

Circular cities fuelled with biomethane



European Green deal: *on the way to become 1st climate-neutral continent*

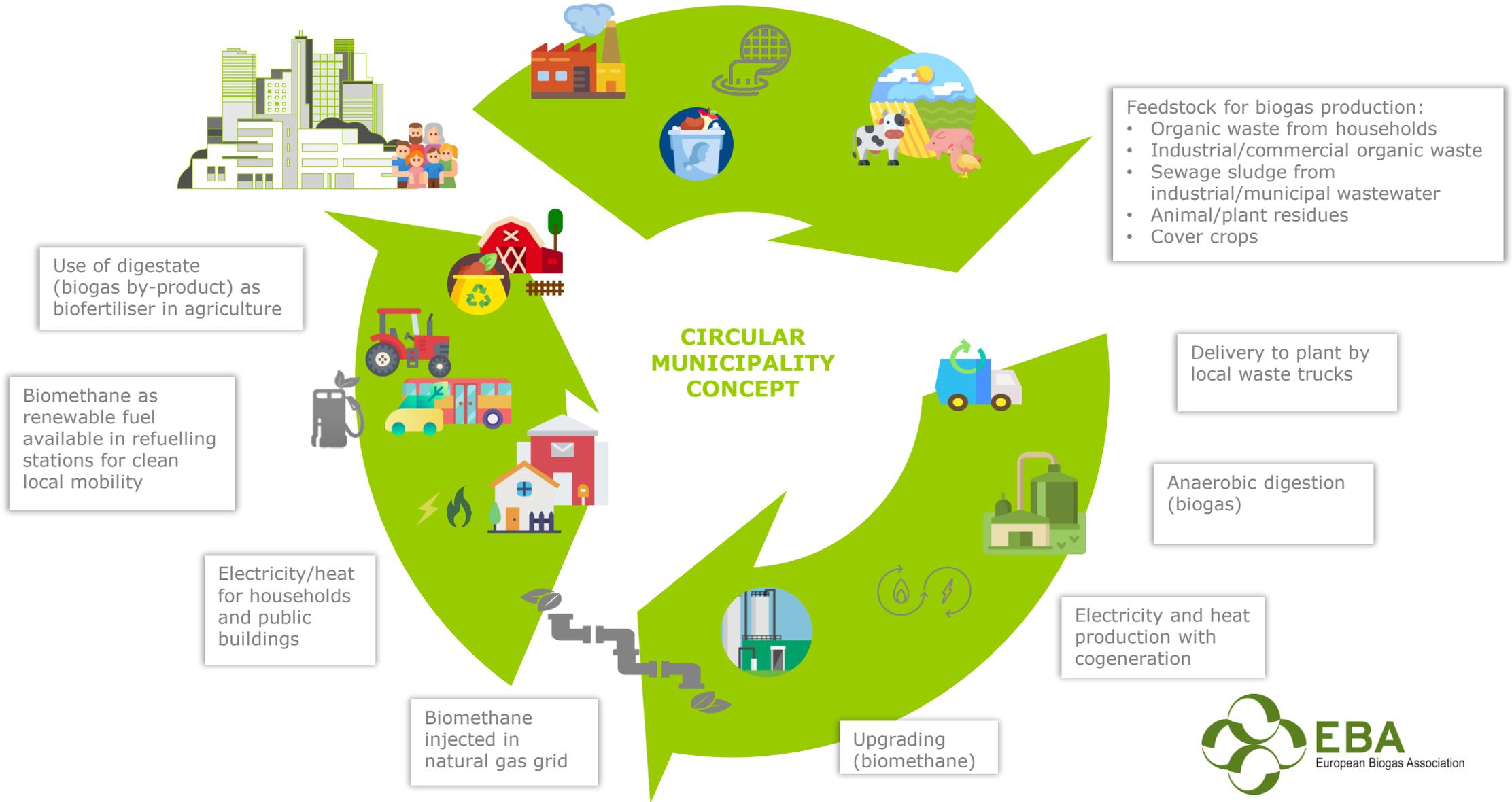
The EU Green deal set in motion deep changes in all EU regulation.
Biomethane has a central role to play.



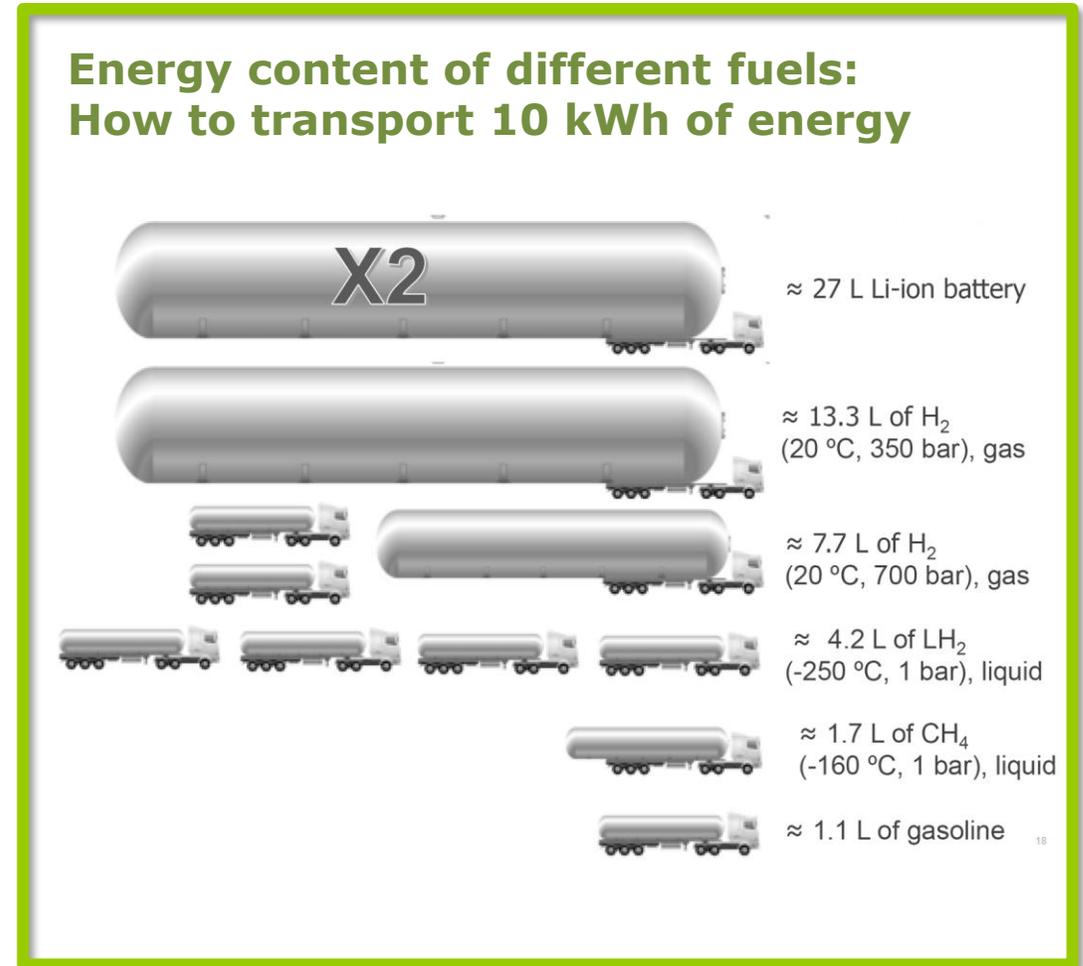
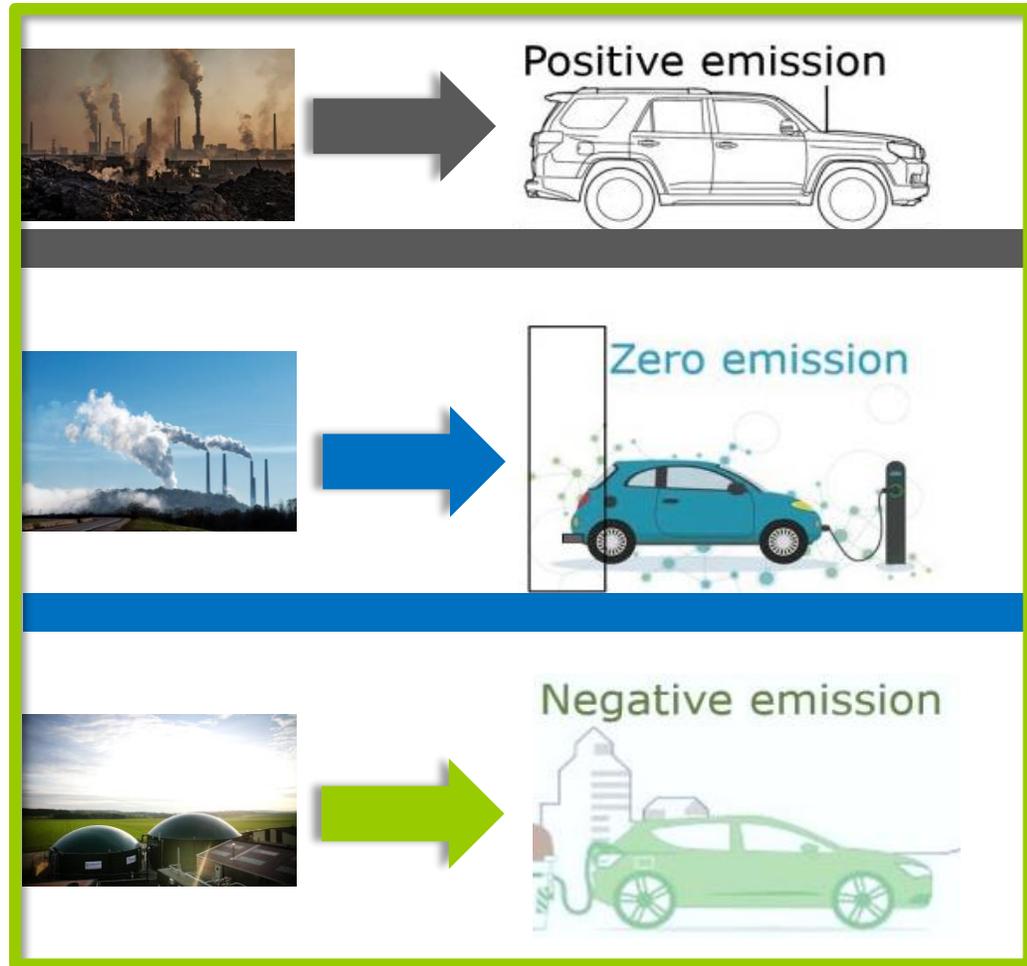
Biogas and biomethane have a central role to play



Full circularity in our municipality!

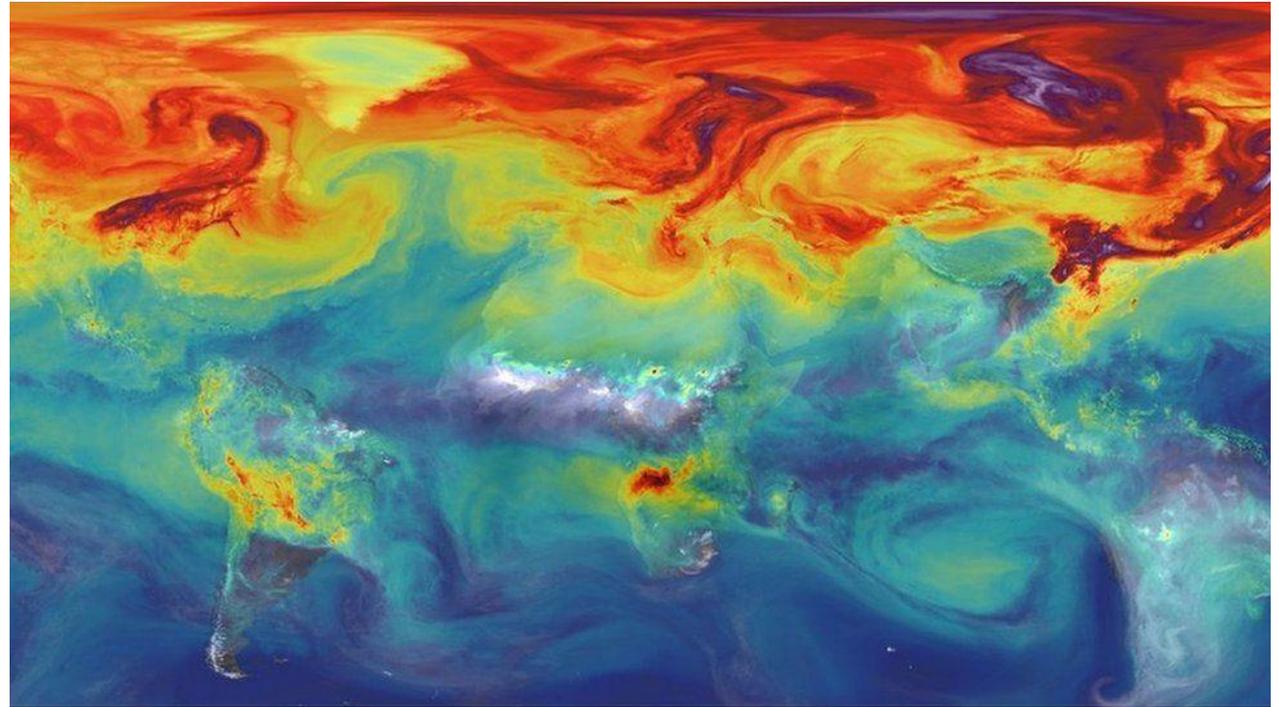


Impact of biomethane on sustainable transport



Impact on GHG emissions reduction

- Potential for negative GHG emissions
- Displacement of fossil fuels
- Displacement of carbon intensive production of mineral fertilizers
- Abatement of methane emissions from manure
- Abatement of methane emissions from waste
- Carbon sequestration



Current discussions on the future of transport in Europe

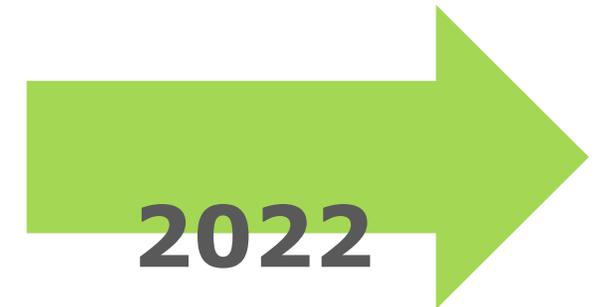
Q2

APRIL-JUNE 2021

- ✓ Revision of CO2 emission standards for cars and vans
- ✓ Revision Energy Taxation Directive
- ✓ Revision Renewable Energy Directive
- ✓ Revision of the Alternative Fuels Infrastructure Directive
- ✓ Revision of the ETS → market mechanism design
- ✓ Reducing methane emissions in the energy sector

2022

- ✓ **Revision CO2 emission standards for trucks → co-operation with WG LNG**
- ✓ **Revision of Fuel Quality Directive**



Q4

OCT-DEC 2021

- ✓ Revision of State Aid Guidelines for environment and energy
- ✓ Revision of the Third Energy Package for gas (Directive 2009/73/EU and Regulation 715/2009/EU) to regulate competitive decarbonised gas markets
- ✓ Proposal on EURO 7/VII

3 recommendations for transport decarbonisation

1 Harmonise the approach to CO₂ emissions in all EU transport policies

The EU needs **carbon neutral and cost-effective solutions** to reduce CO₂ emissions in transport. This can only be done by:

- **STEP 1:** Quick switch from Tank-to-Wheel (TtW) to the more comprehensive and science-based **Well-to-Wheel (WtW) approach**.
- **STEP 2:** Adopt a **Life Cycle Assessment (LCA)** approach in EU vehicle legislation.

Manufacturing and recycling can represent anything from one fourth to one half of the total vehicle emissions but are entirely omitted from the current standards. **Considering only tailpipe emissions leaves 93% of transport sector carbon emissions out** of the calculation.

3 recommendations for transport decarbonisation

2 Recognise the emissions reduction of biomethane mobility within the CO₂ standards

Compliance assessments for each manufacturer should consider the contribution of biomethane to emissions reduction. This could be done by:

- **OPTION 1: Crediting system** for biomethane & other sustainable advanced biofuels.
 - Support the use of GHG credits financed by OEMs in transport
 - Offer incentives for the production of sustainable biofuels and biomethane
 - Correspond to initiatives in the RED III
 - Allow the use of national support mechanisms
- **OPTION 2: Carbon correction factor (CCF)** as a function of the renewable fuel used.

If no new mechanism can be implemented by 2025 **efficient gas vehicles** should be **acknowledged as low emission vehicles** within the current system.

3 recommendations for transport decarbonisation

3

Replace fossil fuels with advanced biofuels. Require a growing share of sustainably produced biofuels and renewable gases in mobility fuel use

Introduce a **binding obligation** for the EU to steadily increase the share of sustainably produced biofuels and renewable gases in transport, reaching **50% in ICE and hybrid vehicles by 2030 and 100% by 2050**.

An aerial photograph of a winding asphalt road that curves through a dense, vibrant green forest. The road is light grey and contrasts with the various shades of green foliage. The perspective is from directly above, looking down on the road as it meanders through the trees.

**More information about this initiative:
info@europeanbiogas.eu**