

# EU biogas and biomethane inventory of regulatory framework



Number of regulatory act	COM (2011 ) 144 Final
Name of regulatory act	Roadmap to a single European Transport Area - Towards a Competitive and Resource Efficient System (2011 White paper on Transport)
Link	<a href="http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2011:0144:FIN">http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2011:0144:FIN</a>
Date of Publication	28/03/2011
Date of Implementation	n.a
Purpose	The European Commission adopted a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.
Relevance for the biomethane sector	There is a strong mention in the White Paper about cleaner alternative fuels for the transport sector. But no mention of specific alternate fuels.
Scope	By 2050, key goals will include: No more conventionally-fuelled cars in cities. 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. All of which will contribute to a 60% cut in transport emissions by the middle of the century.
Targets	Achieving the 60% GHG emission reduction target needed by 2050. - 10 Goals: Developing and deploying new and sustainable fuels and propulsion systems (1) Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO2-free city logistics in major urban centres by 2030 . (2) Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO2 emissions from maritime bunker fuels by 40% (if feasible 50% ). Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes (3) 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed. (4) By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail. (5) A fully functional and EU-wide multimodal 'TEN-T' core network' by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services. (6) By 2050, connect all core network airports to the rail network, preferably high-speed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system. Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives (7) Deployment of the modernised air traffic management infrastructure (SESAR ) in Europe by 2020 and completion of the European Common Aviation Area. Deployment of equivalent land and waterborne transport management systems (ERTMS , ITS , SSN and LRIT , RIS ). Deployment of the European Global Navigation Satellite System (Galileo). (8) By 2020, establish the framework for a European multimodal transport information, management and payment system. (9) By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in all modes of transport. (10) Move towards full application of "user pays" and "polluter pays" principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments.
Sustainability Criteria	<b>Art 3.1.</b> A Single European Transport Area should ease the movements of citizens and freight, reduce costs and enhance the sustainability of European transport. <b>Art 3.2.</b> The deployment of clean vehicles by having the synergies with other sustainability objectives such as the reduction of oil dependence, the competitiveness of Europe's automotive industry as well as health benefits, especially improved air quality in cities
Mass-balance	
Support Systems (subsidies, feed in tariffs, etc)	<b>Goal 10:</b> Move towards full application of "user pays" and "polluter pays" principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments. <b>Art3.2.</b> Commission will devise an innovation and deployment strategy for the transport sector, in close cooperation with the Strategic Energy Technology Plan (SET-plan), identifying appropriate governance and financing instruments, in order to ensure a rapid deployment of research results. <b>art 3.3</b> - Diversified sources of finance both from public and private sources are required. Better coordination of the Cohesion and Structural Funds with transport policy objectives is needed, and Member States need to ensure that sufficient national funding is available in their budgetary planning, as well as sufficient project planning and implementation capacities. Other sources of funding to be considered include schemes for the internalisation of external costs and infrastructure use charges , which could create additional revenue streams making infrastructure investments more attractive to private capital. - Unlocking the potential of private finances equally requires an improved regulatory framework and innovative financial instruments. Project assessment and authorisation must be carried out in an efficient and transparent manner that limits time, cost and uncertainty. New financing instruments, for example the EU project bonds initiative, can support Private Public Partnerships (PPP) financing on a bigger scale. <b>Annex:</b> • Participate in designing new financing instruments for the transport sector, particularly the EU project bond initiative.
Non-discriminatory access to the grid	
Transport sector	The European Commission adopted a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050
Waste regulation	
Emission Regulation	<b>art 1.6.</b> the EU has called for, and the international community agreed, on the need to drastically reduce world greenhouse gas emissions, with the goal of limiting climate change below 2°C. Overall, the EU needs to reduce emissions by 80-95% below 1990 levels by 2050, in the context of the necessary reductions of the developed countries as a group, in order to reach this goal. Commission analysis shows that while deeper cuts can be achieved in other sectors of the economy, a reduction of at least 60% of GHGs by 2050 with respect to 1990 is required from the transport sector, which is a significant and still growing source of GHGs. By 2030, the goal for transport will be to reduce GHG emissions to around 20% below their 2008 level. <b>art.2.3</b> overall, the EU CO2 emissions from maritime transport should be cut by 40% (if feasible 50%) by 2050 compared to 2005 levels. <b>Goal 2:</b> Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO2 emissions from maritime bunker fuels by 40% (if feasible 50% ). <b>Annex 2.2.</b> Vehicle labelling for CO2 emissions and fuel efficiency