

WGMM

Working Group on
Monitoring Methodologies

Welcome
WGMM Webinar

From Renewable Feedstocks to Eligible Fuels

16 October 2026

Agenda

11:00	**Welcome Remarks**
11:05	**The WGMM Feedstock Report:** *Objectives and Findings*
11:19	**Renewable Fuels for Diesel Engines:** *HVO and FAME*
11:24	**Renewable Fuels for Gaseous, Diesel and Petrol Engines:** *Bio-LPG, Bio-DME*
11:29	**Renewable fuels for Gasoline Engines:** *Bioethanol*
11:35	**Renewable Fuels for Gaseous-Fuelled Engines:** *Biomethane & E-Methane*
11:40	**RFNBOs:** *E-Fuels*
11:45	**Q&A + Closing Remarks**
12:00	**End**

All information, statements, and representations regarding the technology options presented in this webinar are the sole responsibility of the respective presenting companies and associations.

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Welcome Remarks



Eric Woydte

Chair of the WGMM Steering Group

Regulatory Advisor for Climate Policy, Hydrogen & Renewable Fuels at the German Association of the Automotive Industry (VDA)

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Who we are:


AECC
BBS bundesverband energie. anlagen. sicherheit.
bft
Bioéthanol FRANCE
BMW
BOSCH
cecod
Cryoshelter
CLEPA European Association of Automotive Suppliers
DAF
Drivkraft Sverige
DENSO Crafting the Core
EBB EUROPEAN BIODIESEL BOARD
eFuel alliance
ELAFLEX
en2x Wirtschaftsverband Fuels und Energie e.V.
eni
ewaba European Waste-based & Advanced Biofuels Association
ePURE european renewable ethanol
ETANOLI AUTOILIJAT
eurogas
FCE FLEET CARDS EUROPE
FuelsEurope
GILBARCO VEEDER-ROOT
HALTERMANN CARLESS
HELLENiQ ENERGY
HEXAGON
HONDA
HORSE
HUTH
HYUNDAI MOTOR GROUP
IVECO GROUP
jama Japan Automobile Manufacturers Association
Liquid Gas Europe
LKQ
NESTE
og CLEAN FUELS
PORSCHE
prio
repsol
SCHAEFFLER
SP3H PROFILING SOLUTIONS
SUN-A CORPORATION
TOYOTA
UNITI Bundesverband EnergieMittelstand Kraftstoffe | Brennstoffe | Schmierstoffe
UPEI THE VOICE OF EUROPE'S INDEPENDENT ENERGY AND MOBILITY SUPPLIERS
VW
...



Stuttgart, 2023.



Brussels, 2024.



Brussels, 2025.

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Key Facts

More than 50 members, including companies, OEMs and associations.

12 Monitoring Methodologies identified to monitor the use of eligible fuels in road transport.

2 Sub-Groups and **3 Task Forces** coordinated by a **Steering Group** and supported by a **Secretariat**, as well as **Compliance Lawyers.**

160+ people involved

50+ members

130+ meetings held

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Regulatory Background

Mar 2023

Adoption of the amendment to the **CO_2 fleet-wide emission limits for passenger cars and light commercial vehicles, with the aim of achieving a 100% reduction in tailpipe CO_2 emissions from 2035 onwards** well as the Commission's commitment to present a proposal for the approval of vehicles operated exclusively on eligible fuels (VEEFs) after 2035.

Jul 2023

Presentation of an **initial Commission proposal for the approval of VEEFs** (TCMV leak).

Sep 2023

First **technical workshop of potential WGMM members** in Stuttgart, Germany**.**

Jan 2024

Official establishment of the WGMM.

Feb 2024

Confirmation of the CO_2 standards for heavy-duty vehicles revision by COREPER and inclusion of **Recital 17** to examine a methodology for registering HDVs running on eligible fuels.

Nov 2024

First **WGMM Parliamentary Evening** at the European Parliament in Brussels.

Dec 2024

First **WGMM General Assembly** and publication of the **technical Report on Monitoring Methodologies.**

Jul 2025

WGMM appeal for the implementation of Recital 17 for HDVs.

16. Dec 2025

Official presentation of the "**Automotive Package**" by the Commission, including the review of the CO_2 fleet-wide emission limits for passenger cars and light commercial vehicles.

22 Dec 2025

WGMM Position Paper on the European Commission's Automotive Package.

2026/2027

Decision on the CO_2 standards cars, vans and HDVs (expected)

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The WGMM Feedstock Report: Objectives and Key Findings



Mats Hultman

Co-Chair of the WGMM Technical Subgroup

Head of OEM Partnerships at Neste

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Objectives

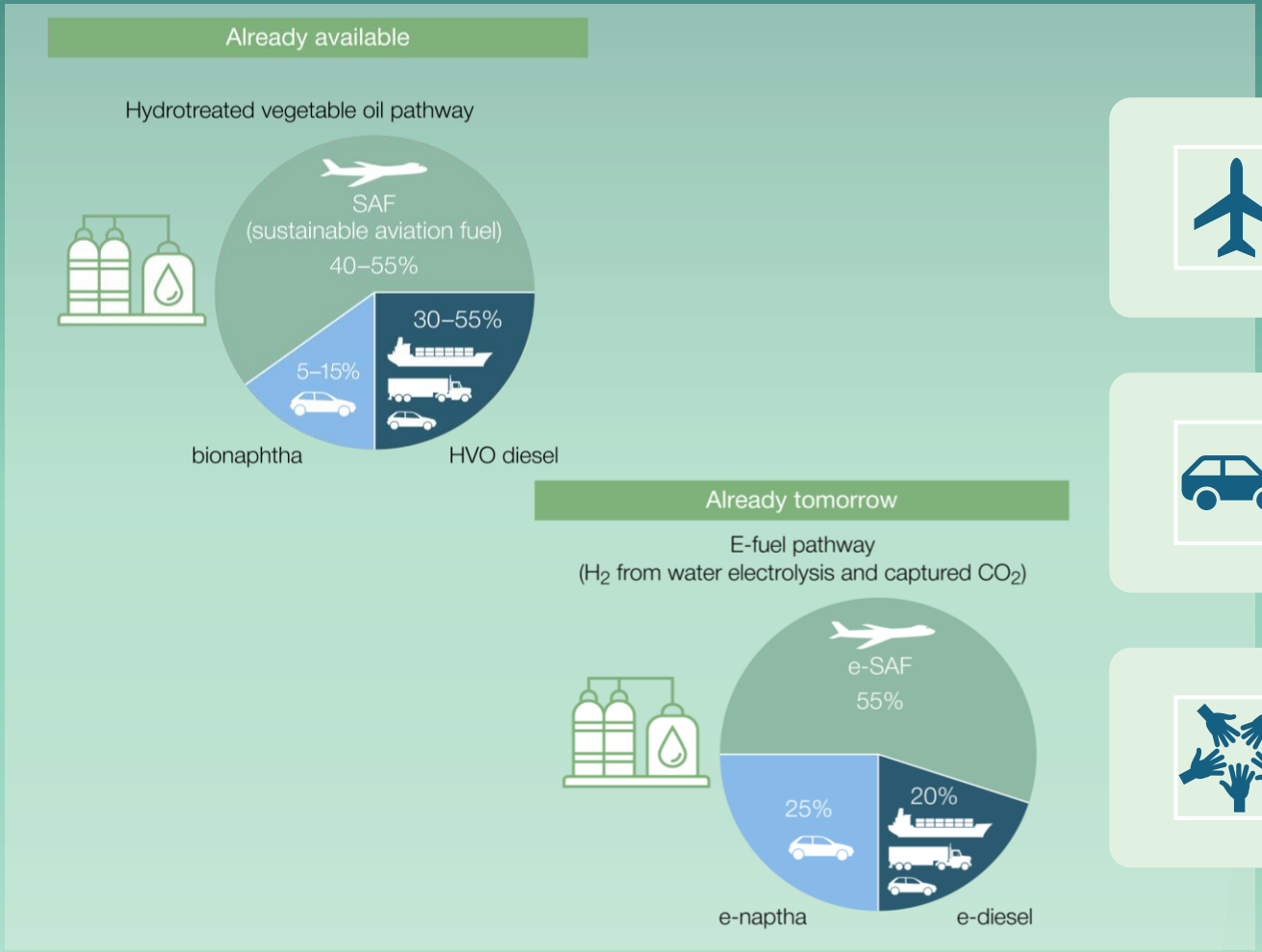
1. Provide policymakers and industry stakeholders with a clear, evidence-based overview on the availability of renewable feedstock for road transport.
2. Show how renewable feedstocks can be mobilised to supply different types of eligible fuels for road transport.
3. Frame the analysis within the sustainability and greenhouse gas (GHG) performance criteria of the EU Renewable Energy Directive (RED).

Key Findings

1. There could potentially be enough renewable feedstock availability to supply road, maritime and aviation *simultaneously*.
2. Eligible Fuels can serve several sectors concomitantly.
3. Eligible fuels can pay a key role in helping the transport industry reduce its GHG emissions.

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Multiple Synergies Available



Joint production:
HEFA and PtL/FT plants produce SAF/e-SAF alongside road-suitable co-products.

Road transport fuels:
These co-products include bio-naphta, bio-LPG and renewable diesel.

Complementarity, not competition:
Using these co-products in road transport does **not** take fuel away from aviation!

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Sustainable feedstock availability and biofuels demand up to 2050

Table 1: The potential contribution of different renewable fuels to reducing GHG emissions in the EU road transport sector

Feedstock type	Renewable fuel type	Current supply for transport (Mtoe)	Potential supply for transport in 2050 (Mtoe)	Demand for transport in 2050 (Mtoe)[a]
Crop-based feedstocks	Bioethanol, bio-maritime fuels, bio-SAF	4.6[b]	12–14 (domestic)[c]	35–94
	HVO, FAME, bio-maritime fuels, bio-SAF	5.3[d]	14.5 (domestic)[d]	
Annex IX B feedstocks	HVO, FAME, bio-SAF and bio-maritime fuels	3.3[d]	9–33+ (domestic)[e]	
Annex IX A feedstocks	Bio-based renewable diesel (HVO, FAME, lignocellulosic biomass and waste-based), bio-based renewable gasoline/ bioethanol, bio-SAF and bio-maritime fuels	4.2	32–137 (domestic)[f]	
Allowable H_2 and CO_2 sources	RFNBOs	0	151 (global)[g]	39–64
Gases from renewable feedstocks	Renewable liquid gas (e-LPG, e-DME)	0.2	3.8 (domestic)	6–12[j]
	Renewable methane (biomethane)	0.5[h]	16–32 (domestic)[i]	
	TOTAL RENEWABLE FUELS	18.2	238.8–386	80–170[k]

01 **Sufficient feedstock base for all three transport modes**
Meets EU road demand for liquid & gaseous fuels to 2050.

02 **238 – 386 Mtoe potential by 2050**
Total bio- and eFuel potential.

03 **Diversity is the main strength**
Each pathway serves different vehicle segments.

04 **Mobilisation, not availability**
Stable policy, certification and infrastructure unlock it.

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Conclusion

Meeting future demand:
Europe's renewable feedstocks and expanding RFNBO capacity can meet EU road transport demand for liquid and gaseous fuels through 2040 and 2050.

Complementarity across sectors:
Road transport can secure its share without compromising aviation or maritime fuel needs, provided policy, certification and infrastructure continue to advance.

Renewable fuels and electricity are the best allies:
BEV will not account for 100% of LDV, nor 100% of HDV. For climate, it is better that the remaining non-BEV vehicles run on renewable fuels than fossil fuels.



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Renewable Fuels for Diesel Engines: *FAME, HVO and Renewable Diesel*

SPEAKER

Niels van Velde

European Biodiesel Board (EBB)

With contributions from

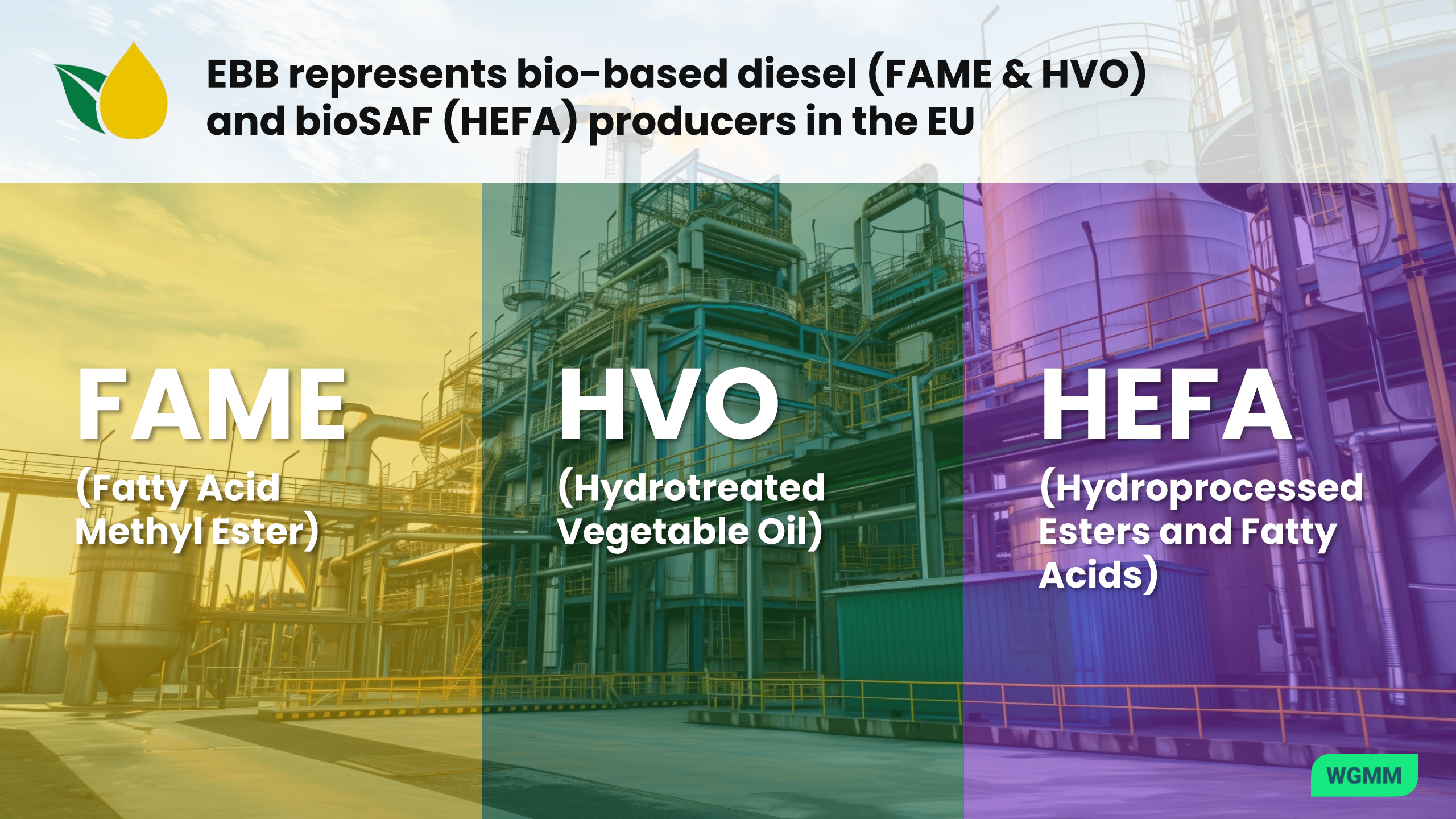
EBB
EUROPEAN BIODIESEL BOARD

eni

ewaba
European Waste-based & Advanced Biofuels Association

NESTE

EBB represents bio-based diesel (FAME & HVO) and bioSAF (HEFA) producers in the EU



FAME

(Fatty Acid Methyl Ester)

HVO

(Hydrotreated Vegetable Oil)

HEFA

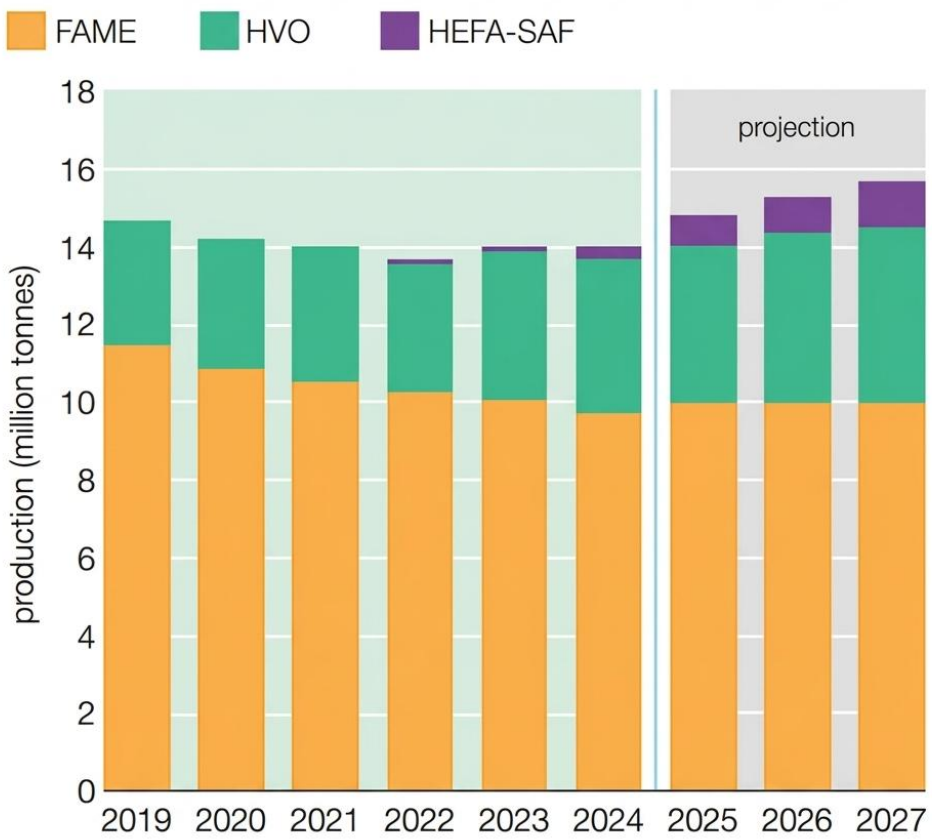
(Hydroprocessed Esters and Fatty Acids)

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EU production

Figure 7: Production of FAME, HVO, and SAF produced via the HEFA process (EU-27, million tonnes)

(Source: EBB, 2025)[10]



- FAME continues to dominate (9.8 Mt in 2024)
- Moderate but consistent growth in HVO volumes (3.9 Mt in 2024)
- Small volumes of HEFA (0.26 Mt) but rapidly growing

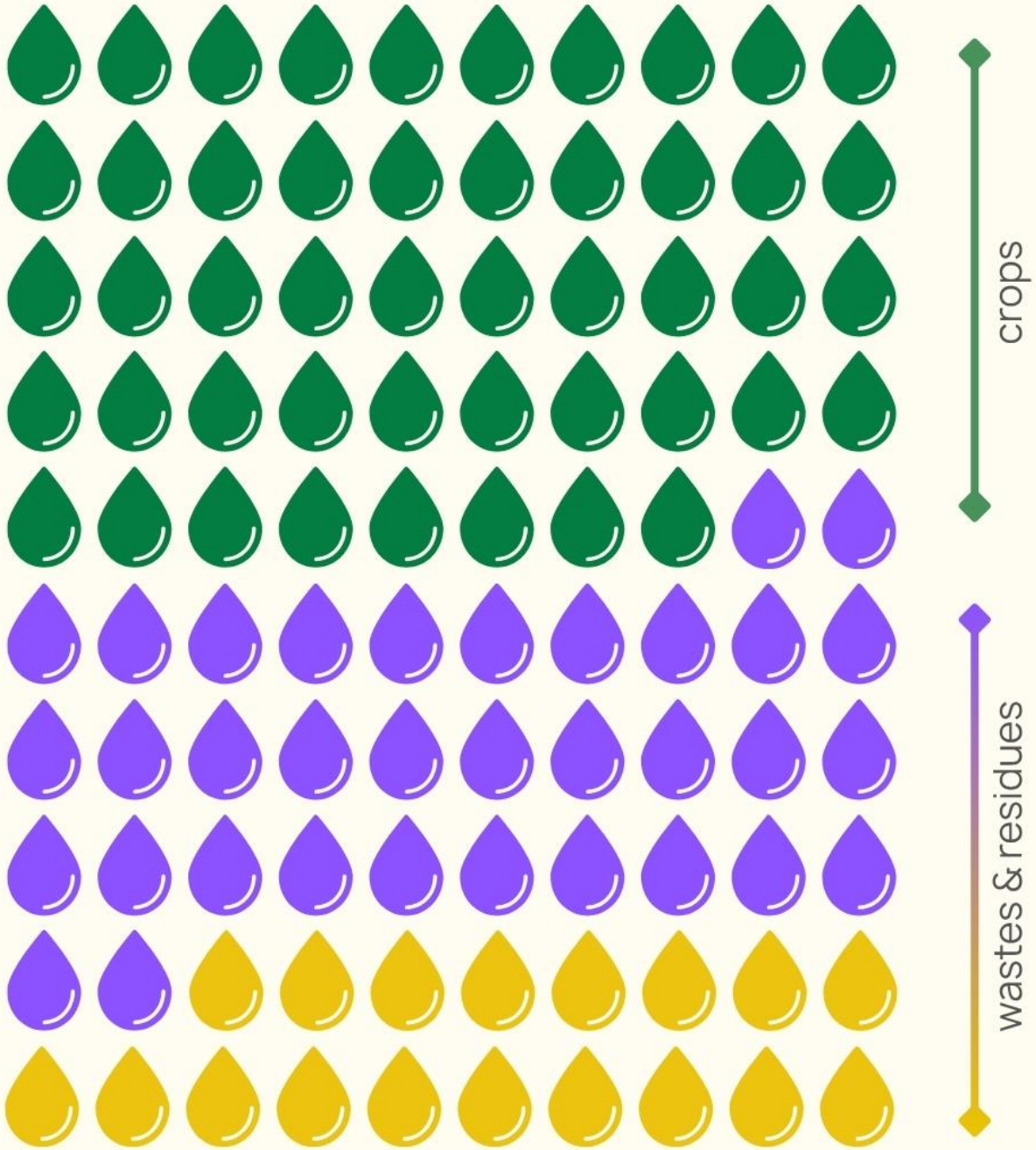
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EBB
EUROPEAN BIODIESEL BOARD

FAME – EU CONSUMPTION IN 2025

CROP-BASED	48%
ANNEX IX (A)	34%
ANNEX IX (B)	18%

NOTE: The data was collected early 2026 and subject to changes as further declarations might change relative proportions.



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EBB
EUROPEAN BIODIESEL BOARD

HVO – EU CONSUMPTION IN 2025

CROP-BASED	9%
ANNEX IX (A)	36%
ANNEX IX (B)	22%
OTHER SUSTAINABLE FEEDSTOCKS	33%

NOTE: The data was collected early 2026 and subject to changes as further declarations might change relative proportions.



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GHG savings

Table 2: Typical and default GHG emissions savings according to RED Annex V, Part A (revised (EU) 2018/2001)

Feedstock and fuel	GHG emissions savings according to RED II Annex V, Part A (revised, EU 2018/2001) (typical/default)
RED fossil fuel comparator is 94 gCO_2e/MJ [14]	
Biodiesel from waste cooking oil	88% / 84%
Biodiesel from rendered animal fats	84% / 78%
Hydrotreated oil from waste cooking oil	87% / 83%
Hydrotreated oil from rendered animal fats	83% / 77%

Note: actual GHG emissions savings can be higher

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Renewable Fuels for Gaseous, Diesel and Petrol Engines: *Renewable LG (Bio-LPG), Renewable DME*

SPEAKER

Ewa Abramiuk–Lété

Liquid Gas Europe

With contributions from

Liquid Gas Europe

Renewable Fuels for Gaseous, Diesel and Petrol Engines: Renewable LG (Bio-LPG), Renewable DME – What are they?

RENEWABLE LG

- Renewable LG produced from renewable and/or recycled feedstocks.
- Consists primarily of renewable propane and/or butane.
- Today, mainly produced as a co-product of HVO/HEFA production of renewable diesel and SAF.
- Other pathways include synthetic production from captured CO_2 combined with renewable hydrogen.



RENEWABLE DME

- Dimethyl ether (DME) – an alternative with physical characteristics similar to LPG.
- Can be produced from biogenic feedstocks, municipal waste, and captured CO_2.
- Provides an additional, complementary pathway for renewable gaseous fuels.



Renewable LG and renewable DME provide complementary pathways for decarbonising gaseous-fuel engines in cars and transport.

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GHG Savings: report findings

>80%

"Renewable liquid gases can cut GHG emissions by more than 80%, depending on the feedstock and production pathway."

High-policy-support scenario: estimated CO_2 savings from renewable LG

Year	Renewable LG for transport (kt)	GHG savings ($ktCO_2e$)
2040	~1,500	**~20,467**
2050	~5,500	**~74,005**

WGMM SUPPLY OUTLOOK

GHG performance
Renewable liquid gases can achieve more than 80% GHG savings, depending on feedstock and production pathway.

Scenario, not forecast
The 2040–2050 volumes and associated emissions savings reflect a high-policy-support scenario.

Supply potential
WGMM estimates Renewable LG supply could increase from around 0.2 Mtoe today to 3.8 Mtoe for transport in 2050 under this scenario.

Important
The absolute CO_2 savings in Table 3 are scenario modelling results, not measured lifecycle emissions for a specific fuel pathway.

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Availability: Fuel, Vehicles & Infrastructure

CURRENT PRODUCTION STATUS

Bio-LPG is primarily sourced today from HVO plants and other biofuel processes as a **co-product of renewable diesel or SAF**. It is not constrained by a lack of initial supply routes.

DROP-IN INFRASTRUCTURE

Autogas powered >8.5m vehicles in Europe in 2023 across 32,000 stations. BioLPG is already 100% compatible with the infrastructure. DME can be blended up to 12% by mass in LPG and used in LPG engines without modification.

Table 4: Projected expansion of renewable liquid gas

Year	Total rLG prod. (kt LPGe)	Potential for transport	rLG for transport (est. kt)
2040	7,543	~20%	**~1,500**
2050	27,389	~20%	**~5,500**

HIGH-POLICY-SUPPORT SCENARIO IMPLICATIONS

Not a supply baseline:
Table 4 presents an advancement scenario based on supportive policy and technology, not current volume.

Transport allocation is an assumption:
The 20% potential for transport carries forward the current 20.8% LPG transport share; actual transport volume will depend on heating sector competition.

Significant runway:
If realized, 5,500 kt (approx. 5.5 Mtoe) provides substantial scale for the transport sector.

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Outlook: Scale-up Is Diversified – But Not Unconstrained

Table 5: Renewable liquid gas feedstock scenarios for 2040 and 2050

Group	2040			2050		
	Consumed (kt)	Total avail. (kt)	Proportion (%)	Consumed (kt)	Total avail. (kt)	Proportion (%)
Wastes	27,671	642,843	4.3	90,660	638,854	14.2
Lipids	29,876	44,008	**67.9**	29,876	44,582	**67.0**
Ethanol	2,768	20,294	13.6	16,764	21,901	**76.5**
Biogas	2,372	216,841	1.1	13,379	287,250	4.7

Co-Product Dynamics

The "Consumed" column represents feedstock needed for the primary fuel **and** the associated rLG. Because rLPG is a co-product, high lipid utilisation (~68%) primarily drives HVO/SAF, not just LPG.

Feedstock Constraints

The scenario requires **high structural utilisation** of lipids today and ethanol by 2050 (76.5%). While wastes and biogas offer headroom, the core pathways are bounded by primary-biofuel feedstock limits.

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Feedstock availability: a practical route to scale

The WGMM analysis identifies substantial sustainable feedstock potential to support scaling up renewable LG for transport.

01

Diversified feedstock base

Multiple sustainable pathways

Renewable LG can be produced from a range of renewable, recycled and waste-derived feedstocks, reducing dependence on a single resource.

02

Significant supply potential

Feedstocks can support growth

Existing LPG vehicles and refuelling infrastructure support consumer access.

03

Scale-up is the challenge

Potential to commercial volumes

The resource base exists, but investment, production capacity and supportive policy are needed to turn potential into market supply.

The WGMM analysis indicates that feedstock availability can support significant Renewable LG scale-up; the key challenge is mobilising that potential into commercial production.

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Renewable Fuels for Gasoline Engines: *Bioethanol*

SPEAKER

Carlo Alberto Miani

ePURE

With contributions from

ePURE

european renewable ethanol

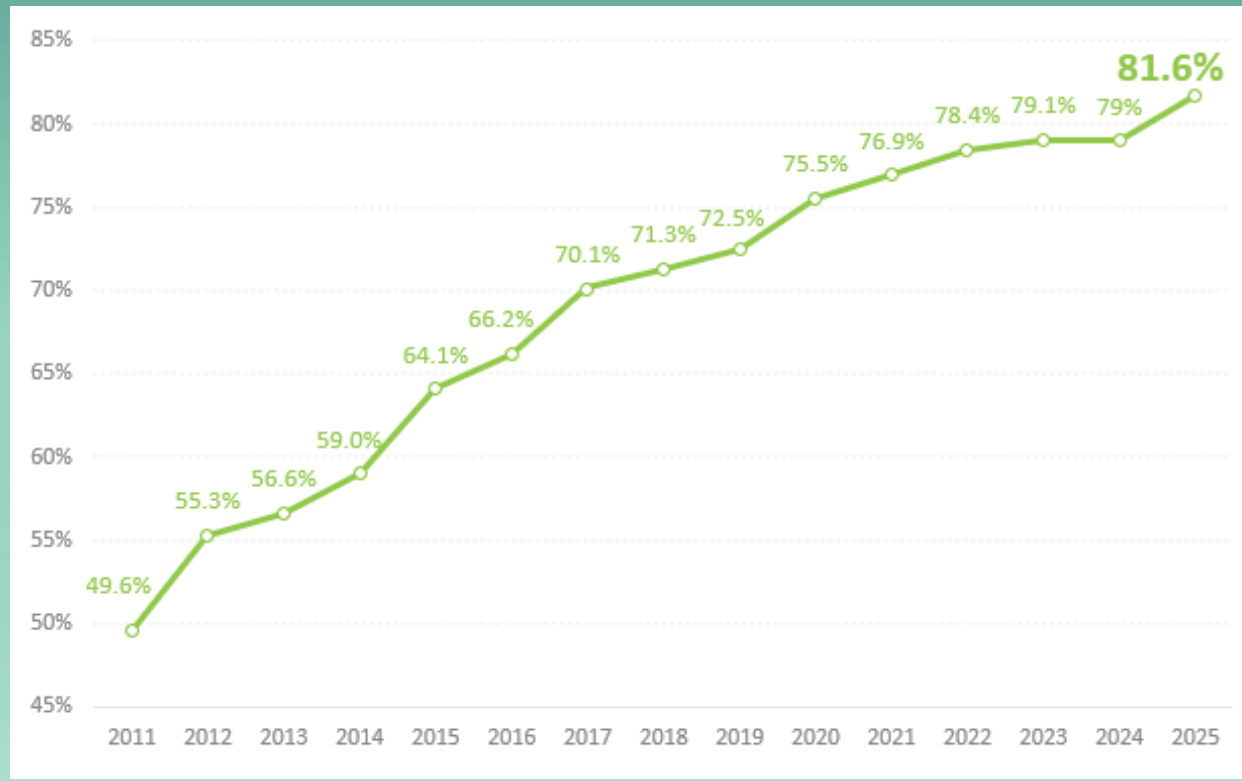
Bioethanol: Key facts and current applications

- Most widely produced biofuel globally: 130 billion litres (66 Mtoe) in 2024.
- Produced from biomass: Generated through fermentation of sugars and starches in biorefineries, often integrated with sugar and starch processing facilities.
- Strong fuel performance: High octane rating (109); higher charge-cooling properties and suitability for petrol and hybrid petrol vehicles.
- Current transport use: Primarily used in light-duty vehicles (LDVs) and light commercial vehicles (LCVs).
- Limited uptake in other sectors: Aviation (AtJ SAF) and Maritime
- Widely incorporated into European petrol fuels:
  - E5: up to 5% ethanol
  - E10: up to 10% ethanol
  - E85: 60-85% ethanol (average ~75%)
- Deployment, standardisation and future development:
  - E10 is now available in 21 European countries and continues to replace E5.
  - CEN technical specification approved on E20 petrol, containing up to 20% ethanol, offering additional decarbonisation potential.
- Potential for blending with other renewable gasoline molecules
- E85+ standardisation ongoing

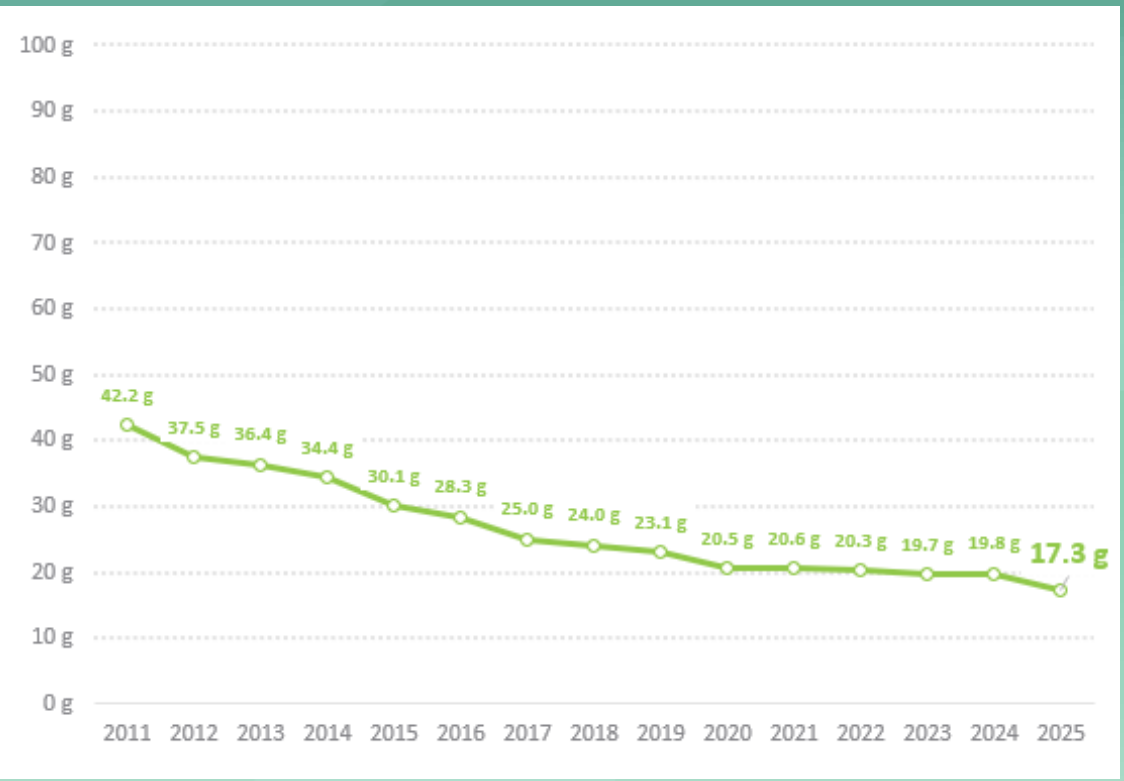
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European renewable ethanol – GHG emissions savings and absolute emissions (RED I & II)

Weighted average certified GHG emission savings in % (RED I & II)



Weighted average certified GHG emissions from the production and use of fuel ethanol in gCO_2eq/MJ



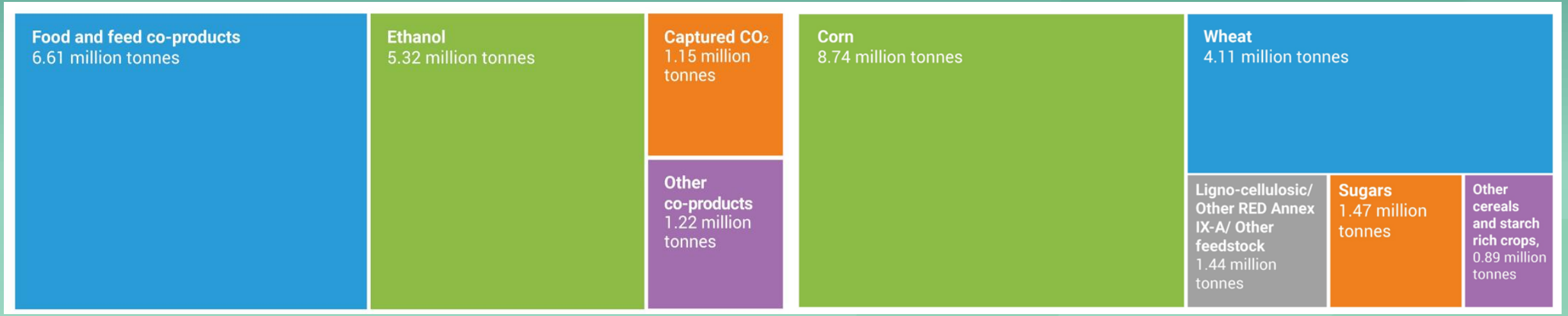
Source: Aggregated and audited data of ePURE members and other European renewable ethanol producers for volumes certified under RED I or RED II methodology

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European production circularity: more than just ethanol

Main output of European renewable ethanol plants (Million tonnes, commercial product)

Feedstock used to produce renewable ethanol (Million tonnes)



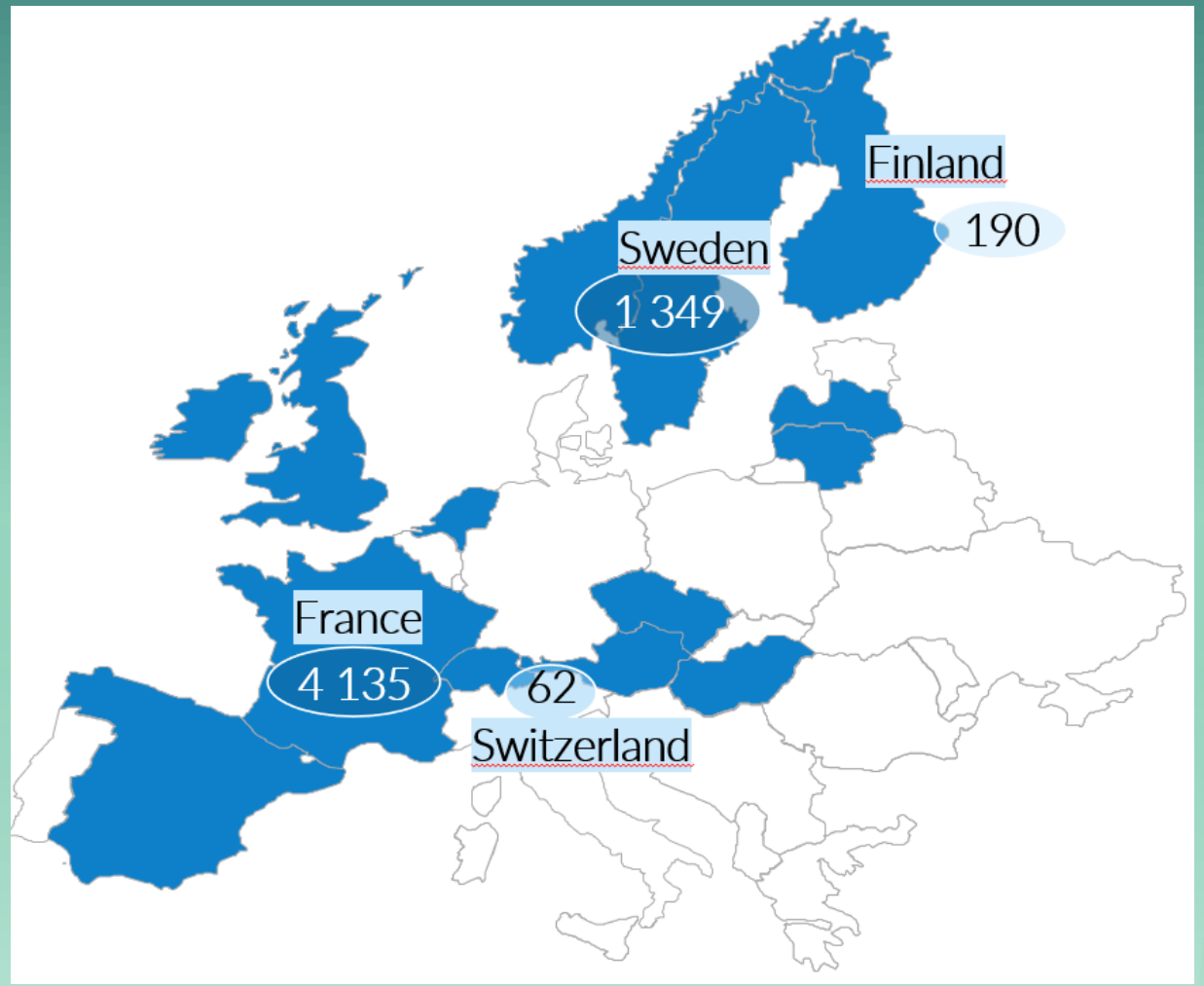
In 2025, the European bioethanol industry produced more food and animal feed than ethanol

In 2025, 6.75 billion litres of bioethanol produced in the EU+UK

Source: Aggregated and audited data of ePURE members and other bioethanol producers for 2024
Ethanol – pure alcohol; Food and feed co-products – commercial product equivalent; other co-products – commercial equivalent

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E85 Developments



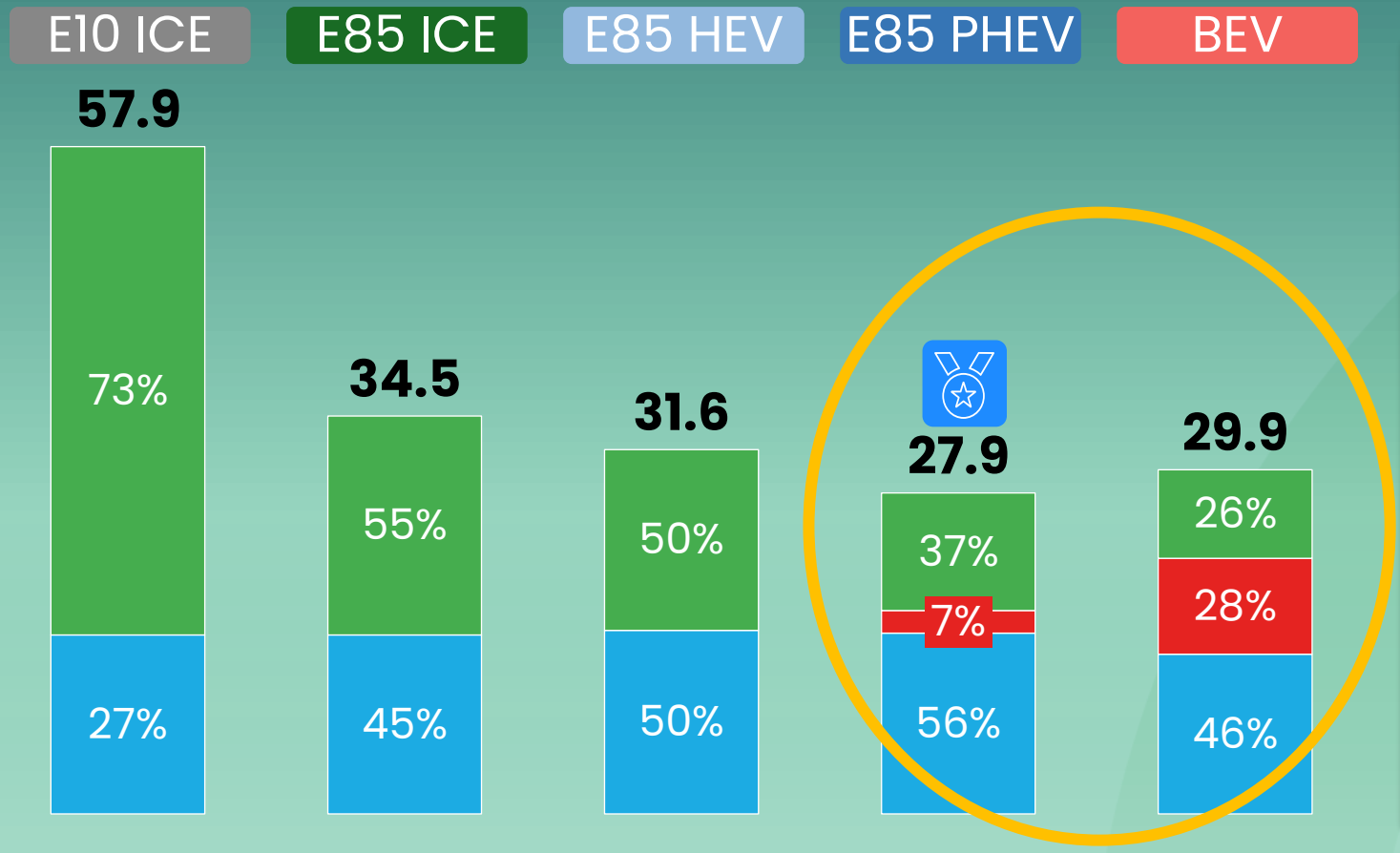
- March 2026: E85 available in over 5700 retail sites across Europe
- Development of E85+
  - Potential as a 100% renewable fuel by direct blending of other renewable gasoline molecules, like bionaphtha or e-naphtha coproducts of Sustainable Aviation Fuels (SAF) production
  - Low pollutants emissions from E85+ containing bionaphtha, e-naphtha and ETG (IFPEN, 2024)
  - Ongoing standardization at CEN level

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In Europe, in 2025, two comparable solutions based on a Life Cycle Assessment (LCA):
a battery electric vehicle (BEV) and an E85 plug-in hybrid vehicle (E85 PHEV)

Global Warming Potential (GWP) in tCO_2,eq on 225 000 km

2025



Conditions and Assumptions

225,000 km, manufacturing and assembly of the car in Europe

E10 ICE : E10 Internal Combustion Engine

E85 ICE : E85 Internal Combustion Engine

75% bioethanol / 25% fossil gasoline
77% bioethanol GHG reduction compared to fossil reference (94 g CO2/MJ)

E85 HEV : E85 Hybrid Electric Vehicle

E85 PHEV : E85 Plug-In Hybrid Vehicle

15 kWh Battery
Share of driven electric mode : **50%**
GHG intensity European electricity mix : **200 gCO2eq/kWh**

BEV Battery Electric Vehicle

77 kWh Battery
Battery production: **China**

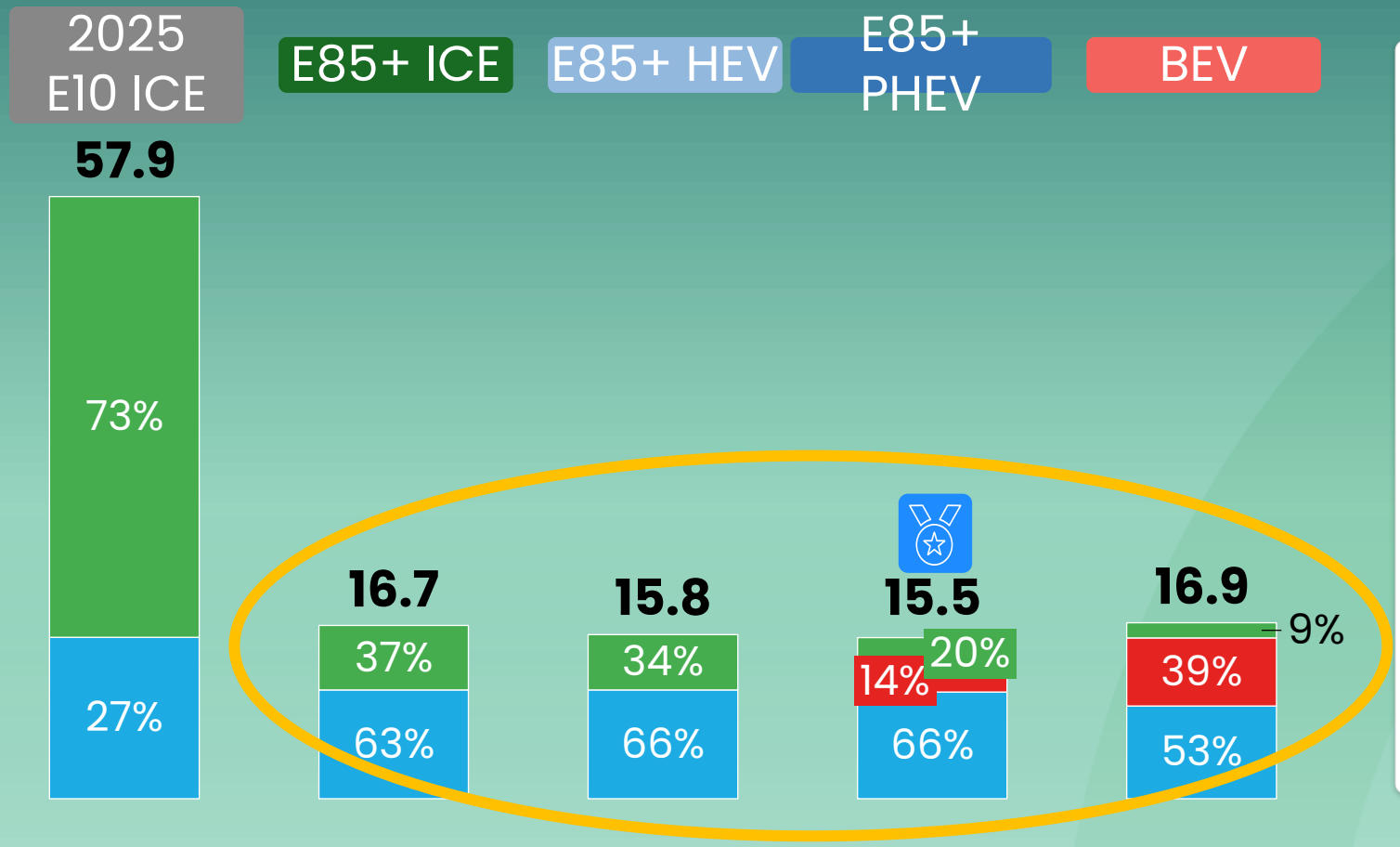
: Manufacturing, maintenance and disposal : Battery production : Energy usage (fuel + electricity) : Powertrain with lowest GWP

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In Europe, in 2035, four comparable solutions based on a Life Cycle Assessment (LCA): battery electric vehicle, plug-in hybrid, hybrid and internal combustion engine vehicle running on E85+

Global Warming Potential (GWP) in tCO_2,eq on 225 000 km

2035



Conditions and Assumptions

225,000 km, manufacturing and assembly of the car in Europe

E10 ICE : E10 Internal Combustion Engine

E85+ ICE : E85+ Internal Combustion Engine

75% bioethanol / 25% renewable gasoline
85% bioethanol GHG reduction compared to fossil reference
(94 g CO2/MJ)

E85+ HEV : E85+ Hybrid Electric Vehicle

E85+ PHEV : E85+ Plug-In Hybrid Vehicle

25 kWh Battery
Share of driven electric mode : **60%**
GHG intensity European electricity mix : **45 gCO2eq/kWh**

BEV Battery Electric Vehicle

90 kWh Battery
Battery production: **China and Europe**

: Manufacturing, maintenance and disposal : Battery production : Energy usage (fuel + electricity) : Powertrain with lowest GWP

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Outlook

- Sustainable renewable ethanol made in Europe could play a significant role in decarbonising the passenger car fleet through 2035 and beyond
- 2026: E85 available in over 5700 retail sites across Europe

- 81.6% emission reduction compared to fossil fuels

- Blending of bioethanol with other renewable molecules potential for up to 100% renewable fuel blends for use in gasoline and hybrid vehicles (E85 and E20)

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Renewable Gaseous Fuels: *Renewable Biomethane and E-Methane*

SPEAKER

Alberto Castagnini

Eurogas

With contributions from

eurogas

Renewable gaseous fuels: *Renewable Biomethane and E-Methane*

Sustainability target: replace natural gas with renewable methane of biological origin (biomethane) or non-biological origin (e-methane).

Anaerobic digestion or thermal gasification

↓

Biomethane

Power-to-gas (renewable H_2 + CO_2)

↓

E-methane

bioCNG

Compressed in gaseous form (200 bar)

bioLNG

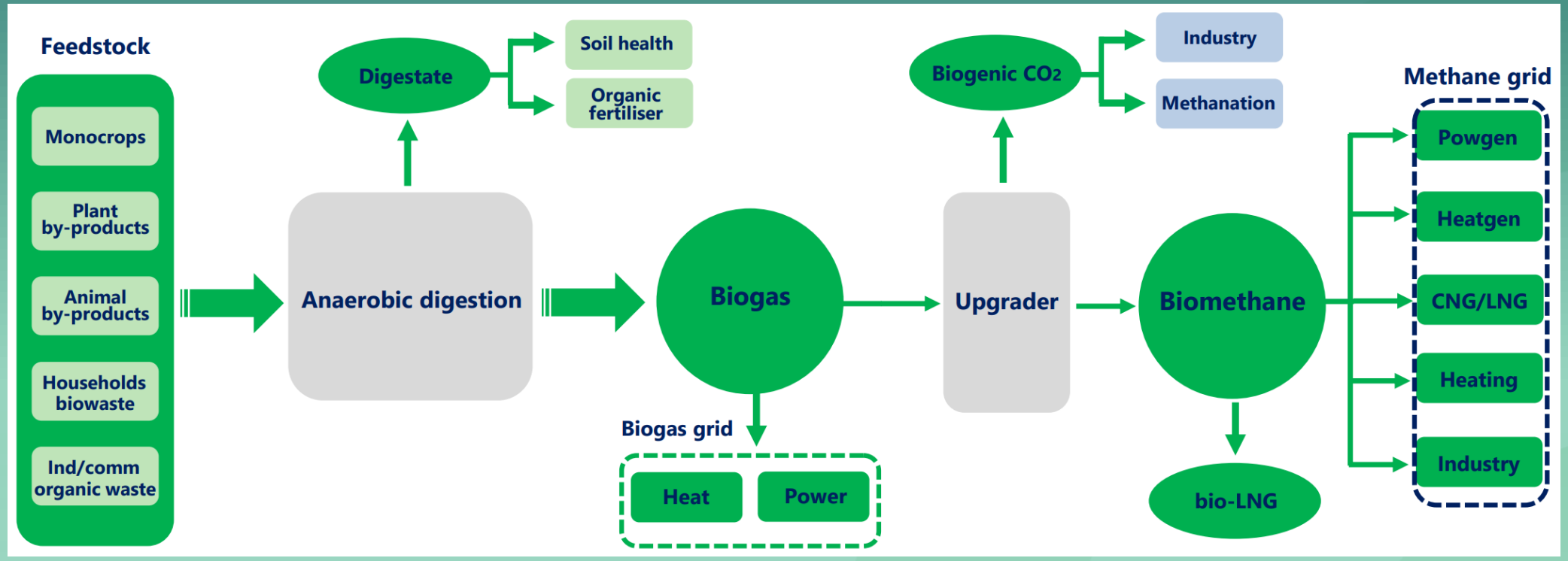
Liquefied at cryogenic temperature

Pure & drop-in fuel

Strong outlook for heavy-duty vehicles

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Biomethane production



Gas composition	Biogas	Biomethane	Natural gas
Methane	50–75%	94–99.9%	93–98%
LHV	16–28 MJ/m^3	36 MJ/m^3	37–40 MJ/m^3

Sources: IEA, Biomethane: A Global Stocktake, 20 November 2024; ETIP Bioenergy, Factsheet: Biomethane

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Renewable gaseous fuels: *Renewable Biomethane and E-Methane*

Figure 17: GHG emissions of CNG and bio-CNG derived from specific pathways (well-to-tank including combustion emissions, gCO_2e/MJ)

(Data from Prussi et al., 2020)



209%

max. GHG reduction

Manure (closed digestate)

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Renewable gaseous fuels: *Renewable Biomethane and E-Methane*

Anaerobic Digestion

- Agricultural residues
- Animal manure
- Biowaste
- Industrial wastewater
- Sequential crops
- Permanent grasslands
- Roadside verge grass
- Sewage sludge

Thermal Gasification

- Forestry residues
- Landscape care wood
- Municipal solid waste
- Prunings
- Wood waste

CURRENT DOMESTIC PRODUCTION IN EUROPE

5

bcm

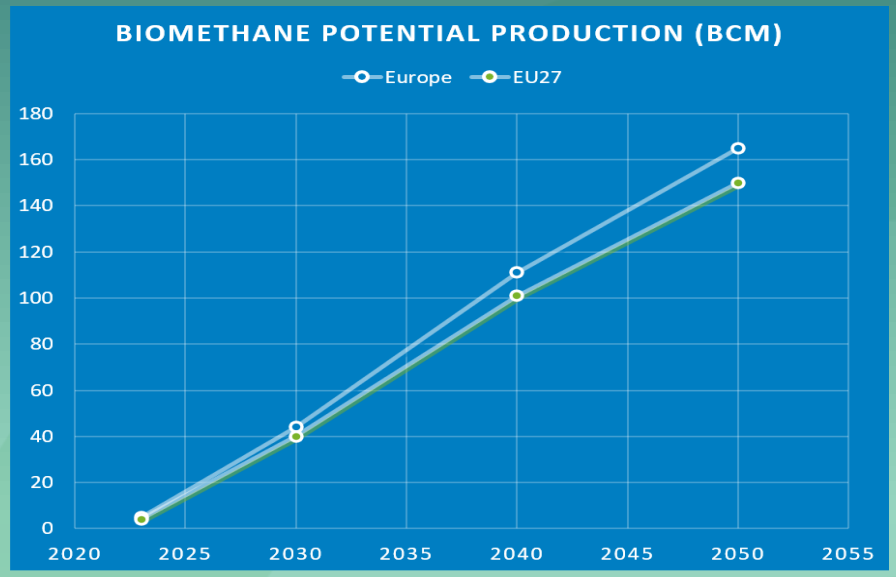
billion cubic metres per year

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Renewable gaseous fuels: *Renewable Biomethane and E-Methane*

Potential production of biomethane (bcm)
Source: Gas for Climate and European Commission

Region	2023 (actual)	2030 (potential)	2040 (potential)	2050 (potential)
Europe	4.9	44	111	165
EU-27	4.1	40	101	150



Share of biomethane needed to power a portion of EU heavy-duty vehicle fleet. Eurogas calculation on data from ACEA and Eurostat.	2030	2040	2050
HDV fleet share powered by biomethane (%)	1%	5%	10%
Biomethane needed (bcm)	1.1	5.3	10.7
Biomethane required for HDVs (fraction of total potential production)	2.7%	5.3%	7.1%

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RFNBO's: *E-Fuels*

SPEAKER

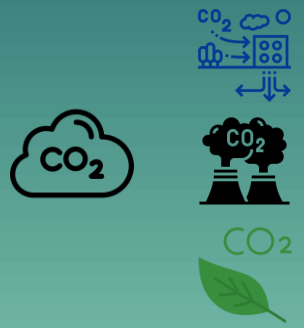
Dr. Tobias Block

eFuel Alliance

With contributions from

eFuel alliance

Synthetic fuels (RFNBOs/eFuels) – Overview



Sustainable CO_2 Source (DAC, Industrial- and Biogenic CO_2)

CO_2 purification

Carbon | Hydrogen

Electrolysis

Renewable Electricity + Water

Carbon-Hydrogen- Synthesis

Fischer-Tropsch Synthesis

Methanol Synthesis

Methanation



Drop-in eFuels for the road sector

- eMethane
- eNaphtha
- eDiesel
- eGasoline
- eLPG/eDME
- eMethanol*

** Via Methanol-to-Gasoline process also usable in road sector*

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Synthetic fuels (RFNBOs/eFuels) – GHG savings

70%
min. GHG reduction

In order to be officially regarded as a ***Renewable Fuel of non-biological Origin (RFNBO),*** an eFuel must ensure a **min. GHG reduction of 70%**, to be counted towards the RFNBO sub-target, set out in the REDIII.

95%
max. GHG reduction

A holistic life-cycle analysis has shown that a **GHG Emission reduction of up to 95%** is possible, compared to fossil fuels [1]

Contains emission from CO2 supply, Electrolysis, Synthesis, and Distribution

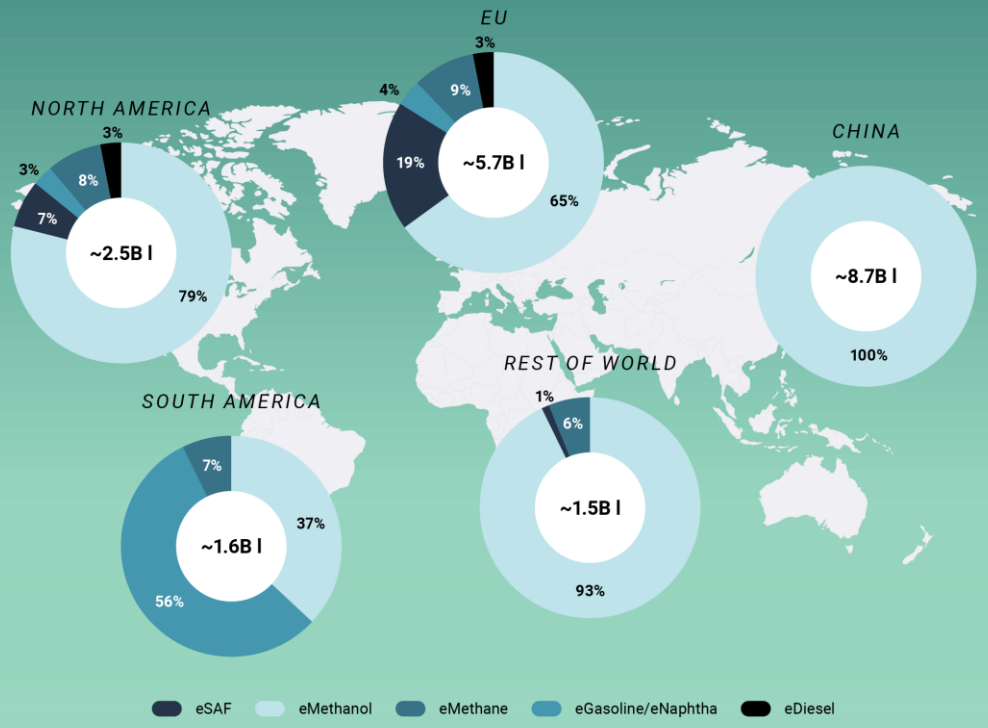
Cradle-to-Grave Emissions of eFuel Pathways		
eFuel type	**gCO2 eq/MJ**	**GHG Reduction**
eDiesel	5.9 g	- 94%
eGasoline	5.7 g	-94%
eMethane	5.4 g	-92%
eMethanol	5.4 g	-95%

[1] Concawe (2024). *E-Fuels: A techno-economic assessment of European domestic production and imports towards 2050 – Update*. Concawe report no. 4/24.

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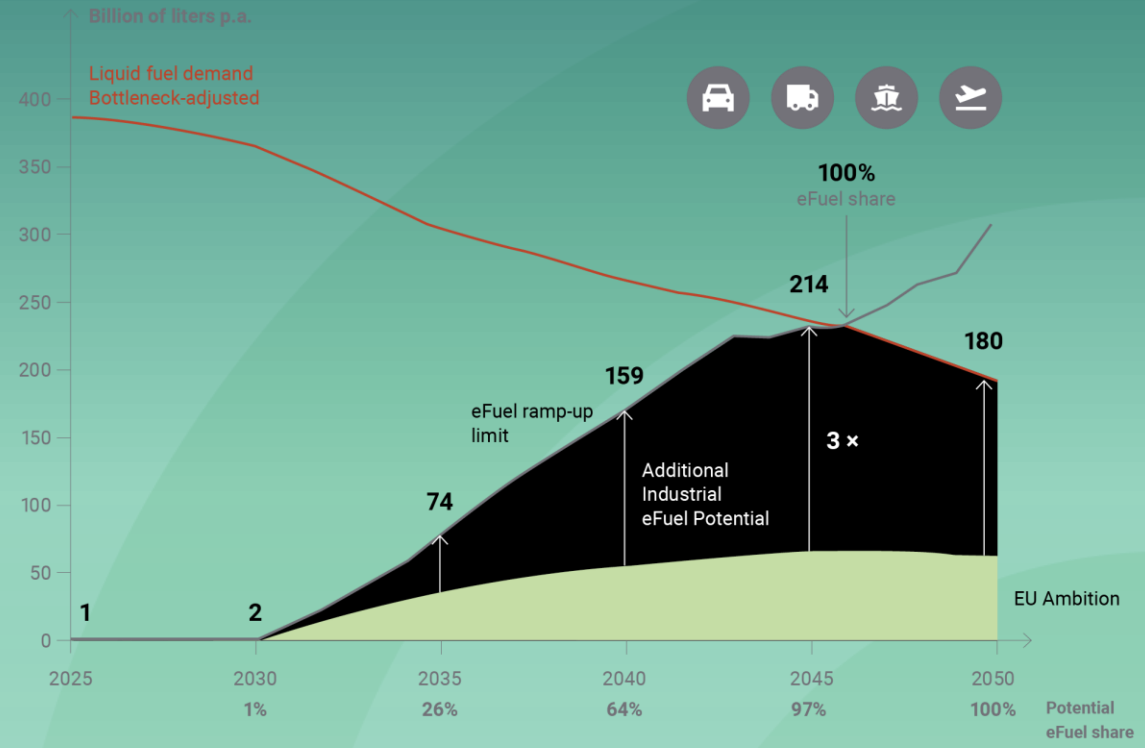
Synthetic fuels (RFNBOs/eFuels) – Availability & Demand

Announced eFuel Production share by region in 2030



≈ 19 billion liters of road eligible eFuels in 2030

Future Liquid Fuel Demand vs. eFuel potential



eFuel Alliance and Porsche Consulting (2026). *The market potential of e-fuels. Climate contribution and success factors for ramp-up.* March 2026.

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Q&A

WGMM Webinar
From Renewable Feedstocks to Eligible Fuels

Closing Remarks



Nicolas Kurtsoglou

Chair of the WGMM Steering Group

Fuel and Project Manager at Bioéthanol France

Recap

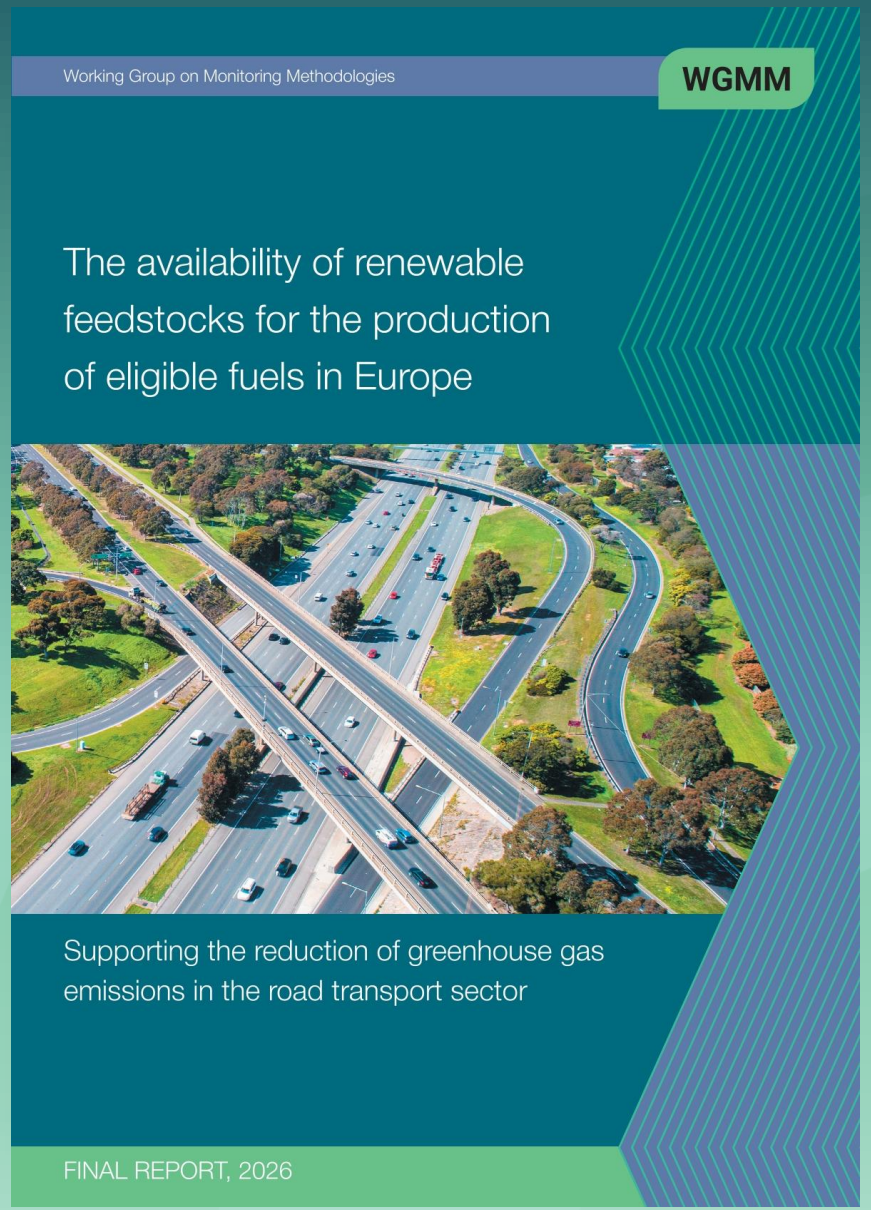
Meeting future demand:
Europe's renewable feedstocks and expanding RFNBO capacity can meet EU road transport demand for liquid and gaseous fuels through 2040 and 2050.

Complementarity across sectors:
Road transport can secure its share without compromising aviation or maritime fuel needs, provided policy, certification and infrastructure continue to advance.

Renewable fuels and electricity are the best allies:
BEV will not account for 100% of LDV, nor 100% of HDV. For climate, it is better that the remaining non-BEV vehicles run on renewable fuels than fossil fuels.

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The Full WGMM Feedstock Report is now online!



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Thank you!

Please visit us at www.wgmm.eu

Feel free to explore our work by scanning the QR code below: