Press Release

Every Effective Contribution Counts: WGMM Welcomes Today's Committee Votes on VEEFs

Brussels, 22 October 2026 – The Working Group on Monitoring Methodologies (WGMM) welcomes today's votes in the European Parliament's Committees on Industry, Research and Energy (ITRE) and on Transport and Tourism (TRAN). The inclusion of Vehicles Exclusively running on Eligible Fuels (VEEFs) is an important step towards a technology-neutral and future-oriented European mobility policy. This acknowledges the potential of renewable fuels to reduce greenhouse gas emissions in road transport and strengthens the competitiveness of Europe's automotive and fuel industries.

The WGMM particularly welcomes the recognition of VEEFs under CO_2 emission standards from 2030. Without a quantitative cap, these vehicles can develop in line with market demand and gain the planning certainty needed for investment.

"The outcome of the votes sends an important signal to Europe's automotive and fuel industries. We call on the European Commission to swiftly adopt the type-approval legislation needed to establish a reliable digital verification system following the entry into force of the revised CO_2 emission standards," said Eric Woydte, Chair of the WGMM Steering Group and Advisor for Climate Policy, Hydrogen and Fuels at the German Association of the Automotive Industry (VDA).

The requirement for the Commission to adopt this legislation within six months is welcome. It should set out a digital methodology to monitor and verify the use of eligible fuels and define the consequences of refuelling with non-compliant fuels. Beyond the technical implementation, however, the wider regulatory treatment of VEEFs also needs to be addressed. "The recognition of VEEFs as zero-emission vehicles should not be limited to the CO_2 emission standards. They should be treated on an equal footing with battery-electric and hydrogen-powered vehicles under all relevant legislation," Eric Woydte continued.

Further improvements are needed during the legislative process. Mass-balancing approaches must be permitted alongside the physical supply of renewable fuels. They are well established in accounting systems and enable the use of existing infrastructure while facilitating the market uptake of renewable fuels.

On eligible fuels, it is encouraging that all renewable fuels covered by the Renewable Energy Directive (RED) are to be eligible from 2030 to 2032. The proposed exclusion of conventional biofuels from 2033, however, is not justified. The RED already sets binding sustainability criteria, feedstock requirements and a cap on conventional biofuels, while providing for the phase-out of the contribution of high indirect land-use change-risk biofuels towards renewable energy targets by 2030. All RED-compliant fuels should therefore remain permanently eligible for VEEFs.

"Conventional biofuels already make an important contribution to reducing greenhouse gas emissions from road transport, supporting farmers' incomes and strengthening Europe's energy independence. There is no objective reason to exclude them from 2033, provided they comply with all applicable requirements," said Nicolas Kurtsoglou, Chair of the WGMM Steering Group and Fuel and Government Affairs Manager at Bioéthanol France.

The WGMM has assessed a range of monitoring methodologies, from digital solutions and physical verification to mass-balancing. Together, they can provide a practical and enforceable framework for verifying the use of eligible fuels at scale.

The vote in the Parliament's Environment, Climate and Food Safety (ENVI) committee is scheduled for 4 November, and a final Parliamentary position is expected by the end of the year. Ahead of the trilogue negotiations, the WGMM calls on policymakers to address the remaining issues and build on the recent Franco-German agreement, particularly regarding the definition of eligible fuels.

>>>Working Group on Monitoring Methodologies<<<

The Working Group on Monitoring Methodologies (WGMM) is a voluntary collaboration of over 50 stakeholders from across the automotive value chain – feedstock to end-users – which includes fuel manufacturers and suppliers, vehicle manufacturers and their supply chain, logistics and distribution, and fuel retailers, equipment providers and marketing organisations.

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