

EFOA position on the proposed EU regulation on CO₂ standards for new passenger cars: Decreasing emissions from cars through high quality fuels provides a cost effective solution

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Following the recently proposed Regulation on EU CO₂ standards for new passenger cars, EFOA would like to bring to the attention of policymakers the role of clean, efficient and high quality fuels in the decarbonisation of transport. Harvesting the CO₂ reduction potential offered by high quality fuels is a much needed, cost-effective and environmentally sustainable solution for car manufacturers. It will also benefit European consumers by offering them a more efficient product, as cars will run longer distances and/or have a higher performance with the same amount of fuel.

EFOA believes that high quality, high octane¹ fuels can play a key role in reducing emissions from European transport, and should be specifically recognised under this regulation. This is especially important in view of current attempts to electrify urban transport fleet. With the 96.8%² of the yearly fleet mileage of electric vehicles being hybrid cars today, ensuring that the thermal part of the engine is efficient and clean-burning is essential. As higher octane/high density fuels help increase fuel efficiency and emission reduction potential of hybrid engines, it makes them a more attractive choice and could boost consumer interest. In addition to GHG saving potential, petrol-fuelled vehicles, are a cleaner option among Internal Combustion Engines alternatives available today and would be even cleaner if their efficiency is improved.

EFOA WOULD LIKE TO ENCOURAGE POLICYMAKERS TO AMEND THE COMMISSION'S PROPOSAL WITH TWO OBJECTIVES:

1. Recognising the CO₂ emissions reduction potential of high quality/high octane fuels.
2. Providing a further option to help the transport sector reaching EU CO₂ and efficiently goals.

1. THE REGULATION SHOULD RECOGNISE THE CO₂ EMISSIONS REDUCTION POTENTIAL OF HIGH QUALITY/HIGH OCTANE FUELS

High compression engines are able to extract more energy from a given quantity of fuel, provided the fuel's octane quality is high enough. Simply put, high octane fuel enables more efficient engines which can go farther, and emit less, with the same amount of fuel. Unfortunately, the current testing regime does not adequately account for these advantages, **as today engines are generally tested on fuels with regular octane ratings**. As a result, the CO₂ ratings for cars do not fully reflect the real world emissions of higher efficiency engines (i.e. higher compression ratio) running on high octane fuels.

The Regulation on CO₂ standards for cars provides a unique opportunity to incentivise the uptake of better performing higher compression engines and high octane/quality fuels, which today are an

¹ Octane is the measure of the ability of a fuel to properly perform in a higher efficient internal combustion engine, in turn enabling the engine to extract more kilometres or/and more power out the fuel.

² Source: Fraunhofer Institute "Real-world fuel economy and CO₂ emissions of plug-in hybrid electric vehicles"

innovative, lower carbon technology solution available in the market, and to encourage consumers towards more environmentally sustainable choices.

EFOA calls upon the European policymakers to account CO₂ reduction for vehicles equipped in higher compression engines calculated on the average emission reduction potential of high octane fuels.

2. ENERGY SAVED BY USING HIGH QUALITY, EFFICIENT FUELS, SUCH AS HIGH OCTANE AND HIGH ENERGY DENSITY PETROL, SHOULD BE ACCOUNTED AS RENEWABLE ENERGY EQUIVALENT.

High octane petrol and high energy density, enable the uptake in the market of highly efficient engines, delivering substantial GHG emissions savings and reducing the amount of petrol needed in transport. This is a real saving potential which should be recognised in the Regulation on the CO₂ standards for light-duty vehicles. In addition, it brings substantial benefits to consumers, as higher energy density allows the vehicle owner to drive more kilometres with the same amount of fuel. The higher quality fuels/higher efficient engine represent a very cost-effective solution for GHG abatement and provides an opportunity for Member States to decarbonise transport while contributing to reaching their renewable energy target.

EFOA calls upon the European policymakers to count the energy saved from using higher quality petrol in transport as renewable energy equivalent.

ABOUT FUEL ETHERS

Fuel ethers (bio-MTBE, bio-ETBE, bio-TAME and bio-TAEE) are among the most efficient blending components of petrol. They enhance vehicles' engine performance while reducing toxic exhaust emissions and improving air quality.

ABOUT EFOA

Created in 1985, the European Fuel Oxygenates Association (EFOA) represents the voice of European producers of blending components of petrol called fuel ethers. EFOA is recognised by the European institutions as a valuable stakeholder on fuel quality and automotive emission reduction issues. It actively promotes constructive co-operation with all stakeholders including regulators, industry, NGOs etc.

For more information visit our website www.efoa.eu.