DiBiCoo Web Seminar Series

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About the European Biogas Association (EBA)

40 National Biogas Associations and

130 companies, research institutes, financial institutions, etc.

+30 countries in Europe and beyond and over 7,000 stakeholders covering the whole supply chain.

Representing the biogas industry in Brussels since 2009

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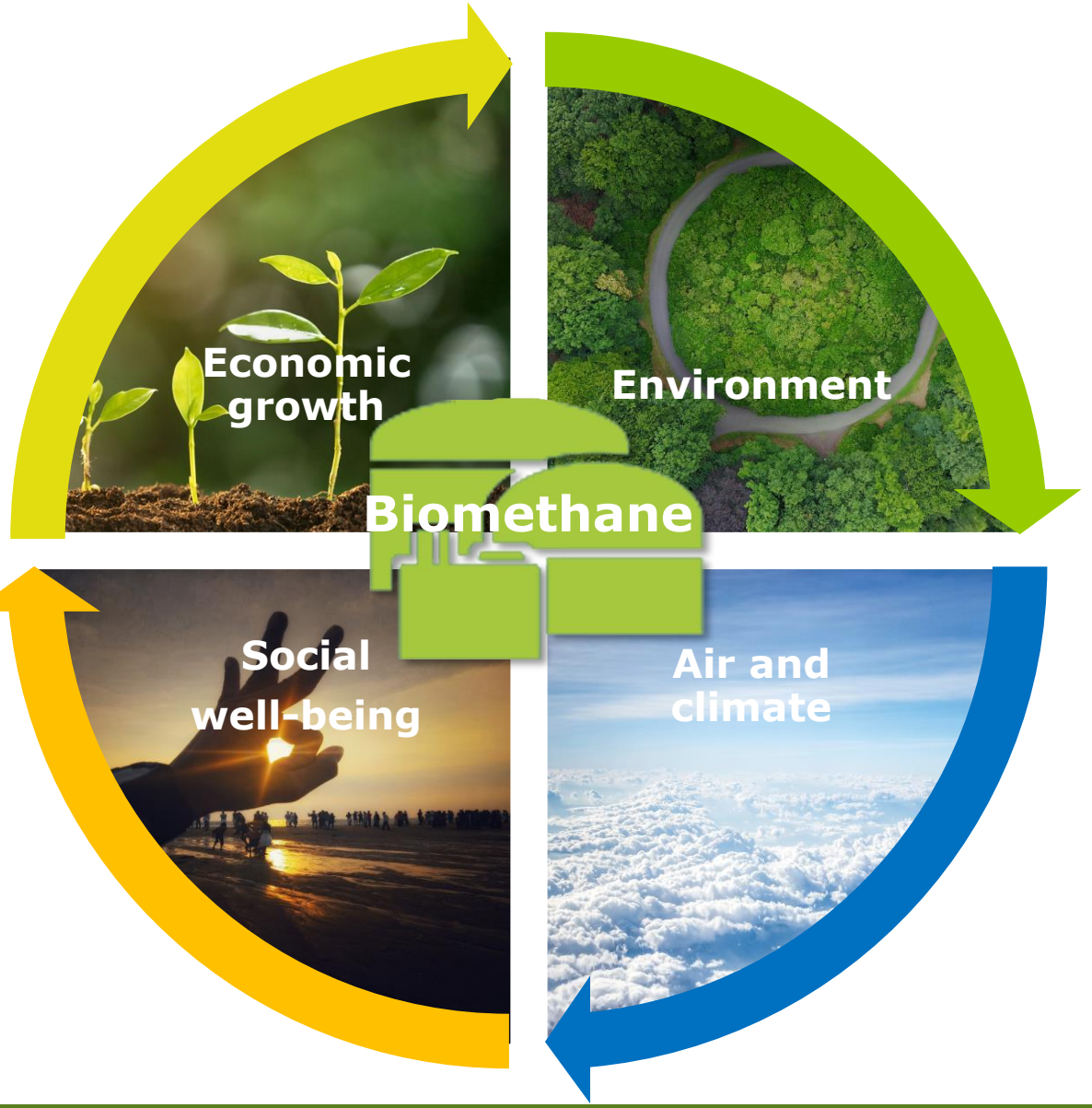
Biomethane embedded in the European bioeconomy

- Agriculture
- Energy
- Industry
- Transport



- Biodiversity – ecosystems
- Land use
- Soil fertility
- Water and ocean protection

- Environment and health
- Policy instruments
- Resource efficiency and waste
- Sustainable transitions

- Air pollution
- Climate change adaptation
- Climate change mitigation

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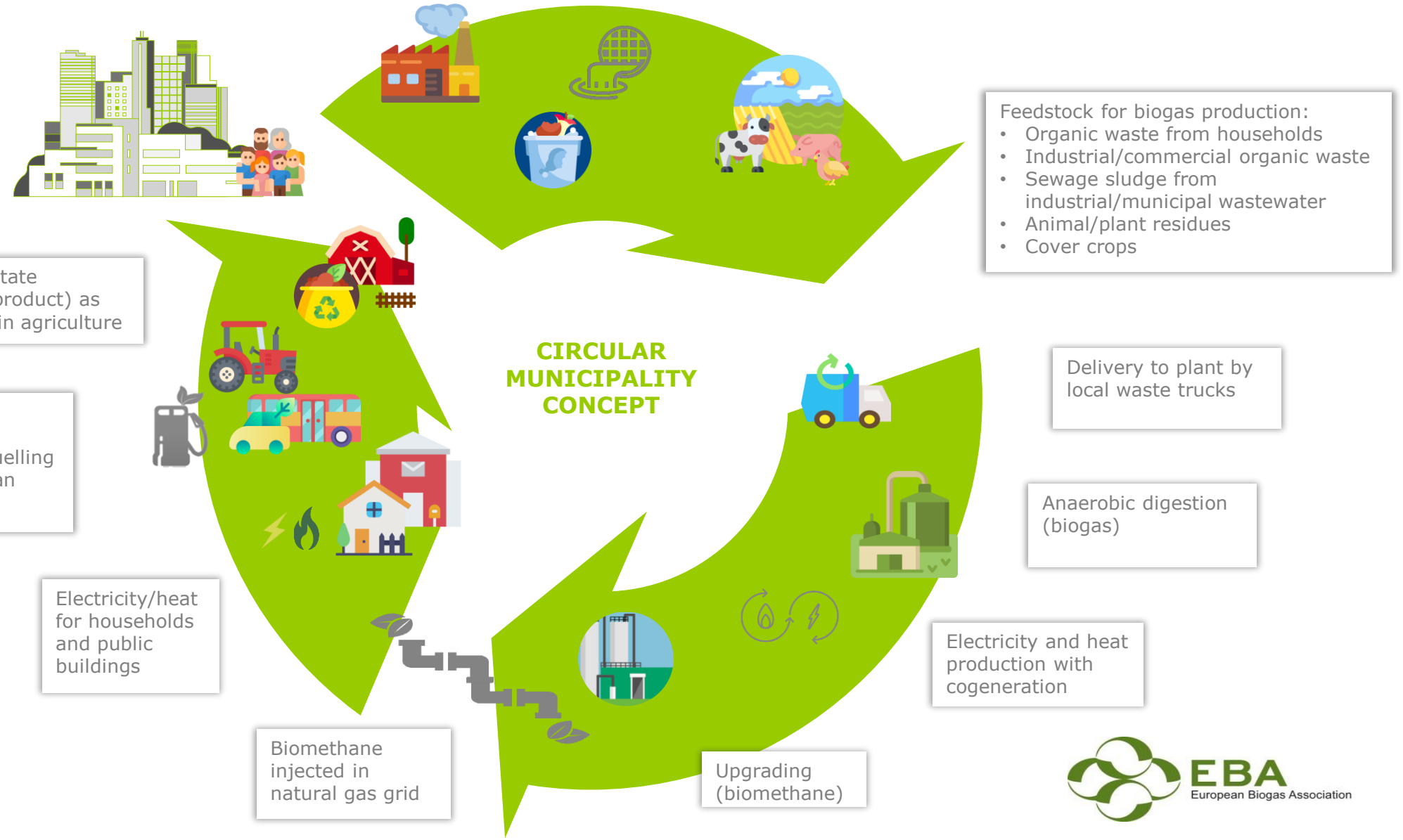
Effect on circular cities



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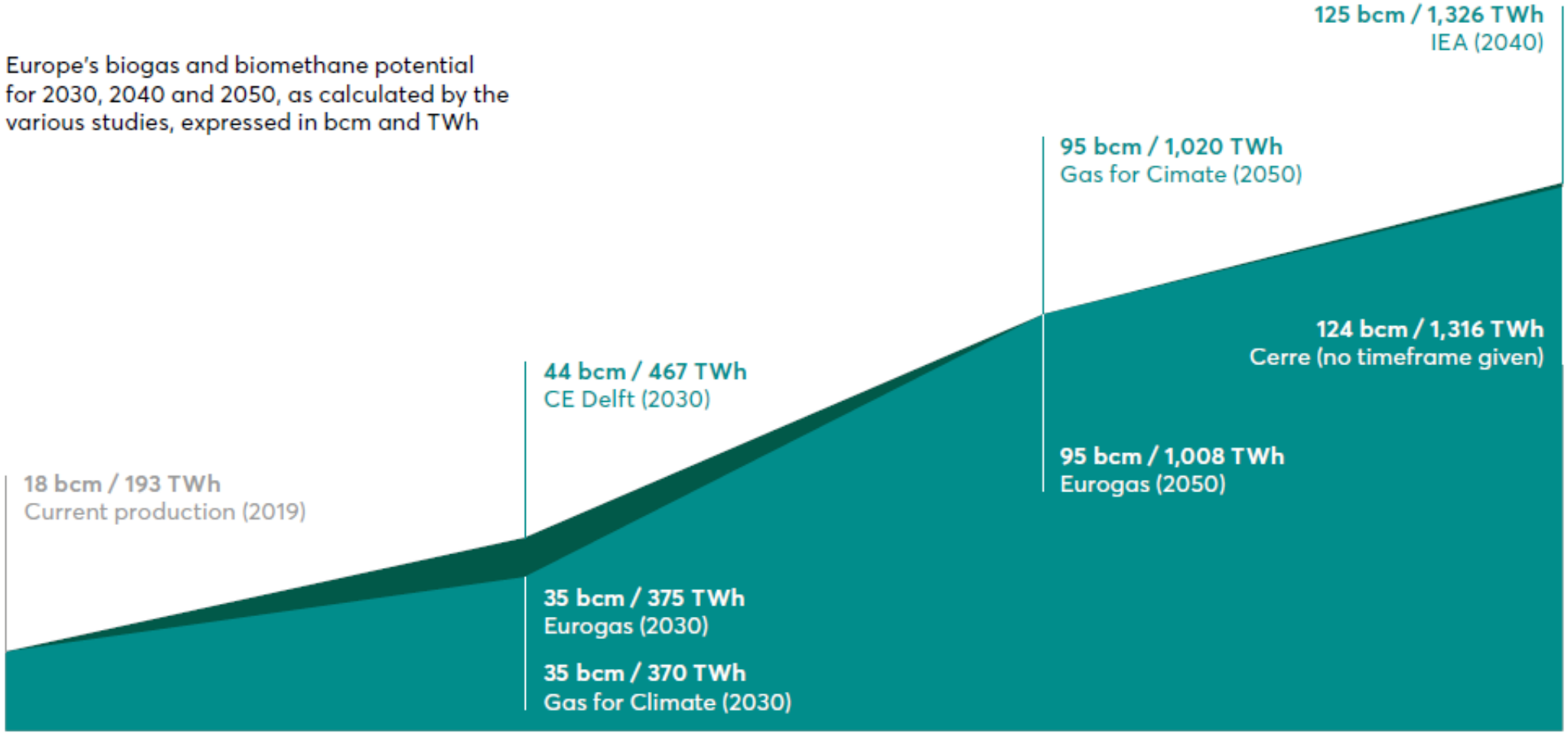
Availability of sustainable feedstock



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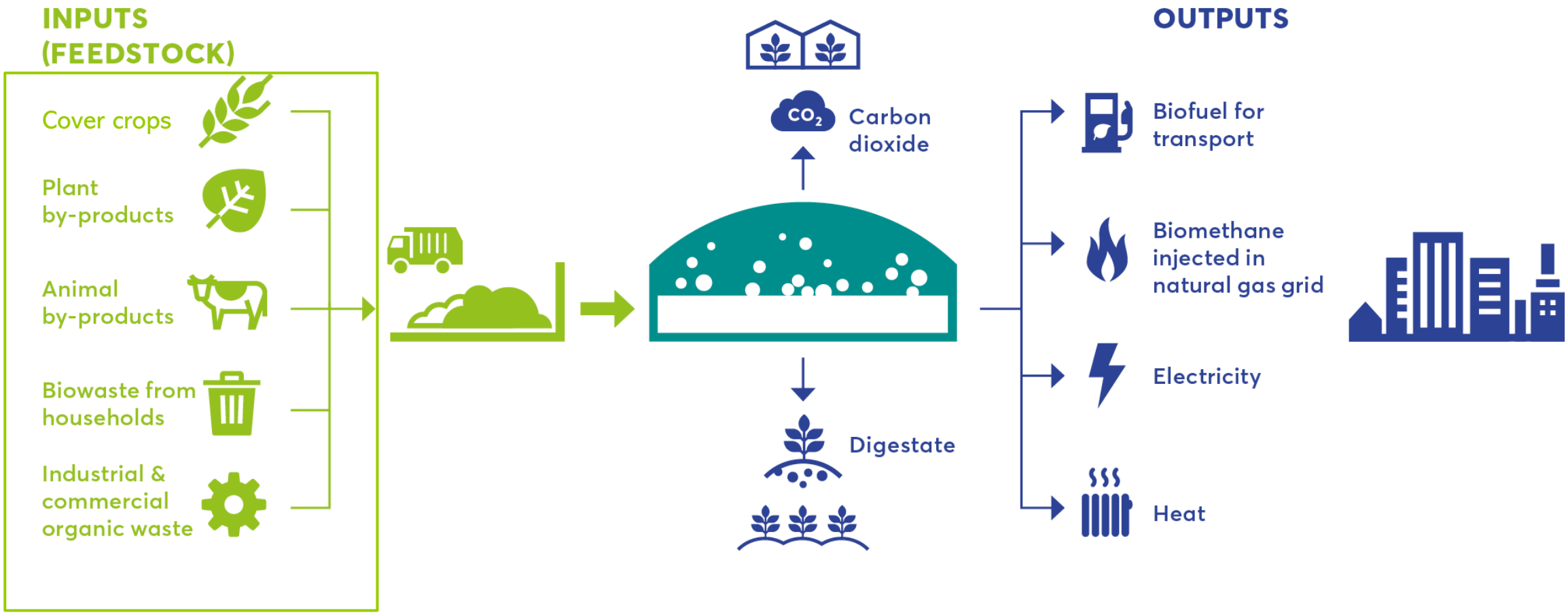
Sustainability of the feedstock



ANNEX IX of the **Renewable Energy Directive (RED)** determines which feedstocks qualify as sustainable to produce biomethane. RED revision foreseen in 'Fit for 55 package'

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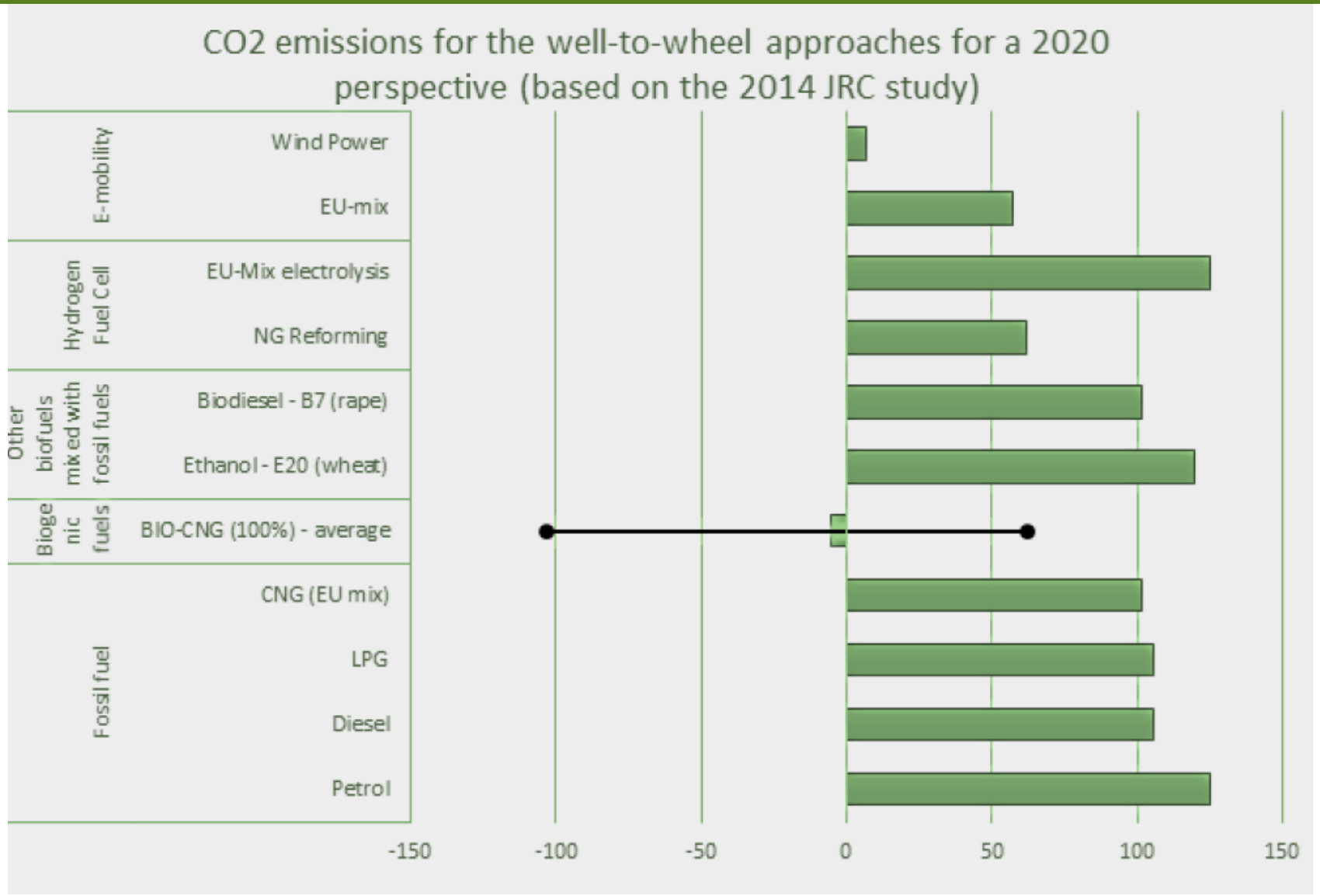
High environmental performance



SCIENTIFIC EVIDENCE

There is solid evidence on the excellent environmental performance of biomethane over it's complete lifecycle, but this is not recognised by the current CO_2 regulation.

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The future of Bio-LNG in the shipping sector

Source: Gas for Climate 2020

Shipping | Domestic	Electricity	100%
Shipping | Intra-EU	Electricity	50%
	Bio-LNG	50%
	Advanced biodiesel	0%
Shipping | Outbound EU	Bio-LNG	100%
	Advanced biodiesel	0%

KEY FACTS & FIGURES

- **LNG** provides up to 23% GHG reduction compared to oil-based marine fuels.
- **Bio-LNG** can have carbon negative impact.
- **EU potential** >100 bcm
- Expected Bio-LNG **uptake in EU by 2050**: 46 bcm
- **Global potential** close to 1380 bcm.

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Positive recent developments in EU countries

SPAIN

1st Climate Change and Energy Transition Law: recognizes for the first time biomethane mobility as zero GHG emissions, same as electric mobility.

The new decree encourages the electrification of the public transport network together with the use of other greenhouse gas free fuels, such as biomethane.

NORWAY

The Norwegian Parliament is asking the Government to change all goals and objectives for zero emission transport so that biogas, together with electricity and hydrogen, is considered as zero-emission.

Biogas vehicles shall be treated as zero-emission vehicles.

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Positive recent developments in EU countries

ITALY

2 Billions € in the Recovery Plan to develop rural areas through biogas and biomethane.

New rules should be adopted to encourage production and consumption of sustainable biomethane

GERMANY

GHG emission quota on fuels from 6 percent at present to 22 percent in 2030 and CO 2 levy on fossil fuels

In 2020, sales at filling stations were almost one terawatt hour (2019: 733 GWh) and almost all CNG filling stations have now switched to biomethane.

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Positive recent developments in EU countries

	2022	2023	2024	2025	2026	2027	2028	2029	2030
GHG quota (CO2-reduction)	7%	8%	9.25%	10.5%	12%	14.5%	17.5%	21%	25%
Food and feed crop (maximum share, energy)	---------- 4.4% ----------								
Used cooking oils and animal fats (max. share, energy)	---------- 1.9% ----------								
Advanced biofuels (minimum share, energy)	0.2%	0.3%	0.4%	0.7%	1%		1,7%		2.6%
	Quantities above the minimum share are counted with a factor of 2								
Aviation, power-to-liquid kerosene					0.5%		1%		2%
Hydrogen and power-to-x fuels	Quantities will be counted with a factor of 2 (refineries and road transport)								
Electricity	Quantities will be counted with a factor of 3 (electricity from public charging points, private e-cars,								

GERMAN DECARBONISATION TARGETS FOR TRANSPORT

- „We don't just blindly want more alternative fuels in the tank. I want to promote fuels that are efficient and affordable and that protect the climate without destroying nature" – German Federal Minister for Environment

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Main scope and key take-aways

- Revision of **RED**: more ambitious targets & sustainability criteria + obligation for the Member States to establish a cross-border cooperation project for RE
- Revision of **EU ETS**: a lower overall emissions cap (with a carbon border adjustment mechanism to protect the industries in Europe), inclusion of maritime sector & new ETS for the transport and building sectors; increased size of the Innovation Fund
- Revision of the **Effort Sharing Regulation**: more ambitious target for 2030 that should drive the prevention of landfilling of bio-waste in national waste policies, a renewed interest in anaerobic digestion of waste water and new investments to reduce methane and ammonia emissions in agriculture
- Revision of **LULUCF Regulation**: from 2031 the LULUCF will include the non-CO2 emissions from agriculture with land use, land use change and forestry net removals which shall net zero by 2035 and negative thereafter
- Revision of **Energy Taxation Directive**: a taxation rate of zero to biogas in transport and heating for ten years.
- Revision of **CO2 standards** for cars and vans: ICE ban as of 2035.

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The Climate Law – The EU climate neutrality goal for 2050

2030

-55 % net GHG emissions

2040

Intermediate target to be set in 2025 and revised in 2030

2050

Net zero GHG emissions

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EU 2030 – achieving net GHG reduction of 55 %

ETS (GHG emissions)

-61 %

GHG emissions In transport

-43 %

Effort Sharing (GHG emissions)

-40 %

Renewable Energy

40%

GHG emissions of new cars

-55 %

GHG emissions of new trucks

-50%

Residual waste generation

-50 %

Nutrient losses

-50 %

Pesticides use

-50 %

Energy Efficiency (consumption)

-39 %

Advanced Biofuels

+2,2 %

Hydrogen

+2,6 %

Landfilling of recyclables

0 %

Recycling

60 %

Fertilisers use

-20 %

Antimicrobials sales

-50 %

CO_2e removals

310 Mt

GHG emissions from fuels

-13 %

Microplastics in the environment

-30 %

Organic farming areas

+25 %

Deaths by Air pollution

-50 %

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EU Policy Update - 'Fit for 55' – transformation of EU economy and society

Frans Timmermans

"There is no country on Earth that does not want to move to zero emissions. (…) not everybody can do it at the same pace. But if we give the right example, I am sure that many will follow. (…) Nothing we have presented today is going to be easy. (…) But it will be worth it! We must have the courage to do it. (…) Current tools do not deliver enough to reach 55% reduction of greenhouse gas emissions in 2030. We need real incentives for change and we need to generate the revenues to seriously invest in that change."

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Thank you!

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