Press Release

WGMM welcomes Franco-German common position on the future of Europe's automotive industry as a fundamental step towards technology-neutral mobility.

Brussels, 16 October – The Working Group on Monitoring Methodologies welcomes the presentation of the Franco-German position paper on the future of Europe's automotive industry. The paper sends an important political signal: climate protection and industrial competitiveness can and must advance together. **By linking the further development of CO_2 standards for new passenger cars and light commercial vehicles to the strengthening of Europe's strategic value chains, Germany and France are showing how to constructively collaborate** and create greater certainty for investment, innovation and employment across Europe.

The agreement supports the development of Recital 11, which was agreed in the last revision of the CO2 emission standards. It describes that Vehicles Exclusively running on Eligible Fuels (VEEFs) should be registered as Zero Emission Vehicles as soon as the regulation enters into force. As Eric Woydte, Chair of the WGMM Steering Group and Advisor for Climate Policy, Fuels and Hydrogen of the German Association of the Automotive Industry (VDA) noted **"Recognising VEEFs as zero-gram vehicles is an important step towards technology-neutral CO_2 regulation. The industry has delivered: VEEFs are already technically feasible today. Their recognition under the EU CO_2 emission standards will be essential to bringing VEEFs to market"**.

We also appreciate that the compromise paper mentioned all renewable and low carbon fuel as eligible. **"We need to use all sustainable fuels in line with the RED to increase the practicality of VEEFs and decrease the dependency on fossil fuels",** says Nicolas Kurtsoglou, also Chair of the WGMM Steering Group and Fuel and Government Affairs Manager at Bioéthanol France. The Renewable Energy Directive (RED) already sets caps and strict sustainability criteria for renewable fuels. The proposed 'made in Europe' criteria can be challenging. We suggest moving such a discussion in the upcoming revision of RED. "**A car regulation should not further limit the use of eligible fuels**", Nicolas continues.

The WGMM has already assessed a range of monitoring methodologies that could track and verify the use of eligible fuels in road transport vehicles. **These methodologies, ranging from digital solutions, physical links to mass balancing approaches between vehicles and fuels, could underpin a practical and enforceable system for monitoring and verifying the use of eligible fuels in VEEF road vehicles, while supporting the deployment of these fuels at scale** through existing infrastructure and without significant additional investment.

The industry has delivered, and the technical solutions are ready. The Franco-German position paper provides an important political foundation for action. Policymakers from the Council and European Parliament should now build on it by establishing a clear, enforceable and technology-neutral framework that enables every sustainable technology to play its part in reducing transport emissions, strengthening Europe's industrial base and delivering a more resilient future mobility system.

.**>>>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 the retail including equipment and marketing.

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