

From Recital 11 agreement (Regulation (EU) 2023/85) to implementation: establishing the VEEF classification.

The WGMM and its 50 members, across the automotive and fuel value chain, call for the immediate **implementation of this agreement by:**

- **Recognising VEEFs as zero-emission vehicles** within the revision of the CO₂ emission standards for new passenger cars and light commercial vehicles which OEMs can account for their fleet average.
- **Establishing** a dedicated vehicle classification for **Vehicles Exclusively running on Eligible Fuels**, ensuring genuine technology neutrality and fulfilling existing political commitments. Through a revision of the [EURO 7 \(Regulation \(EU\) 2024/1257\)](#) and of the existing provisions governing the certificate of conformity of a new vehicle (Regulation (EU) 2023/682), the Commission shall:
 - **Develop a practical methodology to enable the type-approval of VEEFs.**
 - **Develop a pragmatic and flexible and safe inducement system** to avoid the possibility for continuous mis-fuelling by the vehicle user.
 - **Develop rules for vehicles travelling** outside the EU and in cross-border transport, which could be addressed under Euro 7 relating to, for example, allowances for temporary disablement of the inducement system.
- **Including** as eligible fuels to qualify as zero emission all Renewable Energy Directive-compliant renewable fuels among the pathways under a VEEF classification. In parallel set out progressive, realistic and economically sustainable CO₂ reductions for the increasing GHG savings minimum thresholds in the starting RED revision, ensuring a predictable investment framework and allowing for continuity of existing production assets and long-term investment planning.
- **Noting** that monitoring methodologies for tracking and verifying the use of eligible fuels have been thoroughly assessed by WGMM, which range from mass-balancing approaches to digital solutions and physical links of vehicle and fuels, and in doing so considering the scalability, reliability, and economic feasibility of infrastructure as well as the coherence with existing regulations and requirements for renewable fuel supply.

Why a category for “Vehicles Exclusively Running on Eligible Fuels” (VEEFs) is indispensable

The [European Commission’s proposal of December 2025 amending the CO₂ emission standards for new passenger cars and light commercial vehicles \(Regulation \(EU\) 2019/631\)](#) is part of the ‘Automotive Package’. Whereas the Package recognises the contribution of renewable fuels to a limited extent, the [Working Group on Monitoring Methodologies](#) (WGMM) regrets that the proposal falls short of the creation of a dedicated category for VEEFs. Moreover, the Package does not provide a unique, inclusive and harmonised definition for these fuels, aligned with a continuously and realistically increase of the strengthened sustainability criteria of the current RED and its upcoming revision. Against this background, the **WGMM supports the [draft report prepared by MEP Massimiliano Salini \(EPP\)](#)**, rapporteur for the file on the revision of the CO₂ fleet standards in the Committee on the Environment, Climate and Food Safety (ENVI), as regards the introduction of a VEEF vehicle category and considers it a clear step in the right direction.

The WGMM’s work is the direct result of political commitments made to industry by EU institutions and Member States [during the last revision of the CO₂ emission standards \(Recital 11 of Regulation \(EU\) 2023/851\)](#). It ensures that the transition to climate-friendly mobility remains technologically neutral. In September 2023, the Commission distributed a first draft that outlined such a VEEF category to member states in the Technical Committee for Motor Vehicles (TCMV). This was however technically not feasible and failed to gain a majority. **The WGMM produced comprehensive reports and consistently presented the findings to key stakeholders and policymakers of the European Commission.** It is now up to the European Commission and EU legislators to come forward with a legislative framework. Any further delay undermines the development of a long-term business model for sustainable fuels.

The Commission’s [Impact Assessment to the CO₂ emission performance standards proposal](#) shows that the option of introducing a new vehicle classification of VEEFs was examined and included in the preferred policy

Position Paper on Vehicles Exclusively running on ‘Eligible Fuels’ (‘VEEFs’) in the CO₂ Emission Standards for New Cars and Vans

option (page 18-21/181, “COMBI_1”, page 54/181). Yet, the Commission only included advanced biofuels and eFuels (RFNBOs), whereas the WGMM supports all RED-compliant fuels as per our proposed definition.

The impact assessment confirms that sufficient sustainable feedstock is available to supply renewable fuels for road transport without undermining the needs of other sectors. Most of the assessed pathways show that the additional demand from cars and vans can be met within existing sustainability caps up to 2050, without diverting resources from aviation, maritime transport, electricity generation or industry. This conclusion is consistent with the [WGMM’s Feedstock Availability Assessment](#), which finds that Europe’s potential renewable fuel supply in 2050 (~239–386 Mtoe) exceeds the expected transport fuel demand in 2050 (~80–170 Mtoe). See also recent report on [Benefits of using first-generation biomass for food, fuels, chemicals and derived materials in Europe](#) and on [Mobilization of industrial capacity building for advanced biofuels](#).

What is needed to create a category for Vehicles running Exclusively on Eligible Fuels (VEEF)?

Robust systems for tracking and verifying the use of these eligible fuels: Monitoring methodologies already exist and have been thoroughly assessed in our [technical report](#), presented and some demonstrated in the real world by members of the WGMM. They could easily support an enforceable framework in line with the current RED and its upcoming revision. These methodologies range from mass-balancing approaches to digital solutions and physical links of vehicle and fuels. Some have been extensively tested in practice such as the digital fuel tracking in [a tour across Europe](#), a practical test scientifically accompanied by the [Karlsruhe Institute of Technology](#). In addition, the [Tracked & Trusted European HVO Tour](#) demonstrated the operational feasibility of a real-time onboard digital VEEF monitoring system at European scale. In a recent [webinar](#), we have highlighted key monitoring methodologies. Today, already more than 6,000 filling stations for renewable diesel (FAME and HVO), more than 5,500 stations for renewable gasoline (E85 and renewable gasoline) as well as 1,500 filling stations with biomethane (bioCNG and bioLNG) and around 500 stations with bioLPG exist in Europe. In principle, all existing fuel infrastructure (diesel, gasoline, LPG, CNG/LNG) can handle these fuels as drop-in replacement capable without requiring additional infrastructure investment.

A broad-technology-neutral definition for the Vehicle running exclusively on eligible fuels (VEEF): “a passenger car or a light commercial vehicle running exclusively on eligible fuels over its lifetime where “Eligible fuels” means all fuels defined by the Renewable Energy Directive (EU) 2018/2001, meeting the sustainability criteria of that Directive”. Implementing this inclusive and consistent definition would strengthen the regulation, provide investment certainty, and bring EU policy closer to technology neutrality.

Eligible fuels should benefit from a zero-emission rating at the combustion phase, in line with the zero-rating principle already applied to RED-compliant fuels under the [EU Emissions Trading System Directive \(EU ETS, Directive \(EU\) 2023/959\)](#). In addition, the eligible fuels proposed by the WGMM are fully consistent with the “zero-rated fuels” defined in Article 3(23d) of the [Monitoring and Reporting Regulation \(EU\) 2018/2066](#), as amended by [Regulation \(EU\) 2024/2493](#), which includes all biofuels, biogases, biomass fuels, synthetic low-carbon fuels, RFNBOs, and RCFs as well as renewable liquid gases such as bioLPG and rDME. Thus, new VEEFs should/shall be assigned as ‘zero-emission vehicles (ZEV)’ with net tailpipe emissions equal to 0 g CO₂/km and thereby counted as such for an OEMs fleet average.

A dedicated VEEF classification, consistently treated across the RED, EU-ETS, and CO₂ standards for new vehicles, would deliver real results. It would strengthen climate mitigation in transport, boost investment certainty, support integrated industrial development, and enhance long-term resilience and competitiveness of Europe’s automotive and fuels value chain toward the 2050 net-zero goal. VEEF eligible fuels can be deployed through existing fuel infrastructure by a diverse range of market actors. Recognising VEEF vehicles within the zero-emission framework would therefore safeguard fair competition, preserve market diversity, strengthen the role of SMEs and independent market participants, and prevent regulatory distortions that disproportionately affect smaller and non-integrated actors within the European energy and mobility ecosystem.

To ensure regulatory consistency with Recital 11, new VEEFs must be formally classified as zero-emission vehicles, with tailpipe emissions deemed to be 0g/km CO₂.