



The voice of renewable gas in Europe

Biogas and Biomethane in EU legislation

Gasdagarna Conference
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The EBA in a nutshell...



**44 national biogas
associations**

**More than 200 organisations
representing the whole biogas
and biomethane value chain.**



**The EBA is striving to
maximise biogas and
biomethane production and
consumption across Europe in
all end-uses, including
transport, buildings and
industry.**



**37 countries in Europe and
beyond and over 8,000
stakeholders covering the
whole biogas and biomethane
value chain.**



**Representing the biogas
industry in Brussels since
2009.**



Key points

1.

**2023
Biomethane
Map**



2.

**EU Regulatory
developments**



3.

**Biomethane
decarbonization
potential**





2023 Biomethane Map



Key tool to promote biomethane in Europe



4th edition of the map

Ongoing collaboration with GIE

EBA provides data & GIE provides layout and support to outreach



Gas
Infrastructure
Europe



EBA
European Biogas
Association

2018
483 plants



2020
729 plants



2021
1,023 plants



2023
1,322 plants

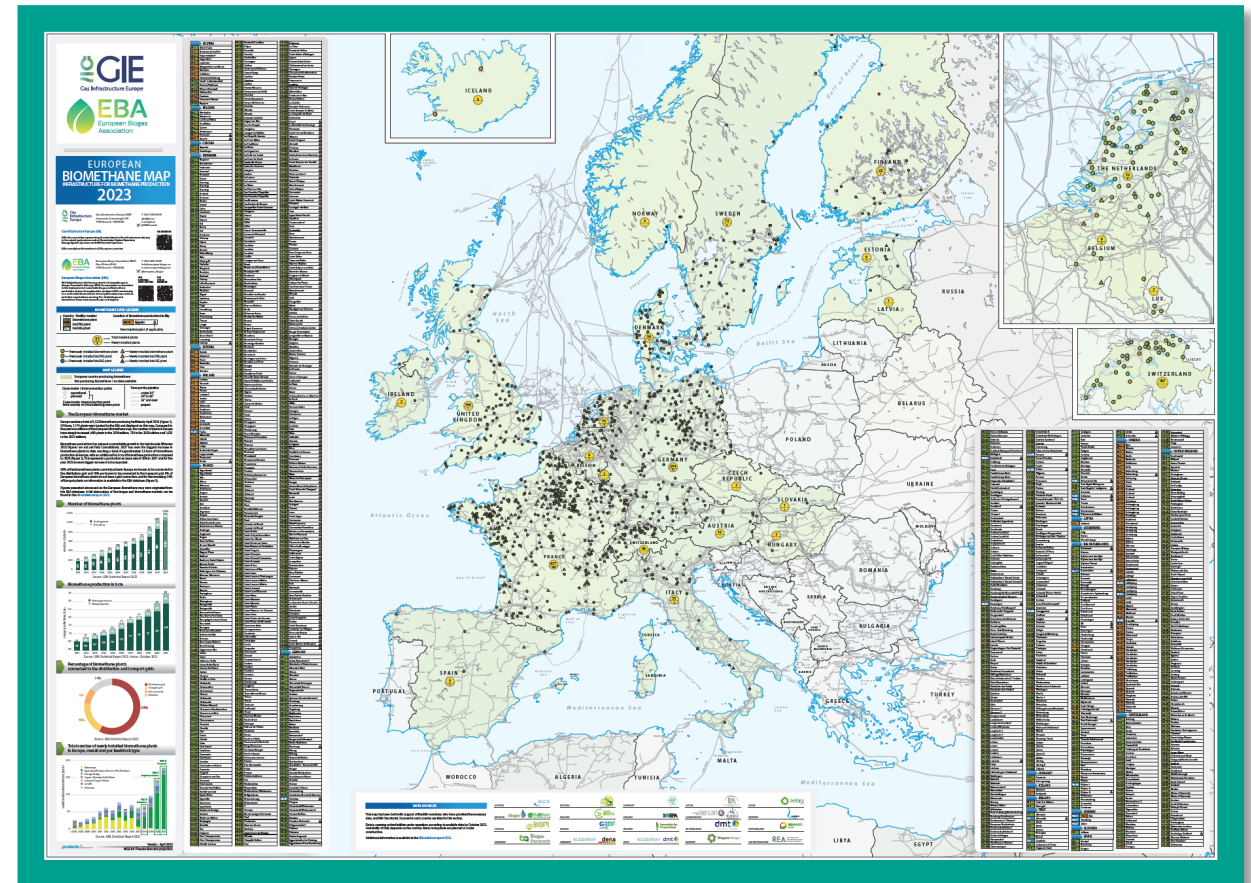
Zoom on Fact & Figures



1,322 biomethane producing facilities by April 2023

1,174 plants out of the total are located on the map

Data covers active facilities, according to available data by October 2022





Get your free map!

- Publication and Press Release on 22 May
- Download the free pdf
- On-demand printing & shipping
- Printed version available at the EBA conference

Next edition?

- Scheduled for **June 2024**
- Interactive version under investigation **for EBA members only**

24-26 October 2023 - Flagship event in Brussels



EUROPEAN BIOMETHANE WEEK

Buy your tickets now!

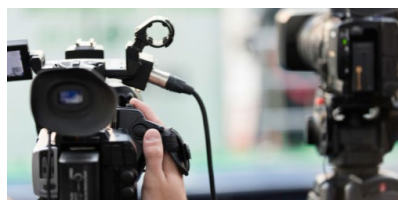


Scan QR code



Become a sponsor

Ensure your company's brand recognition



Become a media partner

Enhance your visibility at European level



Check the programme

European Biogas Conference
Expo area
Networking opportunities
Side-events



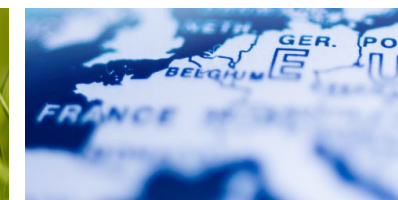
Apply for the photo contest

Represent what biogas means in one picture



Apply for the EBA Awards

Share your innovative projects



Biomethane Days across Europe

Discover all side-events organised in Europe



EU Regulatory developments



REDIII - Targets and subtargets



 **BUILDINGS**
49%

Indicative Target,
measures justified in NECPS

0.8 pp/y 2021-2025

1.1 pp/y 2026-2030

2030 OVERALL EU RES

42.5%

+ 2.5%



INDUSTRY

1.6 pp/y

Indicative Target + Subtarget
RFNBOs / H2 > 42%

TRANSPORT

29% or 

14.5% GHG
intensity

Mandatory Target,
measures justified in NECPS

**What about the
35 bcm/y?**



35 bcm/y Biomethane Target - QUID?



REDIII

Generic reference of the Target in a recital,
a non-binding part of the Directive.

*This Directive will support also the achievement of the **EU target of 35 bcm** annual production of sustainable biomethane by 2030 set in the Biomethane Action Plan (SWD(2022) 230), thereby supporting security of supply and EU climate ambitions.*

however

Gas Decarbonisation Package

European Parliament report on the regulation includes the target



JOINT CALL before trilogue starts

Associations, End-users, Waste
and UWWT related

EU Biomethane Target

Joint letter to Member States, 23 May 2023

16 industry associations and 17 companies of the gas and biomethane value chains and end-use sectors call for a binding target of 35 bcm biomethane in the Gas Regulation.





MAPPING

MSs to **map deployment of RES** in their territory + assessment of domestic **potential** and the available surface (NECPs coordination)



RES ACCELERATION AREAS

Short and simplified permitting processes. Priority to a list of areas these include farms, waste management sites, urban wastewater treatment sites, as well as degraded land not usable for agriculture. Permit granting outside RES acceleration areas: Not exceeding **2 years**.

Permit granting inside RES acceleration areas: Not exceeding **1 year**.



CAPACITY BUILDING

MS to provide adequate resources to ensure **qualified staff, upskilling**, and reskilling of their competent authorities and shall **assist regional and local authorities**.



OVERRIDING PUBLIC INTEREST

Renewables projects to be recognized as an overriding public interest. Timelines apply without prejudice for judicial appeals. **Alternative dispute settlement mechanisms must be provided.**



RES- T =
RES or
GHG intensity

Obligation on fuel suppliers to ensure that the amount of renewables in transport leads to a share of renewable energy of at **least 29%** by 2030 or a **GHG intensity reduction** of at least **14.5%** by 2030. To reach these targets Member States may consider **biogas that is injected into the national gas transmission and distribution infrastructure.**



MERGED
ADVANCED
TARGET

New **binding combined sub target of 5,5% by 2030** for RFNBOs + advanced biofuels and biogas from Part A of Annex IX feedstock with a binding minimum share of RFNBOs in transport of 1% by 2030.

x 2

TARGET
CALCULATION

ROAD: Share of Annex IX biogas for transport and RFNBOs will be **double counted**; the share of EV 4 times its energy content to road vehicles.

MARITIME: Annex IX A biogas will be accounted 1.2 (RFNBOs 1,5 times).



CAPS

7% cap on “food and feed” crop biogas in transport remains. A **soft cap of 1.7%** on **Annex IX B** remains but can be increased by MS if approved by EC in justified cases

...CO2 Standards?



55% CO2 emission reductions for new cars and **50%** for new vans **from 2030 to 2034** compared to 2021 levels

100% CO2 emission reductions for both new cars and vans **from 2035**

CO2 Neutral Fuels



EC to propose registration vehicles running on **CO2-neutral fuels**, after 2035, in conformity with EU law, outside the scope of the fleet standards, and in conformity with the EU's climate neutrality objective.



Includes a 100% zero-emission target for city buses for 2030
90% CO₂ reduction target for trucks for 2040


CO2 Standards for HDV Position Paper

Recommendations

1.

Ensure coherence with EU climate and energy policy

2.



Recognize renewable fuels contribution to reduce CO2 emissions by introducing a definition of “CO2 Neutral Fuels” and a Carbon Correction Factor

3.

Enable the green transition while maintaining EU competitiveness



EBA Policy Recommendations on the revised CO2 Emission Standards for HDVs

Sustainable biomethane as a transport fuel provides a ready-available, local and cost-competitive alternative to conventional transport fuels, representing a key solution in the transition towards a climate neutral economy and able even to achieve negative emissions¹ necessary to attain the EU climate neutrality targets.

While accounting for only 2% of all vehicles running on European roads², more than a quarter of transport's GHG emissions in the EU are generated by lorries, buses and coaches, vehicles accounting for over 6% of total EU GHG emissions³. Due to increasing road freight traffic, the emissions from the heavy-duty segment are still rising. The European Commission (EC) proposal for a revised Regulation EU 2019/1242 setting CO2 emission performance standards for new heavy-duty vehicles in the EU seeks to curb the segment emission. However, as the proposal focuses solely on reducing CO2 emissions at the tailpipe, the proposal does not provide for a level playing field among technologies and favors a limited number of solutions, regardless of their footprint.

In the run for EU's climate neutrality, electrification will play an important role in the decarbonization of the transport sector, alongside other technologies. Powertrain complementarity will be the key to ensure a fast, resilient and affordable transition, and a strong role for biomethane will allow to de-risk the shift from fossil to renewable transport fuels.

As recognized by a number of EU policies⁴, EU regulation must be technology neutral as all solutions, including biomethane, will be necessary to reach climate neutrality and make the EU transport system more sustainable. This is especially important considering that, according to the European Environment Agency (EEA)⁵, Europe's transport emissions reduction will not be sufficient to bring emissions in line with the EU's overall climate neutrality target by 2050.

To capitalize on biomethane's essential role as a long-term and cost-effective solution for ensuring the segment decarbonization, it is of paramount importance that the CO2 Standards for HDVs Regulation:

- **Ensures coherence with EU climate and energy policy:** In order to avoid legal uncertainty and accelerate the total decarbonization of EU mobility thanks to already available solutions, the CO2 Standards for HDVs Regulation must provide consistency with existing legislation.
- **Recognizes renewable fuels contribution to reduce CO2 emissions by introducing a definition of “CO2 Neutral Fuels” and a Carbon Correction Factor (CCF):** In the absence of a science based WtW or LCA approach, the regulation must introduce a definition of “CO2 Neutral Fuels” and robust methodology for recognizing vehicles powered with CO2 neutral fuels, such as sustainable biomethane. The upcoming CountEmissions EU initiative will provide an important opportunity to include WtW as GHG emissions accounting methodology to be applied.

¹ Depending on the feedstock utilized.

² ACEA (2022), Report – Vehicles in use, Europe 2022

³ EEA (2022), Report No 2/2022 “Decarbonising Road transport — the role of vehicles, fuels and transport demand”

⁴ Notably the Sustainable and Smart Mobility Strategy.

⁵ EEA (2022), Report No 2/2022 “Decarbonising road transport — the role of vehicles, fuels and transport demand”



Biomethane: a key solution to reduce transport CO2 emissions



Biomethane: a key solution to reduce transport CO2 emissions

Biomethane GHG savings

- 40% bio-LNG mix: 55% CO2 reduction
- 100% bio-LNG: GHG emissions negative



Growing (bio-)LNG fleet

- > 15,000 LNG trucks (2020)
- + 10,217 new LNG/CNG (2021)
- 29,000 LNG trucks fueled by 2025



Reliable production

- 15 Bio-LNG plants
- 33 plants produce Bio-CNG



Biomethane ready infrastructure

- 1,898 Bio-CNG filling stations
- 123 Bio-LNG filling stations



THANK YOU!

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