



## THE ROLE OF INTERNAL COMBUSTION ENGINES AND ALTERNATIVE POWER-TRAINS IN DECARBONISATION

EUROMOT guiding principles to accelerate decarbonisation in non-road mobile machinery, marine and stationary applications

### TECHNOLOGY NEUTRALITY



- Facilitate a diversified energy mix and do not be tempted to force a single technology. There is no known single powertrain solution that will be the best choice and effective across all industry sectors and applications.
- Base overall GHG reduction objectives in each industry sector on Life Cycle Analysis (LCA) considering different end-uses and do not focus solely on emissions at point of use. Not doing so risks missing the global objective spanning the entire energy chain.

### PREDICTABLE GLOBAL APPROACH



- Align activities and levels of ambition at international level. Internal combustion engines, alternative powertrains and the applications in which they are installed are developed for global markets.

Stable, coherent global requirements along with a level playing field foster investments in new energy carriers, infrastructure and technologies, facilitating their market usage as well as economies of scale. This enables faster availability and market penetration.

### RECOGNITION OF THE NEEDS OF END USERS



- Ensure the path to decarbonisation enables the retention of the capability of the applications in which the internal combustion engines and alternative powertrains are installed. The continued ability to deliver dependable power to perform the intended task wherever it is needed is critical to ensure end-user acceptance to replace existing products.
- Ensure the availability of new low or net-zero greenhouse gas (GHG) energy carriers at competitive costs. End-users across the industries served by EUROMOT members generally need to compete for business. They may be reluctant to purchase new high-value products for which availability of the required energy carrier is uncertain or the price is uncompetitive. Infrastructure investment and market intervention by government will likely be required.
- Facilitate availability and use of low and net-zero GHG energy carriers suitable for existing in-use products. Many in-use products are already capable of operation on certain alternative energy carriers with little or no modification. Ensuring such energy carriers are available and making it attractive for existing end-users to switch to them has the potential to rapidly accelerate decarbonisation.

## THIS IS EUROMOT SCOPE AND OBJECTIVES

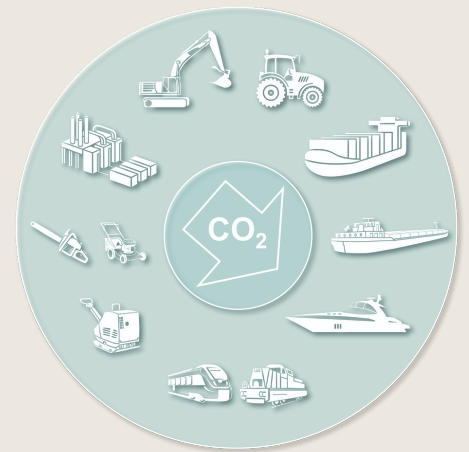
EUROMOT is the European Association of Internal Combustion Engine and Alternative Powertrain Manufacturers

## DRIVING THE FUTURE OF ENGINES AND POWERTRAINS

EUROMOT, the European Association of Internal Combustion Engine and Alternative Powertrain Manufacturers, represents the key manufacturers of internal combustion engines and alternative powertrains installed in industrial non-road mobile machinery, marine and stationary applications that are operating in Europe and worldwide.

Founded in 1991, we provide an unparalleled heritage and hub of expertise for businesses, authorities, regulators, and public stakeholders worldwide. In partnership with major sector associations and institutions, it is our mission to drive smart regulation and sustainable innovation.

Delivering dependable power for society at high energy conversion efficiency with low emissions remains a key objective of EUROMOT member companies. EUROMOT asserts internal combustion engines and alternative powertrains are a key enabler to address the additional societal need for decarbonisation across multiple industry sectors. This can be achieved by continuing to advance the development of highly efficient energy conversion systems capable of operating on low and net-zero greenhouse gas (GHG) energy carriers.



## CONTACT

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