

To: BAKRAN Maja (MOVE); RUIJTERS Herald (MOVE); [REDACTED]
[REDACTED]

Subject: Meeting between Commissioner Ms Violeta Bulc and NGVA

Subject : Meeting between Commissioner Ms Violeta Bulc and "Natural Gas Vehicles Association (NGVA-Europe)"-12 November 2016

The meeting was attended by Thuga/Zukunft Erdgas: [REDACTED], Presidente NGVA; Engie: [REDACTED], Senior Vice-President NGVA Europe; Audi: [REDACTED]; Scania: [REDACTED] and [REDACTED]; Gas Natural Fenosa: [REDACTED]; Fiat: [REDACTED] and [REDACTED]; [REDACTED] Volkswagen (by telephone); [REDACTED] y [REDACTED] from NGVA. The meeting was also attended by [REDACTED].

Statements from Commissioner Ms Violeta Bulc

The EU policy on alternative energies for transport is based on the principle of technological neutrality.

The Commission needs reliable data from the industry to assess the contribution of the different technologies to the EU decarbonisation goals (60% reduction of GHG emission from transport in 2050 compared to the 1990 emission levels).

The most appropriate options for shipping and aviation are LNG and advanced biofuels respectively. We need to assess which are the most appropriate options for road transport on top of electricity.

The Commission expects to receive the National Policy Framework (NPFs) plans to be submitted under the article 3 of the Directive "on the deployment alternative fuels infrastructure" by January (initial submission date 18 November 2016). The Commission will open infringement procedures in case of non-reception.

The NPFs plans will provide a view of the alternative energy technologies for transport supported by MS. They will allow the Commission to ascertain the level of ambition of the MS in relation to the promotion of the different fuel/vehicle technologies.

A significant number of financial mechanisms already exist to support the transition to alternatives energies. These financial mechanism should support the most environmentally performant technologies.

Commissioner Bulc invited the NGVA representatives to provide the Commission with proposals to support the use of natural gas, biometane and synthetic methane from power to gas technologies as fuel for vehicles.

Statements from the NGV Industry

In Germany, the legislation giving support to the funding of renewable energies does not include the production of synthetic methane via power to gas technologies. A harmonized and coherent legislative framework on funding / incentives across EU is necessary.

The industry highlights that natural gas as fuel for transport can already contribute to the Energy and Climate goals for 2030. For instance, 72% of biometane is used in the natural gas vehicle fleet in Sweden, 20 % in Germany. With the new gas engines, the tail pipe GHG emissions are reduced by up to 30% in comparison with oil based fuels.

In the long term, zero emissions natural gas vehicles can be achieved with the use of biomethane and synthetic gas.

The use of natural gas reduces significantly the emissions of NOx, particulate matters and noise. In this respect, natural gas can contribute to improving air quality in cities.

Following the meeting, [REDACTED] sent an e-mail with the following proposals as a fact reaction from the industry to the invitation of Commissioner Bulc:

1. CO2 credits in vehicle homologation for renewable gas (cost-neutral incentive to OEMs): acknowledgement of bio CNG bio LNG vehicles, biomethane and e-gas (power to gas) are not taken into account. Example Switzerland, 10% biometane in the gas mix results in -10% CO2 emissions per car in addition to tailpipe. Also, Audi e-gas fuel card provides synthetic methane/carbon neutral fuel to the customer = customer can decide for a fuel, and level playing field with electric vehicles.
2. Considering of life-cycle emissions (cradle to grave), i.e. vehicle and battery production/recycling in a technology neutral way. WTW discussion on fuels not enough.
3. Revision of the Clean Vehicles Directive (CVD):
Alternative fuel mandates for cities/public procurement in the (e.g. 25% gas, 25% electric, 50% open). Natural gas has no PM/PN, NOx and noise problem, strong acknowledgement when internalising external costs.
4. Technology neutral approach on definition of low and zero emission/pollution vehicles:
Combustion engines running on natural gas are low CO2 emission and zero CO2 emission with renewable gas. Moreover, natural gas vehicles are extremely low pollution = no ban in European cities.
5. Incentive to bring biomethane/synthetic methane to mobility (paradigm change):
A fuel mandate in RED II is not enough. New impulse to bring renewable gas to the mobility sector needed, instead of prioritising use of renewable gas in the power and heating sectors.
6. Favourable price differential with a long-term commitment to create a market (support market to create 10% share as critical mass) must to be ensured by sustainable EU taxation supporting low carbon and low pollution solutions.
7. An official and permanent commitment to CNG and LNG mobility is needed in political communications and presentations. Transparent pricing information based on energy content, proposal based on 100 km/engine efficiency is misleading and unfair.

[REDACTED]

[REDACTED]

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

[REDACTED]

This message is intended for the use of the addressee only and may contain information that is privileged and confidential.

If you are not the intended recipient, you are notified that any dissemination of this communication is strictly prohibited.

If you have received this communication in error, please notify us immediately by return of this e-mail.

This communication does not constitute any formal commitment on behalf of the Commission.