

Clean Power for Transport Initiative

The 2030 Energy and Climate Policy Framework. The Directive on the deployment of alternative fuels infrastructure

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Summary

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The facts

Transport:

- Uses more than 30% of the EU primary energy
- Produces about 24% of EU CO₂ emissions including international maritime transport
- Is mainly supplied from oil (94% - the high dependence on oil can cause a problem of security of supply in the mid and long-term)
- Has become substantially more efficient in recent years

The 2030 Energy and Climate Policy Framework

The European Council's conclusions (23 and 24 October 2014) state that "it is important to reduce greenhouse gas emissions and risks related to fossil fuel dependency in the transport sector". The European Council therefore invites the Commission to further examine instruments and measures for a comprehensive and **technology neutral approach** for the promotion of emissions reduction and energy efficiency in transport, for electric transportation and for renewable energy sources in transport also after 2020".

The 2030 Energy and Climate Policy Framework

- A binding EU target of at least 40% domestic reduction in greenhouse gas emissions by 2030 compared to 1990. The target will be delivered collectively by the EU in the most cost-effective manner possible, with the reductions in the ETS and non-ETS sectors amounting to 43% and 30% by 2030 compared to 2005, respectively

(Overall GHG emissions decreased by 18% in 2012 and are expected to decrease by 24% in 2020 compared to 1990 level, however GHG from transport increased by 21% in 2012 compared to 1990 levels)

- No target for transport but by 2030 we hope to bring transport emissions down by 20% compared to 2008 levels, equivalent to minus 19% compared to 2005, acting on: a more balanced use of all transport modes and the introduction of new technologies for energy saving and for the use of alternative fuels.

The 2030 Energy and Climate Policy Framework

- A binding target of increasing the share of renewable energy to at least 27% of the EU's energy consumption by 2030. It will be fulfilled through Member States contributions to deliver the EU target collectively but Member States can set their own more ambitious national targets and support them, in line with the State Aid guidelines
- No new targets for renewable energy in the transport sector after 2020. The focus of policy development should be on improving the efficiency of the transport system, further development and deployment of electric vehicles, second and third generation biofuels and other alternative, sustainable fuels. This is in line with the Alternative Fuels Strategy adopted by the Commission in 2013
(The EU's overall use of renewable energies in 2013 was 15% and 5.4% in transport)

The 2030 Energy and Climate Policy Framework

- An indicative target of increasing energy efficiency by at least 27% by 2030 compared to projections of future energy consumption based on the current criteria.
(between 2000 and 2012 energy efficiency improvements about 13% for transport, 15% for industry and 19% for households)
- New governance framework based on national plans for competitive, secure and sustainable energy as well as a set of key indicators to assess progress over time
- The targets will be achieved while fully respecting the Member States' freedom to determine their energy mix. Targets will not be translated into nationally binding targets. Individual Member States are free to set their own higher national targets



The Energy Union Package. The Communication on “A Framework Strategy for a Resilient Energy Union with a Forward-Looking Climate”.

- Renewable Energy Package: including a new Renewable Energy Directive for 2030 (2016)
- A legislative proposal on bioenergy sustainability (2016)
- A Communication on decarbonising the transport sector (2016)
- Review of Directive on the Promotion of Clean and Energy Efficient Road Transport Vehicles (2017)
- Review of Regulations setting emission performance standards to establish post-2020 targets for cars and vans (2016-2017)
 - **Current legislation: fleet average CO2 emissions for new passenger cars: 95g/km by 2021, phased in from 2020; for new vans: 175 g CO2/km by 2017 and 147g by 2020**
 - Establishing a monitoring and reporting system for heavy duty vehicles (trucks and buses) with a view to improving purchaser information

Clean and Energy Efficient Road Transport Vehicles

- Creates favourable conditions for the market introduction of environmentally-friendly vehicles by public procurement
- Lifetime impacts have to be taken into account on a mandatory basis in purchase decisions on road vehicles:
Energy consumption; CO2 emissions;
Pollutant emissions (NOx, PM)
- External evaluation study to be published soon, first results:
lack of efficiency and effectiveness as well as coherence while being relevant

The CPT- Alternative Fuels Strategy

Fuel	Mode	Road-passenger			Road-freight			Air	Rail	Water		
		Short	Medium	Long	Short	Medium	Long			Inland	Short-Sea	Maritime
LPG												
Natural gas	LNG											
	CNG											
	Bio-methane											
Electricity												
Biofuels (liquid)												
Hydrogen												
Synthetic fuels												

The Directive on alternative fuel infrastructures

1. Minimum requirements on alternative fuels infrastructure build up, to be implemented through Member States' national policy frameworks
 - Investments encouraged
2. EU common technical specifications
 - Interoperability
3. Consumer information
 - Fuel / vehicle compatibility
 - Confidence for investors & consumers

The Directive on alternative fuel infrastructures: national policy frameworks

- Assessment of the state and future development of the market of alternative fuels in the transport sector, in the light of the development of alternative fuels infrastructure and considering trans-border continuity
- National targets and objectives and measures necessary to ensure the achievement of the national targets
- Measures that can promote the deployment of alternative fuels infrastructure in public transport services

The Directive on alternative fuel infrastructures: national policy frameworks

- Designation of the urban/suburban agglomerations, other densely populated areas and networks to be equipped with recharging points and CNG refuelling points subject to market needs
- Assessment of the need to install LNG refuelling points in ports outside the TEN-T Core Network
- Consideration of the need to install electricity supply at airports for use by stationary airplanes
- Support measures for alternative fuels infrastructure shall be implemented in compliance with the state aid rules contained in TFEU

The Directive on alternative fuel infrastructures

Electricity in urban/suburban and other densely populated areas	Appropriate number of publically accessible points	by end 2020
CNG in urban/suburban and other densely populated areas	Appropriate number of points	by end 2020
CNG along the TEN-T core network	Appropriate number of points	by end 2025
Electricity at shore-side	Ports of the TEN-T core network and other ports	by end 2025
Hydrogen in the Member States who choose to develop it	Appropriate number of points	by end 2025
LNG at maritime ports	Ports of the TEN-T core network	by end 2025
LNG at inland ports	Ports of the TEN-T core network	by end 2030
LNG for heavy-duty vehicles	Appropriate number of points along the TEN-T core network	by end 2025

The Directive on alternative fuel infrastructures: national policy frameworks

Regarding methanol, recital 6 of the Directive states that "Synthetic fuels substituting petrol, such as methanol and other alcohols, can be blended with petrol and can be technically used with current vehicle technology with minor adaptations. Methanol can also be used for inland navigation and short-sea shipping. Synthetic and paraffinic fuels have a potential to reduce the use of oil sources in the energy supply to transport"

The Directive: user information

Member States shall ensure that relevant, consistent and clear information **is made available on the compatibility of the fuels and vehicles**. Such information shall be made available in motor vehicle manuals, at refuelling and recharging points, and motor vehicle dealerships

Where appropriate, **when displaying fuel prices at a fuel station, in particular for natural gas and hydrogen, comparison between the relevant unit prices shall be displayed for information purposes**. The Commission shall be empowered to adopt, by means of implementing acts, a common methodology for alternative fuels unit price comparison

The Sustainable Transport Forum (STF)

- **Assist the Commission** in implementing the Union's activities and programmes aimed at fostering the deployment of alternative fuels infrastructure and **Provide a platform for structural dialogue**
- Composed of:
 - EU Member States' authorities responsible for the development of alternative fuels
 - Public and/or private organisations active in the following transport and energy related areas (up to 32 organisations) - appointed by the Director-General for Mobility and Transport following an open call for applications
 - Experts with specific competence on an ad-hoc basis
 - Observers: international organisations, EFTA and candidate countries
 - Creation of sub-groups discussed at first meeting on 29 June 2015, to be adopted at the next meeting (probably December 2015)

Connecting Europe Facility (CEF) funds for TEN-T projects (Trans-European Transport Network)

Under the CEF programme support is given to measures to promote innovation and new technologies for transport infrastructure and facilities contributing to decarbonisation or the reduction of external costs of transport

For instance, the project "Methanol: the marine fuel of the future" was funded in 2012 under the CEF programme. This pilot action is testing the performance of methanol on the existing passenger ferry Stena Germanica operating between the ports of Gothenburg and Kiel"

Two new calls are likely to be published very shortly. One of the calls will only be addressed for projects in Member States eligible for the Cohesion Fund (up to 85% of eligible cost)

http://ec.europa.eu/transport/themes/infrastructure/ten-t-guidelines/project-funding/calls_en.htm

Thank you for your attention!

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