect the solutions to be integrated into the early revision of the CO<sub>2</sub> standards.”.

## Practical details:

- **Date:** Wednesday 11th December 2024
- **Place:** Press Club Brussels Europe, 95, rue Froissart, 1040 Brussels
- **Press conference:** from 14:45 to 15:30 to present the results of the General Meeting to the European media.
- **Report:** Please find the report [here](#).

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