



From: [REDACTED] (MOVE)
Sent: jeudi 4 mars 2021 20:09
To: MOVE ASSISTANTS; [REDACTED] (MOVE); [REDACTED] (MOVE);
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Cc: MOVE B4 SECRETARIAT
Subject: Meeting between Mr Hololei and the representatives of GD4S, NGVA and EBA

External Participants : [REDACTED] GD4S Association; [REDACTED]
[REDACTED] NGVA; [REDACTED] European Biogas
Association, [REDACTED] (NGVA); [REDACTED] (NGGD4S) and [REDACTED]
[REDACTED] (Athenora).

DG MOVE: Mr Henrik Hololei; [REDACTED]

[REDACTED] presented the GD4S association, which is made up of the national associations of seven Member States (France, Greece, Ireland, Italy, Portugal, Romania, Spain). These Member States account for 30% of the natural gas vehicles in circulation in the EU. He stated that the natural gas distribution network and related natural gas infrastructures are fully compatible with the use of biomethane. The natural gas network is being digitalized, which makes possible to differentiate the gas (in terms of quality) to be used for different applications.

[REDACTED] presented the European Biogas Association, consisting of 100 national organisations. She stated that current EU biomethane production in 2019 was 18bcm - 191 Twh, and estimates are 44 bcm -467 Twh in 2030 (Delft study) and 95bcm -1326 Twh in 2040 (IEA study). She also stated that biogas' production is contributing to EU policies such a resources efficiency, biodiversity and circular economy, among others.

[REDACTED] presented the NGVA association and the main figures of the sector: 1.5 million CNG cars, 20,000 CNG buses, 16,000 CNG trucks, 3,956 CNG filling stations, 15,000 LNG trucks and 373 LNG filling stations.

Main messages:

- Currently, 18% of biomethane is blended with natural gas in NG vehicles in the EU and it is expected that by 2030 40% of biomethane will be blended with natural gas in NG vehicles contributing to a significant WtW GHG emissions reduction. The use of biomethane and natural gas as fuel in vehicles also contributes to improving air quality by reducing NOx and particulate emissions.
- The advantages of using renewable gases (e-gas and biomethane) should be recognised in the CO2 regulations for cars and trucks through the emission credits which would allow to the OEMs to achieve the tailpipe CO2 targets established by the CO2 regulations.

- A stable regulatory framework and the establishment of EU targets for the use of biomethane in transport is needed. The establishment of a stable legislation in Italy regarding the injection of biogas into the gas grid has led to a significant increase in the number of biogas/biomethane plants. France is also implementing measures to support the use of biomethane which is contributing to a significant development of the natural gas vehicle market.
- The use of hybrid technologies could contribute to reducing greenhouse gas emissions from trucks and inland waterway vessels as well as from short sea shipping vessels.

Mr Hololei noted:

- The use of renewable fuels such as biomethane and e-gas presents significant advantages in terms of GHG reduction considering a life cycle assessment.
- The Sustainable and Smart Mobility Strategy includes ambitious measures aiming at significantly reducing CO₂ and pollutant emissions across all modes. The first pillar of the Strategy is to boost the uptake of low- and zero-emission vehicles as well as renewable and low-carbon fuels without further delay.
- We have two key policy objectives: we need to quickly scale up the production of renewable and low carbon fuels. We need to ensure that those fuels are used where they matter most – in modes that have little alternatives for their decarbonisation.
- The gas industry needs to start scaling up the biomethane and e-gases production but also of low carbon hydrogen to affordable costs in the EU.
- Aviation and waterborne transport face great decarbonisation challenges in the next decades. These modes must have priority access to renewable and low-carbon liquid and gaseous fuels.
- The upcoming initiatives ReFuelEU Aviation and FuelEU Maritime initiatives will boost the production and uptake of sustainable aviation and maritime transport.
- DG MOVE is in the lead of efforts to consider establishing a Renewable and Low-Carbon Fuels Value Chain Alliance, within which public authorities, industry and civil society, will cooperate to boost the supply and deployment of the most promising fuels.

DG MOVE is revising the Alternative Fuels Infrastructure Directive. We intend to ensure that all needs for minimum infrastructure in all modes of transport are addressed.

[REDACTED]
European Commission
Directorate-General for Mobility and Transport
Unit B4 Sustainable & Intelligent Transport
[REDACTED]

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