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Low Carbon Fuels to play an important role in the HDVs sector

In view of the upcoming vote of the European Parliament Environment Committee on the regulation for setting CO₂ emission targets for new HDVs (Heavy Duty Vehicles) **FuelsEurope, IRU and NGVA Europe** wish to highlight the importance of an integrated and comprehensive approach when considering effective measures to help the decarbonisation of this sector. In this frame ***the associations point out the importance of the role that low carbon fuels, and particularly renewable gaseous and liquid fuels, can play in creating an effective path towards net zero emissions mobility.***

In 2017, the European trucks sector represented a circulating fleet of some 6.5 million vehicles, moving an impressive 14 billion tonnes of goods per year, delivering some 72% of all land-based freight in Europe, or 90% of the total value of goods. The importance of the sector to the EU economy is clear and is growing, and today heavy-duty vehicles is based 98% on Diesel fuel being responsible for 5% of total EU GHG emissions.

Supporting the future evolution of the heavy-duty transport sector, well targeting decarbonisation and the need to address pollutant emission concentration levels especially in urban agglomerations, low-carbon¹ (including renewable fuels) have a fundamental role to help support further improvements in engine emissions, in parallel to any progressive shift to electrical road vehicle powertrain systems.

A future scenario clearly shows the evolution from a well-established system based on conventional engines and fuels to a more composite one, where internal combustion engines and electric powertrains (from hybrid to full electric) will co-exist, supported by more sophisticated fuels coming from conventional fossil fuels to low-carbon including renewable and e-fuels.

This new scenario urgently requires an updated system that is able to take into account and encourage the impact from the introduction and use of low-carbon including renewable and e-fuels with regard to future decarbonisation targets.

For these reasons **FuelsEurope, IRU and NGVA Europe** recommend the European Parliament Environment Committee support the adoption of proposals aiming to take into account the quality of the fuel and to particularly consider the introduction of a **Carbon Correction Factor**. In such a way, tailpipe CO₂ emissions deriving from fuel consumption will be corrected with the resulting CO₂ impact from the use of low-carbon/renewable fuels.

The system to certify the amount of low-carbon (including renewable and e-fuels) used, for example over a calendar year, will avoid any potential risk of “double counting”, ensuring transparent accounting of net CO₂ emissions from the road transport sector.

The adoption of such a proposal is strategic, in order to include and enhance the wider use of low-carbon (including renewable) gaseous and liquid fuels that will complement the progressive contribution from the development of sustainable and affordable electrified powertrain. ***Low-carbon (including renewable and e-fuels) can show immediate and positive benefits in terms of lower CO₂ emissions from the entire circulating fleet.***

¹ For example, such fuels are renewable gaseous (CNG/LNG) and liquid fuels, (e.g. HVO, ethanol/methanol, biodiesel, DME etc.) and e-fuels.

ABOUT FuelsEurope

FuelsEurope represents with the EU institutions the interest of 41 companies operating refineries in the EU. Members account for almost 100% of EU petroleum refining capacity and more than 75% of EU motor fuel retail sales.



John Cooper, Director General, FuelsEurope

ABOUT IRU

IRU is the world's road transport organisation, promoting economic growth, prosperity and safety through the sustainable mobility of people and goods. Founded in 1948, IRU has members and activities in more than 100 countries. www.iru.org



Matthias Maedge, General Delegate at the IRU Permanent Delegation to the EU

ABOUT NGVA Europe

The Natural & bio Gas Vehicle Association (NGVA Europe) promotes the use of natural and renewable gas as a transport fuel. Its 133 members from 31 countries include companies and national associations from across the entire gas and vehicle manufacturing chain.

More information about NGVA Europe and the associations efforts for a sustainable future through g-mobility can be found at <https://www.ngva.eu>.



Andrea Gerini, Secretary General NGVA Europe