PRESS RELEASE

Emissions from Europe's cars could fall faster with renewable fuels if EU lawmakers act on the evidence now

As the EU decides on new CO_2 rules for cars and vans, Tour d'Europe demonstrated renewable fuels could help accelerate the pathway towards lower transport emissions and enable Member States to reach their CO_2 targets sooner.

Brussels, 26 October 2026 – Tour d'Europe, an initiative of the European automotive value chain, has gathered evidence showing that renewable fuels, both liquid and gaseous, can reduce well-to-wheel greenhouse gas emissions by an average of 87% compared with conventional fuels. Renewable fuels are already available at refuelling stations across Europe, and technology to verify their use in vehicles already exists. The technical conditions are therefore in place to recognise renewable fuels within the future EU vehicle CO_2 framework.

The findings land as the European Parliament and Council are finalising their positions on revised CO_2 standards for cars and vans, a regulation that will shape how fast emissions from Europe's roads fall for years to come.

Existing legislation only measures cars and vans emissions from the tailpipe. This means that cars using renewable fuels do not receive any credit for reducing emissions, even when the data shows that they do. Tour d'Europe argues that this is not a technical limitation, but a policy choice. With this focus, the current approach limits the range of pathways available to decarbonise the sector and risks leaving the emissions reductions already achieved unrecognised. Renewable fuels can complement the growing share of Battery Electric Vehicles (BEVs) and Fuel Cell Electric Vehicles (FCEVs) in the transport fleet, helping to accelerate the shift towards cleaner mobility in Europe, through a broader, effective and efficient range of solutions.

The industry is calling for the revised framework to close that gap:

- **Eligible fuels definition:** Recognise all renewable fuels included in the Renewable Energy Directive REDIII that meet EU sustainability standards as eligible fuels.

- **New vehicle category so called VEEF** – *Vehicles Exclusively running on Eligible Fuels*. A new vehicle category of vehicles running exclusively on renewable fuels should be introduced. Those vehicles should account as zero-emission vehicles (ZEV, 0gCO_2/km).

Tour d'Europe calls on policymakers to recognise the role of renewable fuels in the revised CO2 framework, ensuring that regulation reflects their contribution to emissions reductions and supports a technology-neutral transition to cleaner road transport.

Andreas Guth, Secretary General of Eurogas, said: *"The rules only count what comes out of the exhaust, not what goes into the tank, and that leaves real emission cuts on the table."*

Giustino Manzo, Head of Regulatory and EU Affairs, IVECO Group: *"Europe's decarbonisation strategy should make use of every solution that can deliver emissions reductions today. Tour d'Europe has shown that renewable fuels can significantly reduce lifecycle CO_2 emissions while using existing vehicles and infrastructure, offering an immediate pathway to lower emissions from the fleet already on Europe's roads. As a company committed to a multi-energy approach, we believe the future CO_2 framework should recognise these benefits and support technology-neutral solutions that accelerate progress towards climate neutrality."*

Robert Buan, Director of Pricing and Revenue Growth, Moeve: *"Europe has the opportunity to accelerate transport decarbonisation by recognising solutions that are already available and scalable. Companies across the value chain are investing heavily in renewable fuel production to support emissions reductions in road transport. The Tour d'Europe findings confirm that renewable fuels can make a measurable contribution today, and that EU legislation should fully reflect their role in delivering climate objectives, across all areas of road transport, including commercial vehicles and fleets."*

Tomás Malango, Director of Renewable Fuels and Circular Economy, Repsol: *"Decarbonising transport is not just about developing new technologies, but also about bringing them to market at scale. At Repsol, we are transforming our industrial facilities to produce renewable fuels and making these solutions increasingly available to consumers. But scaling up production requires a clear business case and long-term demand. The upcoming revision of the CO_2 standards represents a critical opportunity to ensure full regulatory coherence with the Renewable Energy Directive (RED), recognize the contribution of renewable fuels to transport decarbonisation and provide the long-term certainty needed to unlock further investments."*

Dr. Marko Babic, Head of Product Area, Bosch*: With our digital fuel twin technology, Bosch can provide full digital transparency to the entire fuel value chain to reliably track and verify the renewable fuels from the moment they enter the market right down to the end consumer. By precisely monitoring fuel usage on individual vehicles in real-time, we are building the foundation of trust and regulatory compliance needed for higher acceptance of renewable fuels in the mobility and transport sector.*

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Notes to editors

Background information:

- As part of the European Green Deal, Europe has set itself the important goal to become climate neutral by 2050.
- Greenhouse gas emissions from road transport are addressed through EU CO_2 standards for new vehicles. Under the current legislation, these provisions set a 100% CO_2 reduction target for new cars and vans from 2035, resulting in a de facto ban on new Internal Combustion Engine (ICE) cars, and a -90% CO_2 reduction target for heavy-duty vehicles. Both sets of CO_2 requirements are currently under revision, and the final form of these targets remains subject to the ongoing legislative process.
- The EU is also promoting the deployment of renewable and low-carbon fuels through legislation such as the Renewable Energy Directive (RED III), recognising the need for multiple solutions to decarbonise the transport sector.
- Industry projections indicate that renewable fuel production is expected to grow significantly through 2030 and 2050, providing sufficient supply to support electrification rather than compete with it.

About Tour d'Europe:

The Tour d’Europe is a pan-European initiative bringing together companies and associations of the European automotive value chain to demonstrate the role renewable fuels can play in reducing GHG emissions from road transport. The project aims to raise awareness of the availability and accessibility of renewable fuels across Europe, and to underline their role in reaching the EU’s objective of climate neutrality by 2050.

Tour d'Europe promotes a technology-open approach to road transport decarbonisation, highlighting how renewable fuels can complement other solutions, including electrification and hydrogen, in supporting the transition towards climate neutrality.