



## Press release

# ECFD on CO<sub>2</sub> emission standards for cars: EU decision setback for climate protection

Brussels, 28th Oktober 2022

**The European Confederation of Fuel Distributors (ECFD) regrets that the agreement between representatives of the European Commission, Parliament and the Council missed the opportunity in the trilogue procedure for CO<sub>2</sub> fleet regulation for cars and light commercial vehicles to establish a binding regulatory incentive for a rapid ramp-up of CO<sub>2</sub>-neutral e-fuels. This is a setback for climate protection.**

Yesterday evening, in the trilogue procedure on CO<sub>2</sub> fleet regulation, representatives of the EU Commission, EU Parliament and EU Council of Ministers finally agreed that the Commission should examine how new vehicles with combustion engines that are powered by CO<sub>2</sub>-neutral fuels can also be approved from the year 2035. However, this decision in the form of a recital is not legally binding for the Commission.

Matthias Plötzke, ECFD's Secretary General: "The EU has missed an important opportunity to establish a legally binding regulatory incentive for a rapid ramp-up of CO<sub>2</sub>-neutral e-fuels." E-fuels need to be recognized as a climate protection option for future new vehicles, then investors can be won for setting up mass production. Other areas of application such as air traffic or shipping would also benefit from this, where there is no technical alternative to e-fuels. Secretary General Matthias Plötzke demands: "The EU Commission must now quickly start working on and timely present a proposal for the use of e-fuels in new vehicles. We have serious concerns otherwise about less individual mobility and affordability with the all-electric way, thus becoming a larger obstacle for a just climate and energy transition for EU citizens."

Climate neutral energy carriers like e-fuels are the only way to include the existing vehicle fleet in efforts to reduce CO<sub>2</sub> emissions. Around 274 million passenger cars and light commercial vehicles are currently registered in the European Union, around 99 percent of which have a combustion engine. Matthias Plötzke: "Failing to drive the ramp-up of e-fuels forward is already massively slowing down climate protection today. Without ideological blinkers, all technology options for saving CO<sub>2</sub> emissions must be used!"



#### ABOUT ECFD

ECFD is the voice of more than 10,000 distributors of liquid fuels in the EU member states, bringing their competence to the EU level. With an average share of 60 % of filling stations being family-owned members operate mainly independently from major energy companies. ECFD members maintain and secure a reliable supply of conventional fuels, biofuels, LPG and CNG to customers across Europe. In addition, ECFD is actively engaged in the low-carbon energy transition via renewable fuel for the mobility and heating sector. Our members supply sustainable conventional and advanced biofuels and are committed to the rapid market take-off of synthetic powerbased fuels in order to achieve the European climate protection targets. Our members own convenience retail outlets and motorway service areas and provide a range of high quality products and services to European consumers. They also manage and supply fuels used in non-road areas like agricultural machinery, shipping and public sector works. Modern heating and mobility with liquid fuels provides millions of European households with improved air quality, thanks to cleaner fuels with reduced sulphur content, higher energy savings, thanks to well-proven and mature technology, affordable solutions for vulnerable consumers, thanks to the low cost of upgrading to more energy efficient heating systems and alternative clean mobility solutions.

#### ECFD – THE EUROPEAN CONFEDERATION OF FUEL DISTRIBUTORS

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