

**ASFE urges German Presidency to support Synthetic Fuels  
as part of Europe's future energy mix**

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***Cleaner synthetic fuels can significantly contribute to reinforcing Europe's energy security, combating global warming and reducing pollution in cities. Under the German Presidency, the EU has a unique opportunity to develop an Energy and Climate Change Strategy that decisively supports the market penetration of synthetic fuels in the road transport sector.***

This is ASFE's vision for a cleaner road transport future as presented at the Conference "Driving Towards Sustainable Mobility" which took place today in Berlin. ASFE members are leading automotive, technology and energy companies – Daimler Chrysler, Renault, Royal Dutch Shell, Sasol Chevron and Volkswagen. Bosch was also introduced as a new member of the Alliance, bringing vital expertise on the use of synthetic fuels in injection technology and combustion systems. *"Bosch is one of the leading suppliers of injection systems for gasoline and diesel engines and has a strong interest in the development of fuels that help meet ambitious emission reduction standards. We see our work on synthetic fuels technology as part of Bosch's commitment to society and environmental sustainability"*, said **Prof Gunter Zimmermeyer**, Bosch's Senior Vice-President for External Affairs.

At the conference, ASFE called on the German Presidency to support the inclusion of synthetic fuels as part of the Action Plan on an Energy Policy for Europe that the European Council is scheduled to adopt on 8-9 March.

A panel of policy-makers and ASFE representatives discussed how synthetic fuels made from biomass (BTL), natural gas (GTL) or coal (CTL) can help the EU deliver on its ambitious energy sustainability goals. Speaking on behalf of ASFE, **Dr Wolfgang Steiger**, Director of Volkswagen's Powertrain Research said: *"synthetic fuels provide a practical bridge between conventional fuels and longer term renewable energy. Synthetic fuels are now available but we need clear political endorsement from EU decision-makers and a favourable policy framework. This is essential for building supply capacity, supporting technology development, and stimulating market demand."*

**Matthias von Randow**, Director General at the German Federal Ministry of Transport appreciated that two European flagship industries, the automotive and the fuel supply sector, have joined forces: *"Europe is at the forefront of diversifying energy supply and combating climate change. The EU must support innovative companies that develop cost-effective environmentally friendly solutions such as Synthetic Fuels to reach our ambitious goals"*. **Kurt Bodewig**, Member of the German Parliament, underlined the role that Synthetic Fuels can play for Germany: *"Germany is the main producer of first generation Biofuels in Europe today. If we succeed as technology leader for Synthetic Fuels made from biomass in the future, this will boost our competitiveness, create economic growth with new jobs in the rural area and underline our leading role in environmental technologies"*.

ASFE representatives highlighted the potential of synthetic fuels in contributing to the EU target of replacing 20% of conventional fuels with alternatives in the road transport sector by 2020. Commenting on the availability and benefits of the various types of synthetic fuels **Dr Wolfgang Lüke**, Shell's Global GTL Research and Technology Co-ordinator: *"GTL is without a doubt the most cost-effective fuel for reducing petroleum dependency. Its supply potential could approach as much as 100,000 barrels per day by 2010. BTL offers up to 90% CO2 emissions reduction potential when compared with petroleum derived fuels. Both can be delivered through existing distribution and refuelling infrastructure and used in existing diesel engines. The EU should seize the advantages provided by synthetic fuels and consider them as part of the desired energy mix for road transport"*.

Ends

## About synthetic fuels

Synthetic fuels are a new generation of near zero sulphur and aromatics transport fuels made with the Fischer Tropsch process from natural gas (GTL), coal (CTL) or biomass (BTL). Of the three processes, GTL is the most commercially advanced and offers a practical alternative fuel today. A number of plants are being built or planned and product availability will increase from 2007 onwards. BTL needs further R&D investment but has the potential to use domestic resources in Europe. Greenhouse gas emissions associated with synthetic fuels derived from natural gas are comparable with transport fuels made from crude oil, while those produced from biomass can contribute to greenhouse gas reduction of up to 90%. As synthetic fuels can be used neat or blended in existing diesel engines, distribution and refueling infrastructure, they are the most cost effective solution to reducing petroleum dependency. Synthetic fuels can provide significant local air quality improvement by reducing tailpipe emissions (particulate matter, nitrogen oxides, carbon monoxide and hydrocarbons).

## About ASFE

Launched in March 2006 in Brussels, the Alliance for Synthetic Fuels in Europe (ASFE) is a unique initiative at the European level bringing together car manufacturers and fuel suppliers working towards reducing the environmental impact of road transport through improved energy efficiency and cleaner fuels. The members of ASFE are:



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