MEMBERS' NEWSLETTER

UPEI
THE VOICE OF EUROPE'S INDEPENDENT FUEL SUPPLIERS

JUNE 2022 | N. 100

Welcome to the 100 number of the UPEI newsletter!

Brussels News

June was marked by further progress in the adoption of the “Fit for 55” legislative package, both in the European Parliament and the EU Council, the presentation by the upcoming Czech Presidency of the Council of its priorities for the second half of 2022, and a European Council mainly devoted to geopolitical decisions with an impact on energy.

Upcoming Czech Presidency of the EU Council (July-December 2022)

Logo of the Czech Presidency.
Source: Czech Presidency of the Council of the European Union website.

The Czech Republic launched on 15 June its official website ahead of its Presidency of the EU Council, which will run from 1 July to 31 December 2022. Its motto will be “Europe as a task: rethink, rebuild, repower”.

- Managing the refugee crisis and Ukraine’s post-war recovery.
- Energy security.
- Strengthening Europe’s defense capabilities and cyberspace security.
- Strategic resilience of the European economy.
- Resilience of democratic institutions.

On energy security, the intention is to put emphasis on the EU’s energy security issues and on the accelerated implementation of REPowerEU. The Czech Presidency will work on the implementation of the regulation of gas reserves, i.e. filling storages in the run-up to winter, and the promotion of voluntary joint purchases, so that the EU uses its weight in a way similar to the purchase of vaccines.

While stressing that “Fit for 55” creates the basis for decarbonisation, the Czech Presidency will focus especially on the thorough implementation of the main short-term objective, i.e. to remove dependence on Russian fossil fuels. It will also advance the adoption of the revised Energy Efficiency and Renewable Energy Directives while insisting on the role of nuclear energy in ensuring the EU’s energy security and meeting the EU’s climate goals.

In the field of transport, the Presidency will focus on reducing emissions, promoting environmentally friendly modes of transport and infrastructure for alternative fuels, as a key prerequisite for the development of clean mobility. At the same time, it will focus on the development of the Trans-European Transport Network (TEN-T) in order to facilitate transport flows across Member States, while supporting the decarbonisation of transport.

At the same time, the Czech Presidency will work on implementing an appropriate mix of instruments that will reduce the negative social and economic impact of high energy prices. The transition towards carbon neutrality must be accompanied by efficient social measures, for example by supporting energy savings in households.

Source: Czech Presidency website, EURACTIV.

European Council on 23 and 24 June

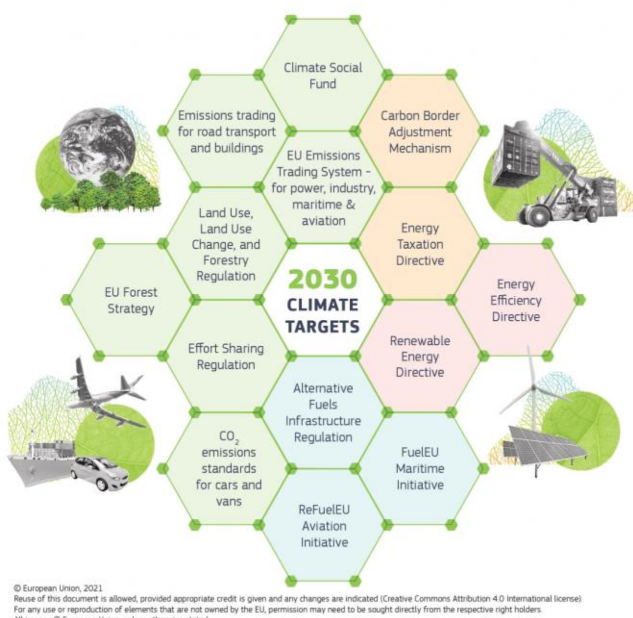
With the granting to Ukraine (and Moldova) the statute of candidate to the EU, the European Council moved a step further towards supporting Ukraine to face its invasion by Russia. This was accompanied by an increase in military support and macro-financial assistance.

Source: Ukrinform website.

The European Council also gave a political push in three directions: a) explore with international partners ways to curb rising energy prices (including studying the feasibility of introducing temporary import price caps), b) securing energy supply at affordable prices and c) reinforce energy coordination between the Member States.

Source: Europa website.

Policy updates



Source: European Commission website.

In June, both the European Parliament and the Council gave a strong push towards the adoption of major legislative proposals under the “Fit for 55” package.

The Council reached a general agreement on the following texts:

Alternative Fuels Infrastructures Regulation (AFIR)

The Council’s General Approach on AFIR retains the fundamental aspects of the Commission proposal, in particular:

- for recharging light electric vehicles, requirements for the power to be provided, based on the size of the registered fleet and the TEN-T coverage requirements in 2025 and 2030.
- For recharging electric heavy-duty vehicles and hydrogen refuelling, requirements for TEN-T coverage by 2030, starting in 2025 for electric heavy-duty vehicles.
- for the supply of electricity to ships at the quayside in ports, requirements applicable from 2030.

The general approach amends some aspects of the Commission proposal.

- It adapts it to the specific dynamics of the electric heavy-duty vehicle sector: given the developments expected in the immediate future, particularly in recharging standards, and the fact that the market is less developed than for light vehicles, a gradual process of infrastructure deployment, encouraging a corridor approach, has been provided for starting in 2025, with the aim of covering all TEN-T roads by 2030.
- To maximise the efficiency of investments in hydrogen refuelling and to adapt to technological developments, the requirements in the text are focused on the deployment of gaseous hydrogen refuelling infrastructure along the TEN-T core network, paying particular attention to urban nodes and multimodal hubs. The Commission will regularly assess developments in this sector in order to adapt and supplement the requirements as necessary.
- Adaptations have been made to ensure that electric recharging requirements are compatible with the wide range of circumstances on the ground and that investments are proportionate to needs, allowing some leeway to adapt the total power of electric recharging pools for sections of the TEN-T network where traffic volumes are low, or even to increase the maximum distance between recharging pools for sections with very low traffic.
- To make electric recharging and hydrogen refuelling infrastructure easy to use, users’ needs in terms of different payment and price-display options have been fully taken into account, while avoiding disproportionate investment, particularly in existing infrastructure.

- As regards on-shore power supply in maritime ports, the provisions have been made fully consistent with the FuelEU Maritime proposal.
- To take full account of anticipated significant technological and market developments that will affect heavy-duty vehicles, the general approach includes a clause on a specific review in the short term. The whole text will also be reviewed in the medium term, followed by a regular review.

Source: Europa website.

FuelEU Maritime

Source: Canva.

The Council's [General Approach on the FuelEU Maritime] retains the core aspects of the Commission's proposal, including:

- The scope, both geographical and in terms of the size of the ships concerned.
- Targets for reducing the greenhouse gas intensity of energy used on board ships.
- The scope of the requirements applicable to on-shore power supply or, for other zero-emission technologies, for ships at the quayside.
- Certification of fuels.
- Governance relating to these new obligations, including the penalties to be applied to companies if their ships do not comply.

The Council's general approach amends the following aspects of the Commission proposal, in particular:

- The scope of the requirements for onshore power supply has been revised in order to focus the obligations imposed on ships moored at the quayside, to provide a better framework for the exemptions, to ensure consistency with the AFIR proposal, and to give Member States the option to extend the obligations already imposed on ships moored at the quayside to ships at anchorage in ports.
- The provisions on the role of companies, verifiers and the public authorities, and on the monitoring, reporting and verification procedures, have been clarified and strengthened with the aim of ensuring a more robust governance system. The work of verifiers is thus more clearly defined and the public authorities can carry out additional checks.
- The provisions on calculating greenhouse gas intensity and the resulting penalties and fines have been revised and made more robust in order to clarify their scope and prevent circumvention of the regulation.
- Some temporary provisions have been added to take account of Member States' specific geographical circumstances (very small islands, remote areas that are highly economically dependent on these transport links), and of navigation in ice conditions. Provisions have also been added for the outermost regions, given their particular status.
- Other provisions - which apply to transhipment ports for container vessels - which were not included in the Commission proposal, have been added to limit carbon leakage. Some member states are particularly exposed to competition from non-EU transhipment ports, given that there is no equivalent standard that applies internationally. These provisions bring more categories of emissions into the scope of the regulation and will thus have a positive impact on the reduction of emissions.
- A set of provisions has been added to stimulate demand for the most environmentally friendly sustainable fuels, particularly renewable fuels of non-biological origin (RFNBOs).

Source: Europa website.

Source: Pixabay.

ReFuelEU Aviation

Source: Canva.

The Council's General Approach on ReFuelEU Aviation retains the core aspects of the Commission's proposal, including:

- The obligation for aviation fuel suppliers to ensure that all fuel made available to aircraft operators at EU airports contains a minimum share of SAF from 2025 and, from 2030, a minimum share of synthetic fuels, with both shares increasing progressively until 2050 (blending mandate and sub-mandate). The general approach also foresees an increase in the minimum share for 2030 from 5 to 6%.
- The establishment of a transitional period allowing fuel suppliers to reach the SAF blending mandate as a weighted average of the quantities they have supplied across the Union, in order to facilitate the organisation of the sector during its creation phase, without affecting the overall level of emissions.
- The obligation for aircraft operators to ensure that the yearly quantity of aviation fuel uplifted at a given EU airport is at least 90% of the yearly aviation fuel required, in order to combat tankering.
- Reporting obligations for fuel suppliers and aircraft operators.
- Rules on the competent authorities, to be designated by the Member States to enforce this Regulation, and rules on fines.

The Council's general approach amends the following aspects of the Commission proposal, in particular:

- The possibility for Member States to apply the draft regulation to airports below a certain traffic threshold.
- The extension of the scope with regard to aircraft operators.
- The extension of the scope of eligible sustainable aviation fuels and synthetic aviation fuels. For biofuels, the scope is extended to other certified biofuels complying with the RED sustainability and emissions saving criteria, up to a maximum of 3%, and with the exception of biofuels from food and feed crops, which are excluded.
- The introduction of national flexibilities that give Member States the possibility to increase their sub-mandate of synthetic fuels at national level, under certain conditions and for a limited period of time.
- The introduction of the possibility for the competent authorities of the Member States to grant an exemption from the tankering provisions for certain flights in the event of serious and recurrent operational difficulties or structural difficulties in the supply of fuel in accordance with identified criteria.
- The introduction of reporting obligations for fuel suppliers and the European Union Aviation Safety Agency on the use of substances that give rise to non-CO2 effects in aviation.

  Data collection and the reporting obligations have been reinforced in order to monitor the effects of this regulation on the competitiveness of EU operators and platforms, and to improve knowledge of the non-CO2 effects of air transport emissions.
- New considerations that the Commission is expected to include in its report in 2027, such as the impact of this regulation on connectivity, on carbon leakage and distortions of competition, and on the future use of hydrogen and electricity.

Source: Europa website.

Renewable Energies Directive (RED III)

Source: European Commission website.

On 27 June, the Council adopted its General Approach on the Renewable Energies Directive. It agreed to set a binding EU-level target of 40% of energy from renewable sources in the overall energy mix by 2030. The current EU-level target is at least 32 %. Member States will need to increase their national contributions set in their integrated national energy and climate plans (NECPs), to be updated in 2023 and 2024, in order to collectively achieve the new target. In addition, to advance the integration of renewables in sectors where incorporation has been slower, the Council agreed on more ambitious sector-specific targets and measures.

Regarding the sub-targets for transport, the Council introduced the possibility for member states to choose between:

- a binding target of 13% greenhouse gas intensity reduction in transport by 2030. More options will be available for member states to reach this objective, such as a possibility to set a differentiated goal for maritime transport as long as the overall goal is met;
- or a binding target of at least 29 % renewable energy within the final consumption of energy in the transport sector by 2030.

Regarding sub-target for advanced biofuels in the share of renewable energies supplied to the transport sector, the Council fixed them at 0.2% in 2022, 1% in 2025 and 4.4 % in 2030, integrating the addition of a double counting for these fuels. Regarding renewable fuels of non-biological origin in transport (mostly renewable hydrogen and hydrogen-based synthetic fuels), the Council agreed on an indicative sub-target of 2.6%, which corresponds to 5.2% also with the addition of a multiplier.

It added the following:

- a cap to the amount of final consumption of energy in the maritime sector to be included in the calculation of their specific transport targets.
- a gradual increase in renewable targets for **heating and cooling,** with a binding increase of 0.8% per year at national level until 2026 and 1.1% from 2026 to 2030. The minimum annual average rate applicable to all Member States is complemented with additional indicative increases calculated specifically for each member state.
- an indicative target of a 1.1%t annual average increase in renewable energy use for **industry.** It also agreed that 35% of the **hydrogen** used in industry should come from **renewable fuels of non-biological origin** by 2030 and 50% by 2035.
- an indicative target of at least a 49% renewable energy share in **buildings in 2030**.
- A strengthened sustainability criteria for biomass in order to reduce the risk of unsustainable bioenergy production.
- Measures to limit **fraud** as regards durability of biofuels.

Accelerated permitting procedures for renewable energy projects in line with the priorities of the RepowerEU plan as proposed by the Commission in May 2022. The purpose is to fast-track the deployment of renewable energies in the context of the EU's plan to become independent from Russian fossil fuels, after Russia's invasion of Ukraine.

Source: EU Issue Tracker.

Energy Efficiency Directive

Source: European Commission website.

On 27 June, the Council also adopted its General Approach regarding the Energy Efficiency Directive. It agreed to reduce energy consumption at EU level by 36 % for final energy consumption and 39 % for primary energy consumption by 2030. The key target of 36 % reduction at EU level for final energy consumption would be binding. The targets use a new baseline and correspond to a 9% reduction target compared to 2020. Final energy consumption represents energy consumed by end-users, while primary energy consumption also includes what is used for the production and supply of energy.

All Member States will contribute to achieving the overall EU target through indicative national contributions and trajectories, set in their integrated national energy and climate plans (NECPs) to be updated in 2023 and 2024. The formula defined in Annex I for calculating these contributions would be indicative, with the possibility of deviating from it by 2.5%. The Commission would calculate whether all the contributions add up to the 9% target and, if not, issue corrections to the national contributions that are lower than what they would have been using the formula. The formula is based on, among other things, energy intensity, GDP per capita, development of renewables and energy savings potential.

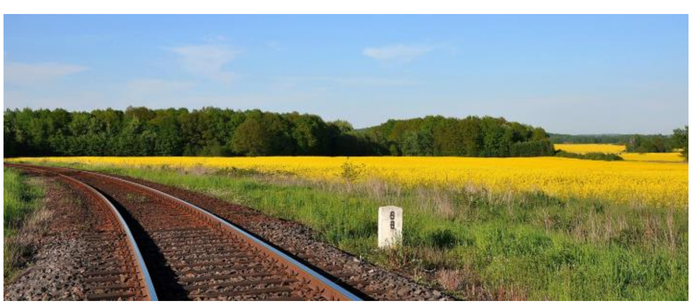
The Council also agreed on a gradual increase of the energy savings target for final energy consumption. Member States would ensure savings of 1.1 % of annual final energy consumption from 1 January 2024; 1.3 % from 1 January 2026; and 1.5 % from 1 January 2028 to 31 December 2030, with the possibility to carry over a maximum of 10% of excess savings to the following period. The Council included the possibility to count in energy savings realised through fossil fuel combustion technologies in the industrial sector only, in duly justified cases, confirmed by energy audits, in the calculation towards the target.

There is a specific obligation for the public sector to achieve an annual energy consumption reduction of 1.7%, or alternatively by at least 1.9% each year if excluding public transport or armed forces, that would be binding four years after the entry into force of the regulation, starting gradually with larger municipalities. In addition to this, the Council agreed that member states would be required to renovate each year at least 3% of the total floor area of buildings owned by public bodies.

A proportional share of energy savings in Member States would be focused on vulnerable consumers.

The Council added a provision on the transparency of the energy consumption of data centres, which will be required to publish information on their energy consumption every year from 2024. The Commission would draw a public EU database, compiling information on data centres' energy consumption.

Source: EU Issue Tracker.



Source: Pixabay website.

CO2 emission standards for cars and vans

Source: Unplash website.

The Environment Council has adopted a General Approach on the Commission proposal on CO2 Emission Standards for new cars and vans. The Council in particular:

- Agreed to raise the targets for reducing CO2 emissions for new cars and new vans by 2030 to 55% for cars and to 50% for vans. They also backed the introduction of a 100% CO2 emissions reduction target by 2035 for new cars and vans.
- Agreed to put an end to the regulatory incentive mechanism for zero- and low-emission vehicles (ZLEV) as of 2030.
- Approved a five-year extension of the exemption from CO2 obligations granted to so-called "niche" manufacturers (or those producing fewer than 10,000 vehicles per year) until the end of 2035.
- Agreed on a 2026 review clause, mandating the Commission to assess the progress made towards achieving the 100% emission reduction targets and the need to review these targets taking into account technological developments, including with regard to plug-in hybrid technologies and the importance of a

viable and socially equitable transition towards zero emissions.

At Germany's insistence, the Commission will also be asked to look at making a legislative proposal that could allow the continued use of engines for e-fuels, provided that they are fully zero-emission fuels (exact wording of this provision to be confirmed).

Source: EU Issue Tracker.

EU Emission Trading System

Source: EU Council website.

The Council adopted its General Approach on the ETS on 29 June. In particular, it agreed upon:

- keeping the overall ambition of **61%** of emissions reductions by 2030 in the sectors covered by the EU ETS as proposed the Commission
- a one-off reduction of the overall emissions ceiling by 117 million allowances ("**re-basing**") as well as to the increase in the annual reduction rate of the cap by 4,2% per year ("**linear reduction factor**").
- strengthening the **market stability reserve (MSR),** by prolonging, beyond 2023, the increased annual intake rate of allowances (24 %) and setting a threshold of 400 million allowances above which those placed in the reserve were no longer valid.
- making the launch of the mechanism that activates the release of MSR quotas on the market, in case of **excessive price rise,** automatic and more reactive.

For sectors covered by the Carbon Border Adjustment Mechanism (CBAM), the Council agreed to end free allowances progressively, over a ten-year period between 2026 and 2035, with a slower reduction at the beginning and an accelerated rate of reduction at the end of this 10-year period.

As regards the Modernisation Fund, the Council maintained the increase in its volume through the auctioning of an additional 2.5 % of the ceiling, the increase in the share of priority investments to 80 % and the addition of new eligible sectors, as proposed by the Commission, and to extend the list of Member States benefiting from the Modernisation Fund. Natural gas projects will in principle not be eligible for the Fund. However, the Council introduced a transitional measure allowing the beneficiaries of the Fund to continue financing natural gas projects under certain conditions and an additional transitional free allocation can be granted under certain conditions to the district heating sector in certain Member States subject to certain conditions, in order to encourage the decarbonisation of that sector.

The Council agreed to include maritime shipping emissions within the scope of the EU ETS. The general approach accepts the Commission proposal on the gradual introduction of obligations for shipping companies to surrender allowances. As Member States heavily dependent on maritime transport will be the most affected, the Council agreed to redistribute 3,5 % of the ceiling of the auctioned allowances to those Member States. The general approach takes into account geographical specificities and proposes transitional measures for small islands, winter navigation and journeys relating to public service obligations, and strengthens measures to combat the risk of carbon leakage in the maritime sector.

The general approach includes non-CO2 emissions in the MRV regulation from 2024 and introduces a review clause for their subsequent inclusion in the EU ETS.

The Council agreed to create a new, separate emissions trading system for the buildings and road transport sectors. The new system will apply to distributors that supply fuels for consumption in the buildings and road transport sectors. However, the start of the auctioning and surrender obligations will be delayed by one year compared to the Commission proposal (auctioning of allowances from 2027 onwards and surrender from 2028 onwards). The emissions reduction trajectory and the linear reduction factor set at 5.15 from 2024 and 5.43 from 2028 would remain as proposed by the Commission. The Council maintained the proposal to auction an additional 30% of the auction volume for the first year of the launch of the system, so that it runs smoothly ("frontloading"). The Council introduced an opt-in for all fossil fuels. It introduced simplified monitoring reporting and verification requirements for small fuel suppliers.

It added a temporary possibility for Member States to exempt suppliers from the surrender of allowances until December 2030, if they are subject to a carbon tax at national level, the level of which is equivalent or higher than the auction price for allowances in the ETS for the buildings and transport sector.

Free emission allowances for the aviation sector will be gradually phased out by 2027 and the EU text will be aligned with the global Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). The EU ETS will apply for intra-European flights (including the United Kingdom and Switzerland), while CORSIA will apply to EU operators for extra-European flights to and from third countries participating in CORSIA. The Council agreed to set aside 20 million of the phased-out free allowances to compensate for the additional costs associated with the use of sustainable aviation fuels (SAFs). In addition, the Council agreement takes into account specific geographical circumstances and, in that context, proposes limited transitional derogations.

Source: Europa website.

Payments Service Directive (PSD2) review

Source: Pixabay website.

The European Commission (DG FISMA) has launched the process leading to the future review and possible revision of the Payments Services Directive of 2015. It will build on three public consultations.

The first one is targeting the general public, and consumers in particular, with a deadline fixed at 2 August: Payment services – review of EU rules. The Commission indicates that views are welcome from users of payment services (consumers, corporate users and merchants), relevant public authorities, national regulators and other parties interested in open finance (data vendors, consumer organizations, fintech's).

The two others are "targeted" consultations, with a deadline on 5 July.

- one on the review of PSD2 with a consultation document.
- the other on the framework with a consultation document and a call for evidence document.

The Commission invites to answer to both targeted consultations only professional stakeholders in the payments industry, e.g. payment institutions, financial institution members' association, etc…

To further nurture its preparatory work, the Commission received on 23 June the Opinion and Report of the European Banking Authority (EBA) in response to the European Commission's Call for Advice on the review of the Payment Services Directive (PSD2). In its response, the EBA puts forward more than 200 proposals that would contribute to the development of the single EU retail payments market and ensure a harmonised and consistent application of the legal requirements across the EU. In particular, the EBA's proposals aim at enhancing competition, facilitating innovation, protecting consumers' funds and data, fostering the development of user-friendly services, and preventing exclusion from access to payment services, as well as ensuring a harmonised and consistent application of the legal requirements across the EU.

The EBA has observed that, while some objectives of the PSD2 have started to materialise, there are still many issues and challenges that need to be addressed. The proposed amendments include:

- merging the PSD2 and the Electronic Money Directive;
- clarifying the application of strong customer authentication (SCA) and the transactions in scope;
- addressing new security risks for customers such as social engineering fraud where customers are tricked into initiating a payment transaction;
- addressing concerns about authentication approaches (e.g., based on smartphones) that have led to exclusion of certain groups of society from using payment services online;

- addressing underlying issues and obstacles to the provision of payment initiation services (PIS) and account information services (AIS), including the proposals for (i) AIS providers to apply their own SCA with their customers instead of relying on the authentication procedures by banks, (ii) empower customers to remain in control of their data; and (iii) support the development of high-quality interfaces across the EU;
- moving from 'Open banking' to 'Open finance' (or otherwise the expansion from access to payment accounts data towards access to other types of financial data) and the opportunities and potential challenges associated with it, based on the PSD2 experience;
- addressing the enforcement shortcomings in relation to the implementation and application of SCA for e-commerce card-based transactions and the removal of obstacles to the provision of AIS and PIS;
- addressing unwarranted de-risking practices by banks affecting payment and e-money institutions; and
- adjusting the prudential requirements, in particular in relation to initial capital, own funds, the use of professional indemnity insurance, the proposal for recovery and wind-down for significant payment institutions and possible consolidation group supervision.

Source: European Banking Authority

Corporate Sustainability Reporting Directive (CSDR)

Source: Pixabay website.

On 21 June, the Council and the European Parliament reached a provisional agreement on new reporting rules for large companies. The Corporate Sustainability Reporting Directive (CSRD) will make businesses more accountable by obliging them to disclose their impact on the human and natural environment. This aims to end greenwashing and to promote sustainability reporting standards at global level. From 2024, large companies will need to publicly disclose information on the way they operate and manage social and environmental risks.

The new EU sustainability reporting requirements will apply to all large companies (with over 250 employees and a 40 million euro turnover, as defined in the [Accounting directive]), whether listed or not. Companies will have to report on their impact on the environment, human rights, social standards, and work ethics, based on common standards.

Information that companies provide on their impact on the climate or human rights will be independently audited and certified. Financial and sustainability reporting will be on an equal footing and investors will finally have access to reliable, transparent, and comparable data.

Non-EU companies with substantial activity in the EU market (150 million euro in annual turnover in the EU) will have to follow equivalent reporting rules. Member States will supervise compliance with the help of the Commission.

Source: EU Issue Tracker.

UPEI NEWS

UPEI Engagement

Source: Unplash website.

With the support of our policy consultant Weber Shandwick in the framework of our joint project with FETSA, UPEI very actively promoted our arguments and amendments to the Regulation proposal on CO2 emission standards for cars and vans. Letters were sent by our national members to influential - or still hesitating -

Members of the European Parliament ahead of the vote in Plenary of the Huitema Report on 8 June. We also sent a letter to each Permanent Representation and - where UPEI has a member - to the national Ministries ahead of the meeting of the EU Environment Council on 28 June, where the General Approach was adopted. UPEI also worked in the framework of the Informal Sustainable and Alternative Fuels Coalition to add weight to its action.

Our main arguments were as follows:

Road transport can significantly contribute to the EU's goal of climate neutrality by 2050. However, to unlock this potential, all technological options need to be considered for the reduction of CO_2 emissions. In particular, revised rules should include the recognition of all low-carbon liquid fuels, alongside electrification, to reach the sector's decarbonisation. A technology-neutral approach is essential to ensure that regulatory targets are not set in isolation from the industrial and social dimensions on which they will ultimately impact.

- *A voluntary crediting system for renewable fuels can effectively complement the electrification pathway and respect the diversity of consumers' needs.*
- *The crediting system is also a first step towards a more holistic lifecycle approach. The Proposal's current "tank-to-wheel" approach fails to set the right incentives to reduce CO_2 emissions rapidly and comprehensively. Instead, the carbon footprint of a vehicle should be assessed over its entire life cycle (LCA), reflecting its actual impact on the climate.*
- *Electrification is not a one-size-fits-all solution for all use cases. Rather than banning vehicles with an internal combustion engine, the Proposal should focus on providing consumers with a mix of climate-friendly options, alongside e-mobility. In this regard, a target lower than 100% would avoid such a ban.*

While both the European parliament and the Council have adopted their respective negotiation positions, we will actively work on influencing the process during the "trilogues" to be organsied in the second half of the year under Czech Presidency.

22/06/2022 | Fuel Payments Commission meeting

The latest Fuel Payments Commission meeting reviewed the European Banking Authority (EBA) new guidelines on the limited network exclusion under the revised Payment Service Directive (PSD2), which aims at clarifying aspects of its application. Ondřej Jančařík, Chair of the commission, gave special attention to the exclusion of the fuel cards, including how a network of service providers or various goods and service should be assessed to be qualify as limited.

A discussion on the upcoming revision of the PSD2 followed, addressing the European Commission study to assess the application and impact of the Directive (EU) 2015/2366 on PSD2, and the EBA's advice on the matter. The commission also agreed on UPEI's participation in the European Commission targeted consultation on the review of the revised Payment Services Directive (PSD2).

Attendants also discussed national developments and European guidelines.

The next meeting is scheduled to take place in December 2022, via online.

Find all the information here.

Business Partners' focus

UPEI welcomes our new Business Partner

The Kuttenkeuler GmbH is a family-owned company based in Cologne and Eschweiler/Germany, which is active in retail stations, automotive lubricants, and antifreeze.

Since decades our Business Partner is engaged in various national german associations, such as the bft (Bundesverband freier Tankstellen, member of the MEW) or the UNITI (Bundesverband mittelständischer Mineralölunternehmen).

During the last few years Kuttenkeuler monitored, that a lot of unpopular political decisions concerning their branches were not made regionally or nationally anymore, but derived from Brussels. Therefore, they willingly support UPEI in preventing or at least modifying these decisions, which might have an enduring impact on them. Big issues like for example the market penetration of eFuels can not be discussed and solved solely in local surroundings, but must be addressed to the members of the European Pparliament for setting a fair and reasonable political framework.

National engagement won't be sufficient anymore for preserving companies and businesses, therefore it is necessary to think and to act European. That's Kuttenkeuler motivation for supporting UPEI as a business partner.

Find more information about Kuttenkeuler GmbH here.

UPEI Publications

2021 UPEI Annual Report

Joint UPEI-FETSA Statement: Revision of the CO2 Emission Standards for new cars and vans

UPEI, in cooperation with FETSA, presented on 3rd June a joint statement in which fully supports the overall decarbonisation goals of the European Commission's proposal for CO2 emission standards for cars and vans.

The joint statement aims at considering all technological options when it comes to analysing road transport contribution to the EU's goal of climate neutrality by 2050.

To do so, ahead of the European Parliament Plenary vote of 6-9 June, it was proposed a voluntary crediting system for renewable fuels as a first step towards a more holistic lifecycle approach.

In general terms, the goal is to provide consumers with a mix of climate-friendly options, alongside e-mobility.

Read more here

UPEI Position paper on RED II Delegated Acts

On 17 June, UPEI welcomed the European Commission publication of two Draft Delegated Acts based on Articles 25, 27 and 28 of the Renewable Energy Directive RED II. As part of this process, UPEI offers comments and request for change on power supply concepts, GHG reduction methodology and climate protection solutions.

In particular:

- Delegated Act 27, Article 4, Clause 1: The minimum percentage of renewable electricity needs to be reduced from 90% to 70%. If more than 70% renewable electricity exists, the electricity should be considered "fully renewable" for these full load hours.
- Delegated Act 27, Article 8: Grandfathering should also apply to the temporal correlation. UPEI demands a "monthly" temporal proof for plants that go into operation until 2027.
- Delegated Act 25 & 28, Article 11: An exclusion of CO2 emissions from industrial sources for the production of RFNBOs from 2036 on blocks all investments in this technology already today, as a lifespan of barely 10 years is not sufficient to amortize the costs of CO2 capturing. This prevents the production of eFuels at industrial sites such as the cement, steel or glass industry. To enable plants using industrial CO2 until 2036 to continue to do so, UPEI calls for the introduction of grandfathering in this regard.

Read more here

UPEI Diary

June 2022

22/06 UPEI Fuel Payments Commission meeting

September 2022

23/09 UPEI Board Meeting
(TBC) UPEI Bunkering Commission meeting
(TBC) UPEI ITW Commission meeting

UPEI Circulars

08/2022 UPEI Autumn Meeting
Hotel Reservation

09/2022 UPEI Autumn Meeting

Preliminary Details & Arrangements

Registration Form

UPEI General Meeting

SAVE THE DATE

UPEI AUTUMN MEETING
& 60th ANNIVERSARY
20 & 21 October 2022
Dublin, Ireland