

FUELLING EUROPE

The Voice of the European Fuel Distributors

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ENERGY PERFORMANCE OF BUILDINGS DIRECTIVE

The European Commission has launched the revision of the Energy Performance of Buildings Directive (EPBD). The revision of the legislation is in line with the EU's Renovation Wave Strategy and aims to increase the renovation rate of buildings and contribute to EU's energy objectives. A central point of the revised proposal is the expected introduction of mandatory minimum energy performance standards for public and private, residential and non-residential buildings. Additionally, standards for deep renovations, related to the retrofitting of buildings to increase their energy efficiency, are being considered by the European Commission.

In line with the revision, the Commission held a high-level workshop on accessible and affordable financing. Paula Rey Garcia, the Deputy Head of Unit at the Directorate-General for Energy, noted that a main concern is the linking of accessible and affordable financing to legislation in the building sector in a way that will contribute to the

climate goals of the EU. The participating stakeholders emphasized that low-income households should be at the center of the revision considerations. The workshop was conducted in parallel to the public consultation for EPBD, which was open for contributions until 22 June.

ECFD both provided its position on the roadmap of the revision and participated in the public consultation. We emphasized the importance of an adoption of a technology open approach and highlighted the benefits of liquid fuels and renewable fuels for heating. Additionally, ECFD reiterated in its contribution to the public consultation that consumers should be provided the choice of options, including developing liquid fuels and upgrades to condensing boiler to promote energy efficiency measures.

The final proposal of the revised EPBD is expected to be published by the European Commission in Q4 of 2021.

NEWS IN BRIEF

SCENARIOS FOR EMISSIONS REDUCTION FROM TRANSPORT AND BUILDINGS

Transport and Environment (T&E) published a [report](#) outlining two scenarios for the reduction of greenhouse gas emissions by 33% in road transport and by 41% in buildings by 2030. These objectives were estimated by the European Commission as a requirement for its goal of overall emission decrease by 55%. According to the first scenario, the sectors would remain under the national binding targets for reduction of emissions set in the Effort Sharing Regulation. This is expected to lead to substantial financial benefits, while encouraging the adoption of low-carbon technologies. In the second scenario, a separate Emission Trading System (ETS) for road transport and buildings would be created by 2025 with options for tax cuts, investment or transfer to low-income households. If none of these revenue recycling methods are implemented, a carbon price of €180 would be needed, increasing the fuel prices for vehicles. However, if a quarter of the ETS revenues is used to promote low-carbon technologies, the price will decrease to €150. Based on its analysis, T&E urged the European Commission to not rely solely on ETS for the two sectors, but to rather use it complementary to policy measures, such as car emission standards.

REVIEW OF THE IMPLEMENTATION OF LOW-ENER-

GY BUILDING STANDARDS

The Buildings Performance Institute Europe (BPIE) published an [evaluation](#) of how the standards on nearly zero energy buildings (nZEBs) in Member States align with the requirements established by the Energy Performance of Buildings Directive (EPBD). Since January 2021, new buildings should be nearly zero energy, which refers to very high energy performance and the use of predominantly renewable sources, produced on-site or nearby, for the required energy. BPIE's review established significant disparities in the implementation of the nZEBs rules between Member States, notably with respect to the timeline, clarity and availability of information, and the extent to which residual energy should be covered by renewable sources. Additionally, BPIE highlights Denmark, Croatia, and Ireland as the only countries with tighter energy standards for houses than the EU benchmarks. In light of the revision of the directive, BPIE urged for the harmonization of rules among Member States and the introduction of requirements for the exclusive use of renewable energy sources in new buildings.

ENERGY POVERTY AND AIR POLLUTION

As part of the EU Green Week, the [Energy Poverty Advisory Hub](#) organized an event on the tracking of energy pover-



ty and air pollution. The panel of the event included Teresa Aristegui, a Policy Officer at Directorate-General for Energy in the European Commission, as well as national experts from Bulgaria and Portugal. Aristegui emphasized the work of the Commission on the topic, stressing the crucial role of empowering consumers and eradicating energy poverty in the upcoming "Fit for 55" package. The Bulgarian expert highlighted the difficulties in the Eastern European region, where low-income households cannot afford high quality fuels or new heating equipment. As a result of the use of coal and wood, there is a drastic seasonal increase in the air pollution. Similarly, Portugal faces high rates of excess deaths during the winter, its national expert establishing a connection between energy poverty and heart attacks, strokes, and mental disorders.

REVISION OF DRIVING LICENSES DIRECTIVE

The European Commission published the roadmap for the [revision](#) of the Driving Licenses Directive, which encompasses all vehicle types, including heavy-duty vehicles, used for the transportation of goods. The revision is part of the action plan set out in the Sustainable and Smart Mobility Strategy and aims to improve road safety and facilitate free movement. Notably, the Commission intends on reviewing the eligibility rules for different vehicle categories and on harmonizing the rules for training, screening of medical and mental fitness, and mutual recognition of driving disqualification. Additionally, the revision aims to establish a framework for the recognition of digital licenses and improve the safety of the physical licenses. The public consultation, will be open for submissions in Q4 of 2021.



ECFD ACTIVITIES

ECFD was among the 223 associations, companies, and scientists, which sent a joint letter to the Directorate-Generals for Climate, Energy, Transport, and Internal Market calling for the inclusion of a voluntary crediting system. The letter emphasizes the need for sustainable renewable fuels in the revised standards for CO2 emissions of cars and vans. A voluntary crediting system is meant to enable automotive manufacturers to partly benefit from sustainable fuels for the compliance to the CO2 targets.

2021 CALENDAR – EU UPCOMING PROPOSALS

Q3 2021

- Revised Energy Taxation Directive
- Revised Directive on Deployment of Alternative Fuels Infrastructure
- Revised EU Emissions Trading System (ETS)
- Revised Renewable Energy Directive
- Revised Energy Efficiency Directive
- Reducing methane emissions in the energy sector initiative
- Revised Regulation setting CO2 emission performance standards for new passenger cars and for new light commercial vehicles

Q4 2021

- Revised Energy Performance of Buildings Directive

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OUR MEMBERS



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(BE) Belgian Federation of
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(FR) Fédération française des
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(UK - IE) The UK and Ireland Fuel Dis-
tributors Association - UKIFDA