



REGATRACE

Renewable Gas Trade Centre in Europe

The vision across Europe and update from Brussels



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Ireland,
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Objectives of the work package 6



WP 6 helps the uptake of biomethane market in the target & supported countries by:

- **Elaborating strategic visions and national roadmaps**
 - Through a participatory process
 - Including recommendations for legislative and market changes
 - Including the activities aimed at achieving the required development in production, trade and consumption
- **Producing country tailored guidance on feasibility analysis**
- **Developing guidebook on securing financing for biomethane investments**



Task 6.2: Support for national strategic visions and roadmaps

Lead: ISINNOVA

Aim: In order to promote investments and required changes for the development of the production and usage of renewable gases, this task aims to create a shared strategic vision in target and supported countries.

Timing: February 2020 – August 2021

REGATRACE visions



- **Belgium:** the ambitious GHG reduction targets from the European Union are the most important driver for the further development of the biomethane sector in Belgium. By 2030 the focus on renewable energy production from biomethane will shift to offering a sustainable green and carbon-neutral molecule with a variety of valorisation options.
- **Estonia:** The role of biomethane must increase significantly by 2030, the goal is to produce 100 million Nm³ or 1 TWh of biomethane per year by 2030. The target for methane cars is 15,000, for heavy duty (buses and lorries) 1,500 and for 50 methane filling stations.
- **Finland:** the Finnish biogas sector sets the production target of 4 TWh to be reached by 2030. Most of the biogas would be upgraded to biomethane; so that the biogas sector could serve the growing demand in sustainable and clean energy from the transport and industry sectors. The new biogas production would be based in particular on the utilization of agricultural-based by-products, but new technologies and feeds would also play a role (e.g. gasification).
- **Slovenia:** The vision of the Slovenian biogas sector is to be competitive and vital and being strongly integrated into the modern energy system and network. Besides that, the sector holds a strong foothold in national nutrient recycling activities.
- **Spain:** The coming years will be important for the development of the Spanish biomethane sector, all the sector is asking to the Spanish government for approving support mechanisms for renewable gas and its injection into the gas grid. The potential of the Spain's biomethane production is at least 34 TWh. It is necessary to set biomethane production/consumption targets at national level: binding political decisions.



Policy update from Brussels

Fit for 55 – RED revision



- The proposal increases the EU-level target of "at least 32%" of renewable energy in the gross final consumption to "**at least 40%**" by 2030, which represents doubling the current renewables share of 19.7% in just a decade.
- New sectoral targets (especially in industry and buildings) and modification of existing ones aim to further drive a sharp increase in renewables in all sectors.
- Some of these targets specifically promote renewable hydrogen in industry and transport.
- Advanced biofuels and biogas are supported through a target 2.2 % in transport in 2030 (single-counted instead of being double-counted in the current RED).
- The renewable energy target for fuel suppliers is replaced by a new target of greenhouse gas intensity reduction of "at least 13%" by 2030.
- In terms of sustainability criteria, a specific threshold is applicable to biomethane producing plants, and the GHG emission-saving criterion for electricity, heating and cooling production from biogas should now apply to existing installations (not just new ones).
- Member States cannot deny anymore the granting of a GO to a producer because the latter benefits from a support scheme.

Fit for 55 – EU ETS revision



- The Commission is proposing to lower the overall emission cap and increase its annual rate of reduction to reach -61 % by 2030 compared to 2005.
- **Emissions from maritime transport should be included** in the existing emissions trading system with a phase-in period where shipping companies would only have to surrender allowances for a portion of their verified emissions. To be included in the scope are emissions from ships performing voyages arriving at a port under the jurisdiction of a Member State and emissions at berth in a port under the jurisdiction of a Member State.
- To address the lack of emissions reductions in road transport and buildings, a separate new emissions trading system is to be set up for fuel distribution for road transport and buildings.
- Ongoing discussions on the MRR and the role of GOs: The EC reluctant to accept the GOs as a proof of purchase due to several reasons, particularly because GOs are issued to producers without verifying the point of consumption.

Fit for 55 – Transport policies



- The Commission sticks to the tailpipe approach in road transport + introduces a ban to sell new ICEs as of 2035. Electricity based solutions shall be the only technology for LDV.
- But the EC acknowledges the continued role of ICEs in the HDV sector: *they will still represent an important part of our fleet between now and 2050 and advanced biofuels, biomethane and renewable e-fuels can therefore help further decarbonise road transport in the short and medium term.*
- *Regulation on Alternative Fuels Infrastructure* , instead of a Directive, ensure a rapid and coherent development. CNG and LNG infrastructures are considered mature and market driven but the Member States are required to fill remaining gaps at least in the TEN-T network (road and maritime) by 2025. It is noted that *CNG and LNG vehicles can only contribute to the necessary emission reductions if natural gas will be gradually decarbonised and finally fully replaced by biogas and renewable low-carbon e-gases.*
- *The Commission sees an important role for biogas in sectors that are more difficult to decarbonise, such as waterborne and aviation.* The Fuel EU Maritime initiative aims to increase the share of renewable and low-carbon fuels in the fuel mix of international maritime transport. The share of bio-LNG in maritime energy use is expected to increase to 14.2-16.8 % by 2050, depending on the type of political incentives. The Regulation will limit the greenhouse gas intensity of energy used on-board by a ship arriving at, staying within or departing from ports under the jurisdiction of a Member State.

Member States going against the EC approach



Spain

1st Climate Change and Energy Transition Law: recognizes for the first time biomethane mobility as zero GHG emissions, same as electric mobility.

The new decree encourages the electrification of the public transport network together with the use of other greenhouse gas free fuels, such as biomethane.



NORWAY

The Norwegian Parliament is asking the Government to change all goals and objectives for zero emission transport so that biogas, together with electricity and hydrogen, is considered as zero-emission.

Biogas vehicles shall be treated as zero-emission vehicles.

Fit for 55 – EBA's next steps

- Proper analysis and positioning with members
- Responding to the Commission's open consultations by 16 September
- An info session for members on 17 September
- Advocacy actions engaging MEPs and the Member States (Council)



Thanks for your attention!

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