MEMBERS' NEWSLETTER

UPEI
THE VOICE OF EUROPE'S INDEPENDENT FUEL SUPPLIERS

JUNE – 15 JULY 2023 | N. 112

Welcome to the 112 number of the UPEI Newsletter!

In June and early July 2023, the end of the Swedish and the beginning of the Spanish Presidencies of the EU Council were marked with further progress in the adoption of the "Fitfor55" package, as well as the examination of new proposals tabled by the European Commission, particularly in the areas of sustainable finance / taxonomy. A set of implementing measures were also adopted.

Brussels News

Spanish Presidency of the EU Council

Image Source: Spanish Presidency of the Council of the EU website.

On 1 July, Spain took over the Presidency of the Council of the European Union for the second half of 2023, in accordance with the system of rotation among the 27 Member States. Ahead of a period of great challenges for the Member States and the EU, the Spanish Government priorities for the Presidency are as follows:

- Promoting the reindustrialisation of Europe
- Moving towards ecological transition
- Consolidating the social pillar
- Strengthening European unity

To achieve them, the Presidency will promote the dossiers that make it possible to foster strategic industries and technologies to ensure the Open Strategic Autonomy, to promote the electricity market reform and more renewables to accelerate the energy transition, to consolidate the social pillar for a fairer and more solidarity-based economy, and to strengthen Europe's unity for further integrations and cooperation with external partners.

Find all the information available on the Spanish Presidency official **website**.

Source: *Spanish Presidency of the EU Council website.*

European Council - NZIA

Image Source: EU Council website.

On 29 and 30 June, the European Council held a meeting during which they mainly discussed the economic situation and perspectives in the EU, as well as strategic issues such as the defense and security of the EU, including with regards to Ukraine, relations with China, Latin America, Turkey, and the Western Balkans.

As regards the economic situation, it invited the EU Council and the European Parliament to accelerate their examination and adoption of the Commission proposal of March 2023 on the Net Zero Industry Act (NZIA). The NZIA proposal is currently examined by the European Parliament in the ITRE Committee (Rapporteur Christian Ehler, EPP, Germany). At a meeting on 11 July, the shadow

Rapporteurs designated by other political groups held a meeting to discuss the **draft report** tabled by MEP Ehler:

- They rejected the Rapporteur's proposal to define the scope via EU taxonomy and decided to keep a precise list of technologies to which the Regulation would apply.
- A majority of them would like to see a more extensive list than that initially envisaged by the European Commission. The list has yet to be defined but some of them are anticipating a very broad list which will include an updating mechanism.
- Contrary to the Commission proposal, all technologies covered by the text - which would be included in a single list - would a priori be eligible for all the administrative and financial support measures provided for by the regulation.
- However, a project to manufacture one of these technologies would only benefit from all the advantages if it obtains “strategic” status on the basis of criteria yet defined.

The EU Council (Competitiveness) held a first debate on the text at their meeting on 22-23 May.

Source: EU website.

Strategic Foresight 2023

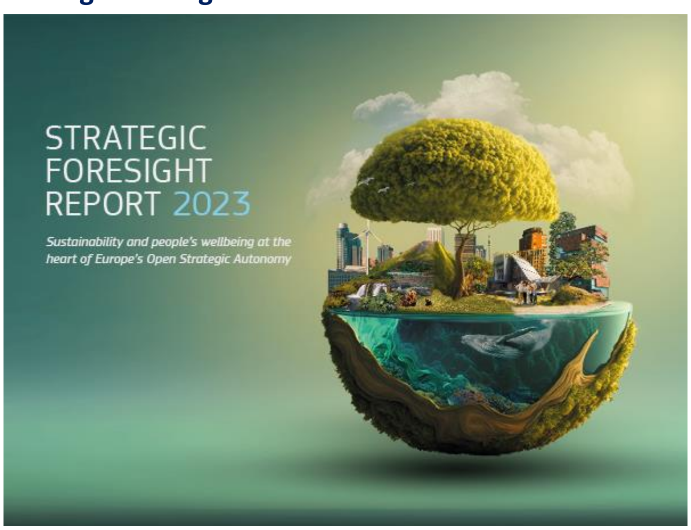


Image Source: Fondazione Charlemagne.

On 6 July, the European Commission presented its **2023 Strategic Foresight Report**, which focuses on how to put ‘sustainability and people's wellbeing at the heart of Europe's Open Strategic Autonomy' and suggests ten concrete actions to achieve this aim. This year's report builds on earlier editions, devoted to resilience as a new compass for **EU policymaking (2020)**, to the **EU's Open Strategic Autonomy (2021)** and to **Twinning between the green and digital transition (2022)**. This forecast exercise is supported by a report of the Joint Research Centre (JRC) of the European Commission on **Towards a fair and sustainable Europe 2050: Social and economic choices in sustainability transitions**.

The 2023 report provides an overview of the challenges faced by the EU and proposes ten areas for action to achieve a successful transition. These are:

1. Ensure a new European social contract with renewed welfare policies and a focus on high-quality social services.
2. Deepen the Single Market to champion a resilient net-zero economy, with a focus on Open Strategic Autonomy and economic security.
3. Boost the EU's offer on the global stage to strengthen cooperation with key partners.
4. Support shifts in production and consumption towards sustainability, targeting regulation and fostering balanced lifestyles.
5. Move towards a ‘Europe of investments' through public action to catalyse financial flows for the transitions.
6. Make public budgets fit for sustainability through an efficient tax framework and public spending.
7. Further shift policy and economic indicators towards sustainable and inclusive wellbeing, including by adjusting GDP for different factors.
8. Ensure that all Europeans can contribute to the transition by increasing labour market participation and focusing on future skills.
9. Strengthen democracy with generational fairness at the heart of policymaking to reinforce the support for the transitions.
10. Complement civil protection with ‘civil prevention' by reinforcing the EU's toolbox on preparedness and response.

The European Commission’s annual Strategic Foresight exercise aims to nurture its mid-to long-term reflection on the EU developments, taking into account internal and global challenges and opportunities.

Source: Weber Shandwick.

Policy updates

"Fit for 55" legislative package

Image Source: European Commission website.

Piece after piece, the "Fit for 55" package is becoming law as their respective legislative processes are finalised by the EU institutions and published on the EU Official Journal. At the end of the Swedish Presidency of the EU Council (30 June 2023), the

- CO2 emission performance standards for LDVs - procedure completed. **Regulation published in the EU Official Journal**.
- Efforts Sharing Regulation Land Use Change and Forestry - procedure completed. **Regulation published in the EU Official Journal**.
- Emissions Trading Scheme (ETS) - procedure completed. Regulations published in the EU Official Journal: **ETS2**, **ETS maritime**, carbon border adjustment mechanism **CBAM** and **Social Climate Fund**.
- Revision of the Renewable Energy Directive (RED III) - trilogue completed.
- Fuels EU Maritime - trilogue completed.
- Alternative Fuels Infrastructure Directive - trilogue completed.
- Energy Efficiency Directive - trilogue completed.
- REFuelEU Aviation – trilogue completed.
- Energy Performance of Buildings Directive - trilogue to start.
- Revision of the Energy Taxation Directive - discussions on-going in Council.

More in detail:

On 11 June, the European Parliament definitely adopted the following texts:

- **Alternative Fuels Infrastructure Regulation (AFIR)** (revision)

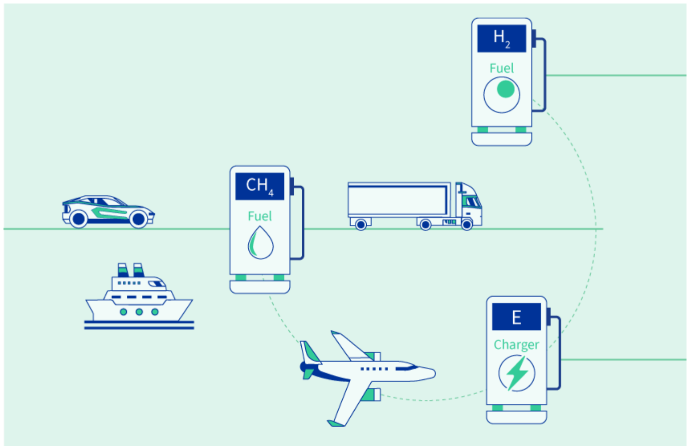


Image Source: EU Council website.

Electric charging pools for cars with a minimum 400 kW output will have to be deployed at least every 60 km along core TEN-T network routes by 2026, with the network's power output increasing to 600 kW by 2028. For trucks and buses, charging stations will have to be provided every 120 km. These stations should be installed on half of main EU roads by 2028 and with a 1400kW to 2800 kW power output depending on the road. EU countries must ensure that hydrogen refuelling stations along core TEN-T network will be deployed at least every 200 km by 2031. Also, users of alternative fuel vehicles will have to have the possibility to pay easily at recharging points (with payment cards or contactless devices and without a need to have a subscription), while the price of these "fuels" will have to be displayed per kWh, kg or per minute/session. The Commission will set up an EU "database" on alternative fuels data by 2027 to provide consumers with information on the availability, waiting times or price at different stations.

- **FuelsEU Maritime** (revision)

Image Source: Euractiv website.

This revised Regulation requests that ships gradually reduce greenhouse gas (GHG) emissions by cutting the amount of GHG in the energy they use (below 2020 level) by 2% as of 2025 to 80% as of 2050. This will apply to ships above a gross tonnage of 5000, which are in principle responsible for 90% of CO_2 emissions, and to all energy used on board in or between EU ports, as well as to 50% of energy used on voyages where the departure or arrival port is outside of the EU or in EU outermost regions. In order to significantly reduce air pollution in ports, containerships and passenger ships will be obliged to use onshore power supply for all electricity needs while moored at the quayside in major EU ports as of 2030. The new rules also set a 2% renewable fuels usage target as of 2034 if the Commission reports that in 2031 renewable fuels of non-biological origin (RFNBO) amount to less than 1% of fuel mix.

- **Energy Efficiency Directive** (revision)

Image Source: European Commission website.

The Regulation will set energy-saving targets in both primary and final energy consumption in the EU. Member States will have to collectively ensure a reduction in energy consumption of at least 11.7% at EU level by 2030 (compared to the projections of the 2020 Reference Scenario). A monitoring and enforcement mechanism will accompany this objective to make sure that they deliver on their national contributions to this binding EU target. By 2030, Member States need to save on average 1.5% per year. The annual energy savings will begin with 1.3% in the period until the end of 2025 and will progressively reach 1.9% in the last period up to the end of 2030. The saving targets should be met through local, regional, and national measures, in different sectors - e.g., public administration, buildings, businesses, data centres, etc… Member States should also ensure that at least 3% of public buildings are renovated each year into nearly-zero energy buildings or zero-emission buildings. The directive also establishes new requirements for efficient district heating systems.

On 16 June, the Permanent Representatives (COREPER) reached an agreement of the Member States on the:

- **Renewable Energy Directive** (RED III)

Image Source: European Panel Federation website.

This agreement was reached after the addition of a declaration by the European Commission which indirectly acknowledges the role of nuclear energy and allows for a rebate of existing ammonia production plants in meeting the RED III targets for industry. Compared to the **original trilogue provisional agreement** reached between the European Parliament and the EU Council, the text adds a new non-binding recital:

Recital 22ab: "Moreover, it should be acknowledged that certain existing integrated ammonia production facilities might be confronted with specific challenges posed by the replacement of hydrogen produced from steam methane reforming process. The necessary rebuild of such facilities will require important efforts of Member States depending on their specific national circumstances and the structure of their energy supply".

The European Commission also issued a declaration stating, without mentioning nuclear power directly, that:

"Other sources of fossil-free energy than renewable energy contributes to reaching climate neutrality by 2050 for Member States who decide to rely on such sources of energy."

The text specifically refers to Articles 22(a) and (b), setting out the targets for the use of RFNBOs in the industry sector and the conditions to obtain a 20% reduction of the targets. Article 22(b) would in fact allow Member States to 'discount' the contribution of RFNBOs in industry by 20%, under two conditions: the Member State meets its expected national contribution to the binding overall EU target; the share of hydrogen from fossil fuels consumed in the Member State is not more 23% in 2030 and 20% in 2035.

Therefore, "*the Commission acknowledges that meeting the target provided in Article 22(a), in combination with Article 22b, will, in certain cases, entail high adaptation costs of plants which require retrofitting their processes. This is the case of certain ammonia production plants which require significant investment in the production process to replace use of hydrogen produced from the steam methane reforming. Therefore, [the Commission] in its assessment under Article 22(a), and Article 22(b), the Commission, on a case-by-case basis and when duly justified, will not take into account these existing plants while considering whether they have been fully amortised and when the final investment decision for retrofitting has been taken*".

In summary, when assessing if the share of fossil-based hydrogen consumed by industry is below 23% in 2030 and 20% in 2035, the Commission will determine on a case-by-case basis whether to take into consideration certain ammonia production plants.

Source: Weber Shandwick.

ReFuelEU Aviation Regulation

On 27 June, the TRAN Committee of the European Parliament **adopted** the **trilogue agreement** on the ReFuelEU Aviation Regulation, following COREPER I **final agreement** on 16 June. As the file is paired with the revision of RED III, the final vote by Plenary is likely to take place in September.

The Regulation will impose a SAF blending mandate on fuel suppliers.

- Aviation fuel suppliers required to supply a minimum share of SAF at EU airports, starting at 2% by 2025 and reaching 70% by 2050 (intermediate targets: 6% in 2030, 20% in 2035, 34% in 2040, 42% in 2045).
- A minimum share of the fuel mix (1.2% in 2030, 2% in 2032, 5% in 2035 and progressively reaching 35% in 2050) must be synthetic fuels like e-kerosene.
- The agreement maintains a transitional period, allowing fuel suppliers to reach the SAF blending mandate as a weighted average of the quantities they have supplied across the EU.

Image Source: European Commission website.

Eligibility of SAF feedstocks

- The Regulation allows for sustainable biofuels as defined in **RED II (2018)**, with the exception of biofuels produced from food and feed crops, including high indirect land-use change risk biofuels, as well as fuels derived from palm and soy materials; synthetic aviation fuels (RFNBOs / e-fuels); and recycled carbon aviation fuels. Hydrogen and synthetic low-carbon aviation fuels can also be used to reach the minimum shares set by the Regulation.
- More precisely, the renewable share of fuels produced through co-processing should be eligible under the definition of SAF, as long as the renewable share is produced from feedstock listed in Annex IX RED II (2018) with the exception of biofuels produced from 'food and feed crops' (Art. 2.40 RED II) – these are: starch-rich crops, sugar crops or oil crops

produced on agricultural land as a main crop excluding residues, waste or ligno-cellulosic material and intermediate crops, such as catch crops and cover crops, provided that the use of such intermediate crops does not trigger demand for additional land – ; and intermediate crops, palm fatty acid distillate and palm and soy-derived materials, and soap stock and its de-rivatives (Art. 4 ReFuelEU Aviation Regulation).

Source: Weber Shandwick.

Other pieces of legislation

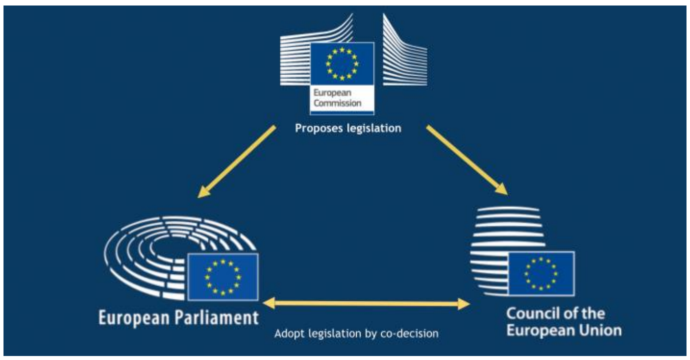


Image Source: European Parliament website.

PSD 3

On 28 June, the European Commission presented a set of proposals aiming at amending the Payment Services Directive of 2015 ("PSD 2"). It consists of two pieces of legislation, one amending the PSD2 (called PSD3) and a Payment Service Regulation (PSR).

Image Source: European Commission website.

The objectives of these proposals are to:

- Strengthen user protection and confidence in payments.
- Improve the competitiveness of open banking services.
- Streamline supervisory powers and obligations to improve enforcement in Member States
- Tackle the unlevel playing field between banks and non-banks by improving access to payment systems and bank accounts for non-banks.

Their main elements are:

- Moving conduct rules for payment service providers from PSD2 into PSR1 so that they apply directly and consistently across the EU.
- Merging the e-money regime with the PSD framework.
- Enabling payment institutions to participate directly in payment systems.
- Requiring payment institutions to hold safeguarded funds with more than one bank.
- Extending IBAN verification to all credit transfers
- Changing strong customer authentication rules, including removing fallback interfaces
- Granting the EBA product intervention powers

Here are the texts of the proposals:

- Regulation on payment services in the internal market and amending Regulation (EU) No 1093/2010 (on the European Banking Authority): it lays down uniform requirements on the provision of payment services and electronic money services, as regards: (a) the transparency of conditions and information requirements for payment services and electronic money services; (b) the respective rights and obligations of payment and electronic money service users, and of payment and electronic money service providers in relation to the provision of payment services and electronic money services.
- Most of the obligations applicable to companies are moved to the new PSR, with a correlation table at the end of the Regulation.
- DIRECTIVE on payment services and electronic money services in the Internal Market amending Directive 98/26/EC and repealing Directives 2015/2366/EU (PSD2) and 2009/110/EC (electronic money): it lays down rules concerning: (a) access to the activity of providing payment services and electronic money services, within the Union, by payment institutions;

b) supervisory powers and tools for the supervision of payment institutions.

Both proposals apply to the same scope:

- Services enabling cash to be placed on and/or withdrawn from a payment account.
- Execution of payment transactions, including transfers of funds from and to a payment account, including where the funds are covered by a credit line with the user´s payment service provider or with another payment service provider.
- Issuing of payment instruments.
- Acquiring of payment transactions.
- Money remittance.
- Payment initiation services.
- Account information services.

Moreover, the PSR article 2.2 provides a list of exclusions.

Source: EU website.

RED II Implementing Act on the share of biofuel and biogas for transport

Image Source: Euractiv website.

On 6 June, the European Commission published a **draft** Delegated Regulation on a methodology to determine the share of biofuel and biogas for transport resulting from biomass being processed with fossil fuels in a common process (co-processing). This Regulation is based on the current Renewable Energy Directive (RED II)

Biofuels and biogas can be produced in a common process in a refinery by mixing bio-based and fossil-based raw materials. In such cases, and in order to calculate the contribution of biofuels and biogas to the renewable energy target in transport, it is necessary to determine what their proportion is when mixed with fossil fuels.

This co-processing methodology enables economic operators to calculate the contribution of biofuels and biogas to the renewable energy target in transport by determining what proportion is used when mixed with fossil fuels. The verification is based on radiocarbon (^{14}C) testing as a main common harmonised testing method. However, some flexibility is allowed to also use other testing methods, which may be company-specific or process-specific, in combination with radiocarbon (^{14}C) testing. The delegated act also provides basic rules for carrying out the certification of economic operators that will be using the co-processing methodology.

The methods can also be used by EU Member States to verify the share of biofuels when blended with fossil fuels, in line with the requirements of the Implementing Regulation on rules to verify sustainability and greenhouse gas emissions saving criteria and low indirect land-use change-risk criteria.

The draft Delegated Act does not seem to distinguish between refiners and importers.

Source: EU website and Weber Shandwick.

Sustainable finance/taxonomy

Image Source: European Commission website.

On 13 June, the European Commission presented a new package of measures to build on and strengthen the foundations of the EU sustainable finance framework. The aim of this package is to ensure that the EU sustainable finance framework continues to support companies and the financial sector, and to encouraging the private funding of transition projects and technologies.

Specifically, the Commission is adding additional activities to the EU Taxonomy and proposing new rules for Environmental, Social and Governance (ESG) rating providers, with the aim to increase transparency on the market for sustainable investments.

The package aims to ensure that the sustainable finance framework works for companies that want to invest in their transition to sustainability. It aims also to make the sustainable finance framework easier to use, thereby continuing to contribute effectively to the European Green Deal objectives.

The package consists of:

EU Taxonomy Delegated Acts: new EU Taxonomy criteria for economic activities making a substantial contribution to one or more of the non-climate environmental objectives, namely: sustainable use and protection of water and marine resources, transition to a circular economy, pollution prevention and control, and protection and restoration of biodiversity and ecosystems.

- targeted amendments to the EU Taxonomy Climate Delegated Act, which expand on economic activities contributing to climate change mitigation and adaptation not included so far - in particular in the manufacturing and transport sectors.
- amendments to the EU Taxonomy Disclosures Delegated Act, to clarify the disclosure obligations for the additional activities.

A Regulation proposal on Environmental, Social and Governance (ESG) ratings providers: t**he** Commission is proposing to improve the reliability and transparency of ESG ratings activities. New organisational principles and clear rules on the prevention of conflicts of interest will increase the integrity of the operations of ESG rating providers.

These new rules are expected to enable investors to make better informed decisions regarding sustainable investments. Moreover, the proposal will require that ESG rating providers offering services to investors and companies in the EU be authorised and supervised by the European Securities and Markets Authority (ESMA). This will also ensure the quality and reliability of their services to protect investors and ensure market integrity.

The package also includes recommendations on transition finance, aiming to provide guidance as well as practical examples for companies and the financial sector. These aim to show how companies can use the various tools of the EU sustainable finance framework on a voluntary basis to channel the investments into the transition and manage their risks stemming from climate change and environmental degradation. The objective is to facilitate transition finance, not only for companies that have strong sustainability records already, but also for those that are at different starting points, with credible plans or targets to improve their sustainability performance. It also acknowledges that small and medium-sized enterprises face specific challenges that need to be addressed.

For more information: **Questions and answers** **;** **Factsheet**; **Legal texts**.

Source: EU website.

Industrial Carbon Management

Image Source: European Commission website.

The European Commission has launched a call for evidence (open until 31 August 2023) related to an initiative on Industrial carbon management strategy. The initiative will assess:

- what role carbon capture, utilisation and storage technologies can play in decarbonising the EU economy by 2030, 2040 and 2050, respectively; and
- measures needed to optimise their potential, including in the deployment of EU-wide CO2 transport and storage infrastructures.

Source: EU website.

Implementing Regulation concerning the type-approval of vehicles running exclusively on carbon-neutral fuels

On 3 July, the 'Technical Committee - Motor vehicles' (TCMV) held a first exchange of views on the draft Commission Implementing Regulation concerning the type-approval of vehicles running exclusively on carbon-neutral fuels).

This implementing regulation would amend the Euro 6 Regulation to allow specific type-approval for vehicles running exclusively in e-fuels, in line with Recital 11 of the Regulation on CO2 emission standards for light-duty vehicles (LDVs).

The meeting was guided by a presentation by the European Commission (DG GROW). Among the most relevant elements of the presentation:

- Need to create a special category of vehicles that can be fuelled exclusively with carbon-neutral fuels and cannot use other types of fuels.
- Vehicles shall be equipped with fuelling monitors that check whether the vehicle is fuelled with carbon-neutral fuels. The monitor will not allow the vehicle to start if fuelled with other fuels.
- In additional fuel inlets shall be marked appropriately (or constructed).
- Technology solution left in the hands of the industry (OEM and fuel companies).
- Separate entries in the CoC needed.
- Strong enforcement mechanism during market surveillance: test that after fuelling with other types of fuel such a car will not start.

Source: Fuels Europe.

UPEI News

THE VOICE OF EUROPE'S INDEPENDENT FUEL SUPPLIERS

07/06/2023 | Board Meeting

The UPEI Board met in Copenhagen (Denmark) on 7 June, focusing its meeting on four major action items:

a) Review of current EU legislation with an update by Weber Shandwick.
b) Update on creation of Commission on "Energy Transition"
c) Organisation of the UPEI webinar on the final outcome of the "Fit for 55" package.
d) Update on membership status and overview for potential new members.
e) Follow up on EU ETS2 Expert Group (update by Inga Tölke - MEW).
f) Preparation of the Autumn General Meeting in Copenhagen, Denmark.

The next meeting is scheduled to take place online on 10 October 2023

*More information **here***

20/06/2023 | Bunkering Commission Meeting

At the latest Bunkering Commission meeting, members reviewed the state of play of the most important policy issues for the commission, giving special attention to the FuelEU Maritime Regulation, the Energy Taxation Directive (ETD), and the EU Emissions Trading System (ETS).

A discussion on the work of the Renewable and Low Carbon Fuels Value Chain Industrial Alliance (RLCF) followed, focusing on the latest developments reported by Pierre Lucas and Kathleen Kollewe as UPEI representatives in the Alliance.

Attendants also discussed the latest developments at national level, focusing on the implementation of the "Fit for 55" package legislative pieces of legislation which are already adopted.

*Find all the information **here***

13/07/2023 I Fuel Payments Commission Meeting

At the latest Fuel Payments Commission meeting, members reviewed the most recent developments in the application of the Vega International Case, focusing in the outcome of stakeholders working group discussions and follow up with the European Commission meeting which took place on 28 June 2023.

Attendants also discussed the latest developments on the revision of the Payment Service Directive 2 (PSD 2) and UPEI's advocacy efforts for fuel cards to continue being exempted under the PSD 2. Special attention was given to the European Commission proposal for the PSD 3 and the PSR (Payment Services Regulation).

Finally, the Secretariat gave a general overview of the revision of the VAT Directive (digital aspects) and discussed national measures on implementing / guidelines on the limited network exclusion under PSD 2.

*Find all the information **here***

12/09/2023 | UPEI Webinar on the final outcome of the “Fit for 55” package.

As discussed at the latest UPEI General Meeting in Rotterdam (Netherlands), we will organise a seminar to inform and discuss the final outcome of the “Fit for 55” package, based on the final texts as published in the Official Journal of the European Union. The seminar will take place on 12 September 2023 from 13h30 to 16h30.

The seminar will be in hybrid format. Its physical part will be held at the Brussels offices of our public affairs partner Weber Shandwick, Avenue de Cortenbergh 100 at 1000 Brussels (Belgium).

To register, please follow the link **here**

For any further information, please do not hesitate to contact the Secretariat.

UPEI Publications

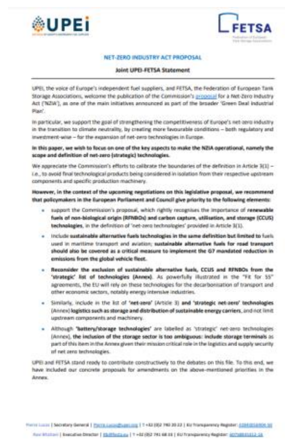
Joint Position Paper on Revision of European Commission Regulations on respectively Ecodesign and Energy Label of central hydronic space and combination heaters

On 20 June 2023, UPEI, together with ECFD, Eurofuel, and FuelsEurope, signed a joint position paper on the Revision of the European Commission Regulations (EU) 813/2013 and (EU) 811/2013, highlighting their commitment to promoting competitiveness, efficiency, and environmental sustainability in heating using low-carbon and renewable liquid fuels.

While recognising the need to improve efficiency requirements to decarbonise the residential heating sector, we believe that the proposed phase-out of ‘stand-alone’ (non-hybrid) boilers from September 2029 could have several unintended consequences for end-users, manufacturers as well as the underlining climate objectives.

In our efforts to achieve our climate goals in a technology-neutral manner, we should not undermine social justice and security of supply. *Read more* ***here***

Joint UPEI – FETSA Statement on the Net-Zero Industry Act Proposal



UPEI and FETSA welcome the publication of the European Commission proposal for a Net-Zero Industry Act (NZIA) as part of the broader “Green Deal Industrial Plan”.

In a joint statement, as representatives of Europe's independent fuel suppliers and tank storage associations, we support the goal of strengthening the competitiveness of Europe's net-zero industry in the transition to climate neutrality, by creating more favourable conditions - both regulatory and investment-wise - for the expansion of net-zero technologies in Europe.

To do so, as we approach the upcoming negotiations on the legislative proposal, we urge policymakers in the European Parliament and Council to further define the scope and the definition of net-zero (strategic) technologies by giving priority to certain key elements.

Read more ***here***

Business Partners’ Focus

UNIMOT

UNIMOT

UNIMOT Group is a multi-energy capital group and a leader among independent importers of liquid and gaseous fuels in Poland. Since December 2016, the company is a member of the AVIA International association, thanks to which it was the first to obtain the permit to build and develop a network of AVIA petrol stations in Poland and Ukraine. Currently, the network of AVIA petrol stations in Poland has about 120 facilities and is constantly developing dynamically. UNIMOT has over 30 years of experience within the fuel market, specialising in the wholesale of diesel oil and distribution of other liquid fuels, both in Poland and abroad. The Group has a diversified portfolio of fuel supply sources - fuel is imported, among others, from the United States, both with direct transports from the USA to Poland and using the Gulfhavn transshipment terminal in Denmark.

In April 2023, UNIMOT Group finalized the acquisition of the assets of Lotos Terminale, including 9 fuel terminals and two asphalt production plants. This way, UNIMOT fulfils the function of the Independent Logistics Operator, being the third player on the fuel storage market, and also takes the second place on the asphalt production market in Poland. The company is also developing the photovoltaic segment, e.g. under the AVIA Solar brand, and invests in other RES sectors. UNIMOT has its own production line of photovoltaic panels located in the south of Poland. The production capacity of the line is currently 45 MW annually.

Revenues of UNIMOT Group amounted to almost EUR 3 mld in 2022, and the consolidated adjusted EBITDA amounted to EUR 113 mln.

The Company has been listed on the main floor of the Warsaw Stock Exchange.

More information here

UPEI Circulars

16/2023 UPEI Autumn General Meeting 2023 (2) Preliminary Details & Arrangements

15/2023 Guest Membership of UPEI E100 International Guest Membership

14/2023 Tank Storage Magazine Webinar "Repurposing and re-using existing Infrastructure for the future"

13/2023 UPEI Board Meeting 07/06/2023 Decisions & Actions

12/2023 UPEI Autumn General Meeting 2023 Hotel Reservation

11/2023 Seminar on the final outcome of the "Fit for 55" package

UPEI Diary

July 2023

13/07 UPEI Fuel Payments Commission Meeting

19/07 UPEI Retail Heating Commission Meeting

September 2023

12/09 UPEI Seminar on the outcome of the "Fit for 55" package

October 2023

10/10 UPEI Board Meeting

25-27/10 UPEI Autumn General Meeting

UPEI General Meeting

UPEI AUTUMN GENERAL MEETING
25 – 26 – 27 October 2023
Copenhagen, Denmark