

HIF Global Awarded First U.S. Approval for e-Fuels Design Pathway

e-Fuels leader approved for Tier II design pathway under California LCFS

HOUSTON, TX, UNITED STATES, March 11, 2025 /EINPresswire.com/ -- [HIF Global](#), the leader in highly innovative fuels, is proud to announce that it has been awarded the first U.S. approval for an [e-Fuels](#) pathway. The Tier II Design Pathway Certification, granted under the California Air Resource Board's (CARB) Low Carbon Fuel Standard (LCFS) Program, strengthens the market for e-Fuels production.

Meg Gentle, Executive Director of the HIF Global Board, stated, "e-Fuels are synthetic hydrocarbons that seamlessly integrate with today's existing infrastructure and engines. This LCFS certification underscores the growing demand for e-Fuels in the U.S. and globally, which could reach more than 250 mtpa by 20351, providing opportunity for over \$1 trillion in potential capital investment in new facilities to produce the fuels, including HIF Global's 1.4 mtpa e-Fuels project in Matagorda County, Texas."

HIF's Tier II Design Pathway Certification includes [e-SAF](#), e-Naphtha, and e-Diesel as opt-in fuels allowing producers to apply and generate credits for their e-Fuels under the program.

About HIF Global

HIF Global is the world's leading e-Fuels company, developing large infrastructure projects to recycle captured CO₂ and produce synthetic hydrocarbons for existing engines. The name HIF represents the mission of the company: to provide Highly Innovative Fuels that advance global energy sustainability. HIF is producing e-Fuels today at its HIF Haru Oni e-Fuels facility in southern Chile and is developing commercial-scale e-Fuels facilities in United States, Uruguay, Australia, and Chile. For more information, visit www.hifglobal.com.

About CARB's LCFS Program

The California Low Carbon Fuel Standard (LCFS) is a policy designed to reduce the carbon intensity of transportation fuels by promoting the use of cleaner, lower-carbon alternatives. Under the LCFS, fuel producers and importers must ensure that the carbon intensity (measured in grams of CO₂-equivalent per megajoule) of the fuels they supply decreases over time. This is achieved by increasing the use of biofuels, electricity, hydrogen, and other alternative fuels that produce fewer greenhouse gas emissions. The standard sets annual carbon intensity reduction targets, and companies that exceed these reduction targets can earn credits, which they can sell

to others who fall short of compliance.

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Press contact:

Eva Bandola

bandola@cgcn.com

+1 630 956 1776

Eva Bandola

HIF Global

+1 630-956-1776

[email us here](#)

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