

EU biogas and biomethane inventory of regulatory framework



Number of regulatory act	COM/2015/080 final
Name of regulatory act	Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee, the Committee of the Regions and the European Investment Bank - A framework strategy for a resilient energy union with a forward-looking climate change policy
Link	http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=COM:2015:80:FIN
Date of Publication	25/02/2015
Date of Implementation	n.a.
Purpose	A framework strategy for a resilient energy union with a forward-looking climate change policy . The global challenges posed to the energy system of the European Union (EU) require that EU countries unite and work together to ensure that energy becomes secure, affordable and sustainable for consumers.
Relevance for the biomethane sector	2.4. Decarbonisation of the economy: The EU needs to invest in advanced, sustainable alternative fuels, including biofuel production processes, and in the bio-economy more generally. This allows us to retain technological and industrial leadership and to meet climate change objectives. The EU will also need to take into account the impact of bioenergy on the environment, land-use and food production. The EU Investment Plan, as well as other EU financing sources, could help to ensure the necessary financing. 2.5. An Energy Union for Research, Innovation and Competitiveness: – Being the world leader in developing the next generation of renewable energy technologies, including environment-friendly production and use of biomass and biofuels, together with energy storage.
Scope	It sets out the strategy behind the EU’s proposed energy union package. As energy in the EU is regulated at national level, the aim of the energy union is to transform the EU’s energy system that currently comprises 28 national frameworks into one EU-wide framework.
Targets	<p>(1)Security of supply To ensure security of energy supply, the EU needs to: — diversify energy sources, including using its indigenous sources more efficiently; —work closely with its neighbours (including 8 non-EU countries that are members of the Energy Community) in times of energy shortages or crises; —create a body responsible for collective purchasing of gas during a crisis.</p> <p>(2)Emissions reduction The EU energy targets to the year 2030 include a 40 % reduction in greenhouse gas (GHG) emissions from 1990 levels. Actions needed to achieve this include: — reviewing the EU’s emissions trading scheme (ETS) and encouraging investment in new technologies and infrastructure; —becoming a world leader in renewable energy, such as solar and wind power.</p> <p>(3) A fully integrated internal market Completing a fully integrated EU internal energy market will be achieved through: — more interconnectors between EU countries to encourage fast and free energy flow; — increased work and maintenance on essential infrastructure; — greater competitiveness between suppliers that should allow for lower prices.</p> <p>(4)Energy efficiency The EU believes that reductions in energy consumption will reduce energy imports, reduce pollution and increase preservation of domestic energy resources. The communication particularly stresses the need for increased investment and awareness of the potential of energy savings in the building and transport sectors.</p> <p>(5)Research and innovation The EU envisages breakthroughs in low-carbon technologies. These should be achieved through coordinating research and financing projects in partnership with the private sector. For more information, see energy union on the European Commission’s website.</p>
Sustainability Criteria	Part 2.4. Decarbonisation of the economy: The EU needs to invest in advanced, sustainable alternative fuels, including biofuel production processes, and in the bio-economy more generally. This allows us to retain technological and industrial leadership and to meet climate change objectives. The EU will also need to take into account the impact of bioenergy on the environment, land-use and food production. The EU Investment Plan, as well as other EU financing sources, could help to ensure the necessary financing.
Mass-balance	
Support Systems (subsidies, feed in tariffs, etc)	Part 2.2. A fully-integrated internal energy market: (1) The transition towards a more secure and sustainable energy system will require major investments in generation, networks and energy efficiency, estimated at some € 200 billion annually in the next decade.[16] While the private sector will bear the costs of much of these
Non-discriminatory access to the grid	2.4. Decarbonisation of the economy: To integrate renewable production progressively and efficiently into a market that promotes competitive renewables and drives innovation, energy markets and grids have to be fit for renewables.[25] Existing legislation and new market rules need to be fully implemented, enabling the roll-out of new technologies smart grids and demand response for an efficient energy transition.
Transport sector	<p>Part 2.3. Energy efficiency as a contribution to the moderation of energy demand: Towards an energy-efficient, decarbonised transport sector Transport represents more than 30% of final energy consumption in Europe. Realising its energy efficiency potential requires a continued focus on tightening CO2 emission standards for passenger cars and vans post-2020, and on measures to increase fuel efficiency and reduce CO2 emissions for heavy duty vehicles and buses. Better traffic management should also be promoted as a modern, forward-looking tool to cut CO2 emissions. This should be accompanied by measures to better exploit the potential of the single market and to internalise external costs. The Commission will promote the use of road charging schemes based on the polluter-pays and user-pays principles and increase efforts to create a single European transport area, based on a more optimal use of the fleet. Considerable fuel savings could also be realized by removing barriers to less green-house gas intensive modes of transport, such as rail, maritime transport and inland waterways, and by making these modes more attractive and cost efficient. The Commission will further promote the ‘Shift2Rail’[23] initiative. The Commission will also take further actions to decarbonise the transport sector, which is still essentially running on oil products. This will require a gradual transformation of the entire transport system as well as an increased development and deployment of alternative fuels. The Commission will take further action to promote the swift deployment of the necessary infrastructure, i.e. refuelling and recharging stations. [24] Market up-take of such vehicles depends on infrastructure, vehicles and fuels being rolled out together. Electrification of transport is important to break oil dependency and to decarbonise transport, especially for road (short and medium distance) and rail transport. Europe needs to speed up electrification of its car fleet and other means of transport and become a leader in electro-mobility and energy storage technologies. This requires a full integration of electric vehicles in urban mobility policies and in the electricity grid, both as energy consumers and potential storage facilities.</p>

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Waste regulation	
Emission Regulation	<p>Part 2.3. Energy efficiency as a contribution to the moderation of energy demand: Transport represents more than 30% of final energy consumption in Europe. Realising its energy efficiency potential requires a continued focus on tightening CO2 emission standards for passenger cars and vans post-2020, and on measures to increase fuel efficiency and reduce CO2 emissions for heavy duty vehicles and buses. Better traffic management should also be promoted as a modern, forward-looking tool to cut CO2 emissions. Part 2.4. Decarbonisation of the economy: An ambitious climate policy is an integral part of our Energy Union. The EU's climate policy is based on an EU-wide carbon market (the EU Emissions Trading System), ambitious but fair national green-house gas reduction targets for the sectors outside the Emissions Trading System and an energy policy to make the European Union the number one in renewable energy.</p> <p>An ambitious EU Climate policy: The agreement on the 2030 climate and energy framework has defined the EU commitment of an at least 40% domestic reduction in greenhouse gas emissions compared to 1990. This makes an ambitious contribution to the international climate negotiations with a view to achieving a binding climate agreement in 2015. This contribution is spelled out in the communication on the Road to Paris, presented at the same time as this Energy Union Strategic Framework. The Commission, together with the Member States, will engage with other major economies to convince them to join Europe's ambition. It will do this through an active European climate diplomacy that makes full use of trade and development instruments.</p> <p>The cornerstone of Europe's climate policy is a well-functioning EU Emissions Trading System. As a result of the Market Stability Reserve and the measures needed to meet the increased ambition decided in the 2030 framework, the EU Emissions Trading System will deliver a meaningful price on carbon emissions and stimulate cost-efficient green-house gas emission reductions. The European Commission wants the EU Emissions Trading System to fully play its role as a technology neutral, cost-effective and EU-wide driver for low-carbon investments. Through its price formation at EU level it reinforces the functioning of the internal energy market and stimulates the uptake of renewables and other low-carbon and energy-efficient technologies. Policies to prevent carbon leakage should reflect the degree of efforts undertaken in other major economies.</p> <p>For the sectors not included into the EU Emissions Trading System, national targets still need to be set and the land and forestry sector will be incorporated into the EU 2030 framework, ensuring that also these sectors have the right incentives to mitigate GHG emissions and contribute to the fight against climate changes. Part 2.5. An Energy Union for Research, Innovation and Competitiveness: More sustainable transport systems that develop and deploy at large scale innovative technologies and services to increase energy efficiency and reduce greenhouse gas emissions.</p>