

## EU biogas and biomethane inventory of regulatory framework



Number of regulatory act	COM(2013)17
Name of regulatory act	Communication from the Commission to the Parliament, the Council, the European Economic and Social Committee of the Regions: <b>Clean Power for Transport: A European alternative fuels strategy</b>
Link	<a href="http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:52013PC0017">http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:52013PC0017</a>
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Purpose	The communication aims at establishing a long-term policy framework to guide technological development and investments in the deployment of these fuels and give confidence to consumers.
Relevance for the biomethane sector	Biomethane is part of the natural gas category as an alternative fuel for the diversification of transport fuels.
Scope	Renewable energies in the Transport sector, establishing national policy framework, build up of infrastructure with technical specifications, mobilize private investment cost efficiently.
Targets	
Sustainability Criteria	<b>Part 2.2. Natural gas including biomethane:</b> Natural gas can be supplied from large fossil fuel reserves, from biomass and waste as biomethane, where production should come from sustainable sources
Mass-balance	
Support Systems (subsidies, feed in tariffs, etc)	<b>Part 3.4 Addressing the technological development</b> R&D funding within Horizon 2020 should prioritise research, demonstration or market-oriented. <b>Conclusion:</b> No public spending is
Non-discriminatory access to the grid	<b>Part 2.2. Natural gas including biomethane:</b> All can be injected into the natural gas grid for supply from a single network.
Transport sector	<b>Part 1:</b> The strategy proposed in this Communication builds on substantial work with industry, public authorities and civil society - in the European Expert Group on Future Transport Fuels, the Joint Expert Group Transport & Environment <sup>6</sup> , CARS 217, public consultation, and studies <b>Part: 3.3</b> Privileged access rights, including charging, e.g. in urban access restriction zones, are effective non-financial incentives to use alternative fuel vehicles. Addressing this subject is considered for the urban mobility actions announced in the 2011 Transport White Paper. Information campaigns and large-scale demonstration projects should improve acceptance of new technology concepts and inform citizens. Horizon 2020 will support these activities. <b>Part 3.4:</b> Specific technology roadmaps for alternative fuels will be developed in the frame of the Strategic Transport Technology Plan.
Waste regulation	
Emission Regulation	<b>Part 1:</b> Whilst further efficiency improvements spurred by EU regulations on vehicle emissions of CO <sub>2</sub> will continue to represent the lowest hanging fruits in the short to medium term, low-CO <sub>2</sub> alternatives to oil are also indispensable for a gradual decarbonisation of transport, a key objective of the Europe 2020 strategy for smart, sustainable and inclusive growth, towards the target of a 60% reduction of CO <sub>2</sub> emissions from transport by 2050 set out in the "Roadmap to a Single European Transport Area – Towards a Competitive and Resource Efficient Transport System" (2011 White Paper on Transport) <sup>2</sup> . Such fuels are often also beneficial in helping urban areas to meet Union air quality obligations. EU legislation limiting the CO <sub>2</sub> emissions from cars and vans has stimulated industry to develop low-CO <sub>2</sub> alternative fuel technologies