

Brussels, 16<sup>th</sup> October 2017

## Why does transport need g-mobility?

The transport sector is affected by a multiple opportunities and challenges. While decarbonisation has been a priority for EU-makers for years, other issues top the legislative agenda now, too. This is the case for deteriorated air quality, a grave issue that cities and citizens across the globe are facing. Politicians and economists are striving to find the most economic ways to meet the climate goals and improve energy efficiency as well as lowering air pollution. Policies tackling both the use of renewable energy sources in the transport sector and the reduction of emissions, both CO<sub>2</sub> and pollutants are being discussed right now.

The need to push for alternative fuels opens a new debate. The general determination to move towards zero-emission mobility needs to be addressed in a coherent way. There is a need to tackle several aspects of mobility, from energy production to rolling out specific infrastructure for vehicles and components itself while preserving European industry's competitiveness and leading position in vehicles manufacturing. The debate on emissions can go even further and include recycling, in addition to fuels and vehicles production and use.

To reduce oil dependency, policy-makers should consider the benefits of using alternative energy fuels and their high potential to contribute to decarbonisation and reduce pollution. These advantages are key part of the 'g-mobility' concept – an approach that advocates for the use of gas in transport and opens the door to the much-needed sustainable mobility.

Gas as fuel has substantial benefits from an environmental and economical point of view and opens the door to a carbon-neutral mobility. For this reason, the notion of 'renewable gas' is getting traction among the industry leaders and in EU institutions. Adding more renewables to the transport sector, such as second-generation fuels – biomethane and synthetic gas – can contribute to the 'Clean Energy Package' legislation. In parallel, the revision of CO<sub>2</sub> limits for cars and vans needs to look for solutions that can deliver low-emission values, and to this end it has to take into account fuel production. Combining technologies that save CO<sub>2</sub> emissions while being increasingly renewable can give leeway to the debate.

All these concerns will likely be tackled in the new European Commission's mobility package, set to be unveiled in November. NGVA Europe supports the Commission in its strive for a comprehensive and integrated approach. We believe proposals on sustainable mobility should continue to include climate and air quality, as part of a holistic strategy covering other key sectors of the economy.

Technology neutrality should remain the key principle of the mobility package: this will encourage innovation of various promising CO<sub>2</sub>-reduction paths, including alternative powertrains such as CNG, LNG and advanced alternative fuels.

The debates on energy production and its use in transport cannot go on in silos. NGVA Europe looks forward to seeing an open-minded approach that tackles different aspects that contribute to sustainable low-emission mobility. The right regulation will lead to the right result.

# g-mobility

## ***About NGVA Europe***

NGVA Europe is the European association promoting natural and renewable gas in the transport sector.

It serves as a platform for the industry involved in the production and distribution of vehicles and natural gas. It defends their interests towards European decision makers, to ensure accurate standards, fair regulations and equal market conditions.

NGVA Europe creates networks with interested stakeholders to reach consensus on positions and actions. It also collects, records and communicates reliable facts and significant developments in the natural gas vehicle market.

To find out more about NGVA Europe activities visit [www.ngva.eu](http://www.ngva.eu)

## **Press contact**

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