



Brussels, December 2022



Roadmap to carbon neutrality

An industry declaration to deliver the Green Deal and achieve net zero CO2 emissions in commercial road transport with biomethane

Commercial gas vehicles using CNG (Compressed Natural Gas) and LNG (Liquefied Natural Gas) are based on a mature technology, the necessary refuelling infrastructure is broadly available along major transport corridors. As a technology leader, the European industry has developed a global footprint with more than 30 million gas vehicles on the road across different regions¹. Gas engines have therefore become a main-stream solution next to diesel, which is part of the product planning of leading Original Equipment Manufacturers (OEMs), such as Iveco Group, Scania Group and Volvo group, with a long-term perspective. This makes gaseous fuels a safe pathway and key enabler for immediate and effective reduction of CO2 emissions in commercial road transport.

A growing share of gas used as a transportation fuel comes from renewable sources, in some cases 90-100% already². LNG projects based on biomethane or blends keep increasing rapidly. Despite all this, Europe's ability to achieve the Green Deal is at huge risk, unless the EU embraces a myriad of solutions to decarbonise commercial road transport. What has been lacking is a clear roadmap with targets to reach carbon neutrality towards 2050, including using CO2 neutral gaseous fuels, this declaration should address this issue.

Faced with a global lack of resources hampering faster production of alternatively fuelled vehicles and renewably sourced energy carriers, decarbonisation of commercial vehicles will depend on rapid scalability of available solutions: **This can be addressed with biomethane, including synthetic methane, as the immediately available pathway to tackle climate action in heavy-duty transport.** Transport operators will continue to rely on gaseous or liquefied biomethane for different applications where electrification is either technically not feasible or the use of hydrogen will be faced with some challenges for broader and faster adoption, leading to delaying the decarbonisation of road transport. All solutions will be needed, what is missing is time to meet the Paris agreement supported with a clear roadmap and enabling regulatory framework.

According to latest industry statistics and backed by the RePowerEU initiative, the total biomethane production potential in Europe is estimated to be 150 bcm³. A future demand scenario⁴ for biomethane shows that 15 bcm (approx. 154 TWh) which is equivalent to 10% of the total European production potential would be sufficient to power nearly 20% of the EU's heavy-duty truck fleet.

NGVA Europe, together with its member organisations and companies, therefore supports the ambition to increase the share of biomethane in line with the estimated demand supplied to the Heavy Duty Vehicle (HDV) sector:

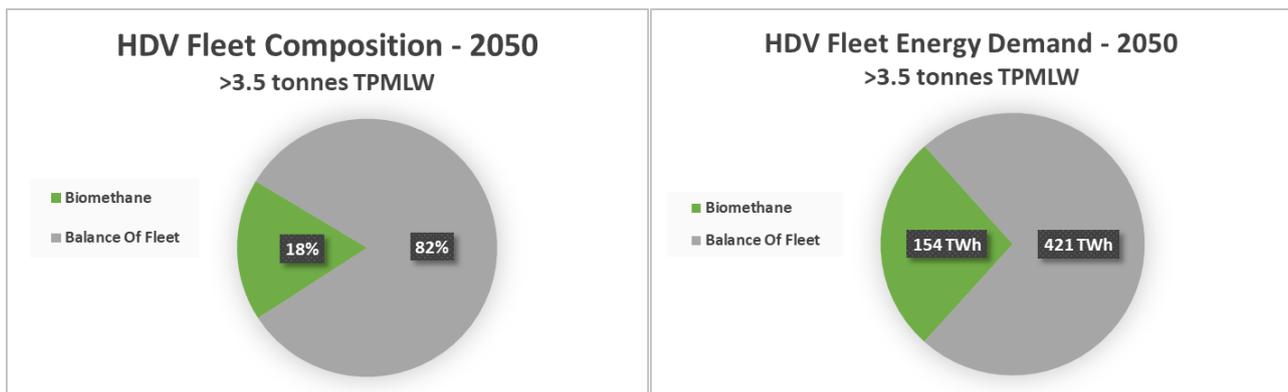
Biomethane blend rates of 55% by 2030, 75% by 2040 and 100% (15 bcm) by 2050.

¹ NGV Global

² Germany, Sweden.

³ Gas for Climate, EBA.

⁴ NGVA scenario, based on HDV energy statistics from European Commission "EU Reference Scenario 2020", https://energy.ec.europa.eu/data-and-analysis/energy-modelling/eu-reference-scenario-2020_en



The realisation of such an ambition would result in **42 million tonnes of CO₂ saved, per year**, by 2050.

Long-distance haulage companies and HDVs providing essential services to hundreds of millions of EU citizens every day have the potential to become carbon neutral, but this is not a given. A more considerate political discussion and balanced approach is needed, which recognises the decarbonisation potential of the internal combustion engine (ICE) running on CO₂ neutral fuels and renewable gas, in order to ensure fair competition and maintain industry support to further develop this clean technology.

If the European Union wants to be serious about doing something to decarbonise commercial vehicles fast, accelerating the use of renewable gas is the quickest gateway. The alternative to stand-by and risking to miss the target is not acceptable.

Climate change forces all stakeholders to make an effort, we are ready to play our part in the future fuel mix, which can only be achieved with a balanced technology portfolio, including biomethane and the gas engine.

About NGVA Europe & Gmobility



NGVA Europe is the European association that promotes the use of bioCNG and bioLNG as a transportation fuel. Founded in 2008, it includes more than 110 members, which are companies and national associations from across the entire gas and vehicle manufacturing chain.

NGVA Europe is a platform for the industry involved in producing and distributing vehicles and gas, including component manufacturers, gas suppliers and gas distributors. It defends their interests to European decision-makers to create accurate standards, fair regulations and equal market conditions.

Gmobility is trademark fully owned by NGVA Europe, which focusses on the development and promotion of renewable gas in road transport.