

Ursula von der Leyen, President of the European Commission
Teresa Ribera, Executive Vice-President for a Clean, Just and Competitive Transition
Dan Jørgensen, Commissioner for Energy and Housing European Commission
Rue de la Loi 200 / Wetstraat 200
1049 Brussels, Belgium

Brussels, 23 September 2026

Subject: 170 Companies call on the EU to keep RED III binding RFNBO targets and mandates beyond 2030

Dear President von der Leyen,
Dear Executive Vice president Ribera,
Dear Commissioner Jørgensen,

We represent 170 companies investing in Europe's energy sector across the entire value chain, from producers and downstream businesses to technology and infrastructure providers, and the financiers behind them.

We have committed significant resources, capital, signed contracts, developed partnerships, and put steel in the ground to develop renewable fuels of non-biological origin (RFNBO) projects serving Europe. The binding targets and mandates for RFNBOs in transport and industry under the EU Renewable Energy Directive (RED III) are key policy instruments that made this possible, therefore they must be kept in the post-2030 framework.

The RFNBO transport targets are already working: With over €15 billion committed to this day, **Europe holds the largest volume of investments in end-use hydrogen applications globally.** Investment in Europe grew 35% in the past year, with over 4 GW of electrolysis capacity under construction and this growth is driven primarily by the transposition of RED III transport targets¹. Meeting 2030 REDIII targets represents an investment opportunity of €50-60 billion with important CO₂ savings of around 30 Mt per year and benefits for the European industrial ecosystem².

Removing RFNBO targets and mandates would not be a simplification - it means losing a legacy: Their removal would waste six years of work and send shockwaves through the market, punishing first movers and creating a lack of confidence in EU climate and energy policies. RED III took two years to negotiate, from the Commission's proposal in July 2021 to political agreement in March 2023. Over the past three years, Member States have been working on its transposition. Germany and Spain, for instance, have implemented a strong investment framework for the transport sector, with incentives and obligations extending until 2040. We acknowledge that industry has called for a number of improvements to RED III, and there are real opportunities to remove the obstacles that stand in the way of delivering the industry target. Notably we ask that the Commission continue to engage with the hydrogen industry and Member States to ensure the industry targets are achievable and enable market ramp up. **Improving the framework, however, cannot mean dismantling the**

¹ Global Hydrogen Compass 2026, Hydrogen Council

² Assuming regulatory demand for RFNBO hydrogen, created by the RED III, of 3 Mt by 2030, where RFNBO hydrogen would be replacing conventional hydrogen in industry and refineries, generating around 11.2 tCO₂ savings per tonne of hydrogen.

targets and mandates altogether. Doing so would discard years of legislative, administrative, and corporate efforts that stand behind every final investment decision in Europe.

Investors in Europe need certainty: The Draghi report diagnosed what is holding Europe back: slow policymaking, delayed implementation, and too little predictability for investors. Investors do not lend against indicative ambitions. They lend against predictable cash flows, contracted volumes, and enforceable obligations. A post-2030 RED framework that jeopardises the demand signal that Europe spent half a decade building would tell every investor that European policy cannot anchor long-term investment decisions.

Hydrogen and its derivatives are the EU's resilience assets: They serve Europe's energy security, competitiveness, and climate goals in equal measure. Hydrogen is an indispensable partner to electrification, capable of reducing curtailment, deliver seasonal storage, grid flexibility, and clean molecules for industrial uses, from home-grown production to imports from EU's trusted partners. According to the Commission's impact assessment³, the EU would need some 20 to 35 million tons (Mt) of hydrogen by 2040 to meet the Union's climate ambitions.

We are therefore urging you to **keep the binding RFNBO targets and mandates for transport and industry in the post-2030 framework**, and to show Europe's leadership in creating an investment climate that global capital can trust.

³ SWD(2024) 63

Signatories



FORVIA
faurecia

FREYLER
INDUSTRIEBAU
Menschen bauen für Menschen

galp

GASGRID

gasum
crossing borders in energy

Green Energy Park

H2B2
Electrolysis Technologies

H2SITE

Heraeus
Precious Metals

HEROSH
Anlagenautomatisierung GmbH

HEXAGON
PURUS

HIF

HITACHI

HVR energy

Hy24
Hydrogen ARDIAN

HY2GEN

hydri

HYDROGENERA

Hydrogenious LOHC

HydrogenPro

Hydrogen Optimized
Converting Power to Possibility

HYDRH2

HYDROSTATIC LIFT

hynamics
GROUPE EDF

HYnfra

hyren

Hyrizeon

Hysetco

hystar

HYUNDAI
MOTOR GROUP

Iberdrola

ICODOS



IGNIS
P2X

Ingeteam
ELECTRIFYING A SUSTAINABLE FUTURE

Intelligent Energy

InterContinental Energy

ITM

John Cockerill

JM Johnson Matthey

Kawasaki
Powering your potential

LBST

Lhyfe

LKAB

LOGdrone
The future starts today, not tomorrow

LUXFER
GAS CYLINDERS

MAHLE

MASDAR

MESSER
Gases for Life

METALOR
TANAKA

moeve

MOL
Mitsui O.S.K. Lines

morgen



MO technology

MURR

nel

NEA NEUMAN & ESSER

Nordic Electrofuel
Clean at scale

Ocean Connect Energy

OGE

ohmium

Op mobility

Ox2

P2X solutions

