

EU biogas and biomethane inventory of regulatory framework



Number of regulatory act	EUCO 169/14
Name of regulatory act	2030 targets (2030 framework for climate and energy policies) (1) *
Link	http://www.consilium.europa.eu/uedocs/cms_data/docs/pressdata/en/ec/145397.pdf
Date of Publication	24/10/2014
Date of Implementation	
Purpose	EU countries have agreed on a new 2030 Framework for climate and energy, including EU-wide targets and policy objectives for the period between 2020 and 2030. These targets aim to help the EU achieve a more competitive, secure and sustainable energy system and to meet its long-term 2050 greenhouse gas reductions target. The strategy sends a strong signal to the market, encouraging private investment in new pipelines, electricity networks, and low-carbon technology. The targets are based on a thorough economic analysis that measures how to cost-effectively achieve decarbonisation by 2050.
Relevance for the biomethane sector	1. Electricity will come from renewable sources like wind, solar, water and biomass or other low-emission sources like nuclear power plants or fossil fuel power stations equipped with carbon capture & storage technology. This will also require strong investments in smart grids. 2. Biofuels will be increasingly used in aviation and road haulage, as not all heavy goods vehicles will run on electricity in future.
Scope	1. The framework contains a binding target to cut emissions in EU territory by at least 40% below 1990 levels by 2030. 2. The framework sets a binding target at EU level to boost the share of renewables to at least 27% of EU energy consumption by 2030
Targets	At least 40% cuts in greenhouse gas emissions (from 1990 levels) At least 27% share for renewable energy At least 27% improvement in energy efficiency
Sustainability Criteria	Green paper: Member States and stakeholders emphasized the need for climate and energy policy to continue to take into account the three prime objectives of energy policy competitiveness, security of supply and sustainability
Mass-balance	
Support Systems (subsidies, feed in tariffs, etc)	Average annual additional investments are projected to amount to €38 billion for the EU as a whole over the period 2011-30 Fuel savings will to a large extent compensate for these More than half of the investments are needed in the residential and tertiary
Non-discriminatory access to the grid	
Transport sector	A policy framework for climate and energy in the period from 2020 to 2030: 4.1 Transport The Transport White Paper established a goal to reduce the greenhouse gas emissions from the transport sector by 60% by 2050 compared to 1990 and by around 20% by 2030 compared to emissions in 2008. Greenhouse gas emissions increased by 33% during the period 1990 to 2007 but have since fallen on the back of high oil prices, increased efficiency of passenger cars and slower growth in mobility. This trend is expected to continue up until 2020 but greater efforts will be needed after 2020 to reach the White Paper's targets. Further reduction of emissions from transport will require a gradual transformation of the entire transport system towards a better integration between modes, greater exploitation of the non-road alternatives, improved management of traffic flows through intelligent transport systems, and extensive innovation in and deployment of new propulsion and navigation technologies and alternative fuels. This will need to be supported by a modern and coherent infrastructure design and smarter pricing of infrastructure usage. Member States should also consider how fuel and vehicle taxation can be used to support greenhouse gas reductions in the transport sector in line with the Commission's proposal on the taxation of energy products. Internationally, the EU should participate actively within the International Civil Aviation Organisation with the aim of creating by 2016, a global market-based-mechanism in the aviation sector that will operate from 2020. On maritime emissions, the Commission will implement its strategy to integrate the sector in the EU's greenhouse gas reduction policies, and work with International Maritime Organisation on a global approach to achieve the necessary emissions reductions through the most appropriate measures.
Waste regulation	
Emission Regulation	A policy framework for climate and energy in the period from 2020 to 2030: 2.1 The EU level target must be shared between the ETS and what the Member States must achieve collectively in the sectors outside of the ETS. The ETS sector would have to deliver a reduction of 43% in GHG in 2030 and the non-ETS sector a reduction of 30% both compared to 2005. In order to bring about the required emissions reduction in the ETS sector, the annual factor by which the cap on the maximum permitted emissions within the ETS decreases will have to be increased from 1.74% currently to 2.2% after 2020.