



# Newsletter

July – August 2020

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I.	<b>Energy system integration strategy and hydrogen strategy .....</b>	<b>1</b>
II.	<b>Overview: Revision of the Directive on the development of infrastructure for alternative fuels .....</b>	<b>2</b>
III.	<b>ENVI: RDE and NOx limits.....</b>	<b>2</b>
IV.	<b>Public consultation: Strategy for sustainable and intelligent mobility.....</b>	<b>3</b>
V.	<b>TRAN: Visit of the German Minister of Transport .....</b>	<b>3</b>
VI.	<b>Report on the Emission Inventory of the European Union for the period 1990-2018 .....</b>	<b>4</b>
VII.	<b>Calendar .....</b>	<b>6</b>



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## Energy system integration strategy and hydrogen strategy

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On 8 July 2020, Frans Timmermans, Executive Vice-President for the European Green Deal, and Kadri Simson, Commissioner for Energy, presented the EU strategy for energy system integration and the EU hydrogen strategy. In principle, it can be said that the hydrogen strategy is part of the EU energy system integration strategy. In general, energy system integration means that the system is planned and operated as a whole, linking different energy sources, infrastructures and consumption sectors. This networked and flexible system should ideally be more efficient and reduce costs for society. The EU strategy provides the framework for energy system transformation. With the current model, in which energy consumption in transport, industry, gas and the building sector takes place in "silos", each with separate value chains, regulations, infrastructure, planning and operation, climate neutrality cannot be achieved in a cost-effective way by 2050.

The strategy for integrating the energy system defines three pillars: (a) a more 'cycle-oriented' energy system; (b) direct electrification of end-use sectors; (c) cleaner fuels e.g. renewable hydrogen, sustainable biofuels and biogas in sectors where electrification is difficult.

The hydrogen strategy is therefore specifically part of the third pillar. Hydrogen can supply energy to sectors that are not suitable for electrification and store energy to balance variable energy flows from renewable energy sources. In an integrated energy system, hydrogen can support the decarbonisation of industry, transport, power generation and buildings across Europe. The EU Hydrogen Strategy looks at how this potential can be realised through investment, regulation, market creation and research and innovation.

Mr Timmermans acknowledged that while 40 gigawatts of renewable hydrogen electrolyzers will be installed in Europe by 2030, there will be a transitional period during which the EU will

need to continue to support low-carbon hydrogen production on a temporary basis.

The phased approach will mean that from 2020 to 2024 the EU will support the installation of at least six gigawatts of renewable hydrogen electrolyzers in the EU and the production of up to one million tons of renewable hydrogen.

From 2025 to 2030, hydrogen must become an integral part of the integrated energy system, with at least 40 gigawatts of renewable hydrogen electrolyzers installed and up to 10 million tons of renewable hydrogen produced in the EU.

From 2030 to 2050, renewable hydrogen technologies should be mature and widely deployed in all sectors that are difficult to decarbonise.

The two strategies should pave the way towards a more efficient and interconnected energy sector. They include a new clean energy investment agenda in line with the Commission's Next Generation EU development package and the European Green Deal.

The significance of hydrogen technologies in the transport sector has also been recognised by industry, which has called for the promotion and concrete development of a hydrogen infrastructure. At the end of last year, for example, the European Automobile Manufacturers Association (ACEA), Hydrogen Europe and the International Road Transport Union (IRU) issued a joint call for the accelerated development of hydrogen refueling infrastructure throughout the EU. Against the background of the general objective of decarbonising transport, the three associations emphasised that fuel cell electric vehicles can make a positive contribution. Similarly, hydrogen technology acts as a bridge between the energy and transport sectors (sectoral integration) and offers solutions for a better integration of surplus renewable energies such as wind and solar ("Power to hydrogen"). The growing demand for renewable and low-carbon hydrogen in many sectors will increase supply and reduce costs. The associations also emphasise that promoting the hydrogen industry would strengthen Europe's

competitiveness in the long term and that this would also mean growth and jobs.

Further Links:

- [Strategy for integration of the energy system](#)
- [Hydrogen power strategy](#)

## Overview: Revision of the Directive on the development of infrastructure for alternative fuels

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The Alternative Fuel Infrastructure Directive was adopted in 2014 to encourage the development of alternative fuel filling and charging stations in EU countries and called on Member States to draw up development plans for alternative fuel infrastructure.

In 2017, the Commission commissioned an assessment of the implementation of the directive to date. While noting that infrastructure development had started, the Commission stressed the need to accelerate infrastructure development along the Trans-European Transport Network (TEN-T) and in urban and suburban areas. Moreover, the plans were of varying degrees of completeness and ambition and did not provide long-term market certainty. Since then, the Commission has repeatedly talked about a planned revision of the directive but has been slow to act. Most recently, the Commission announced in its December 2019 Communication on the European Green Deal that it would revise the infrastructure directive for alternative fuels.

Car manufacturers and alternative fuel producers, clean energy advocates and the European Parliament had long been calling for a revision of the directive to ensure that sufficient infrastructure was in place in line with efforts to reduce emissions in the transport sector and to help achieve the climate and environmental goals set out in the Paris Agreement and the Green Deal. The move now to embed the European Green Deal was welcomed across the board.

This step was reiterated in the Corona Economic Recovery Plan NextGenerationEU of 27 May 2020, in which the Commission stressed the

importance of promoting and developing sufficient infrastructure for alternative fuels, electric vehicles, hydrogen technology and renewable energies.

On 4 April 2020, a public consultation was launched to assess the effectiveness of the Directive with the aim of proposing a revision in 2021. The roadmap annexed to the Green Deal also provides for a revision of the Directive in 2021. A Sustainable Transport Forum established by the Commission, composed of stakeholders and national experts, produced a report in November 2019 to feed into the evaluation of the Directive.

Further Links:

- [Briefing of the European Parliament](#)
- [Directive 2014/94/EU](#)

## ENVI: RDE and NOx limits

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On 13 and 14 July 2020, the European Parliament's Environment Committee (ENVI) voted on the report on the European Commission's proposal to amend the current vehicle type-approval system with regard to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) (for a detailed explanation of the issue, see the January-March 2020 newsletter).

In its proposal, the Commission had advocated the reintroduction of the conformity factors, which were annulled in a judgment of the General Court. 11 compromise amendments were negotiated, which provide for agreement on a lower value for the conformity factor and its gradual reduction through annual downward corrections based on assessments by the Joint Research Centre. The compromises also provide that the conformity factor should no longer apply until 30 September 2022.

A further amendment was introduced to mandate the European Commission to adopt delegated acts by 1 June 2021 at the latest taking due account of actual driving emissions under normal conditions of use.

The Committee also emphasised the issue of emission limit standards in the context of the forthcoming post Euro 6 proposal. Thus, the Commission should present a legislative proposal if appropriate. Conformity factors should not be used in the implementation of post-Euro 6 standards.

The report must win the support of the plenary in September before the trialogue negotiations with the European Council and the European Commission can begin.

Further Links:

- [ENVI: Amendments](#)
- [JRC Technical Report](#)
- [Information from the European Commission on the facts of the case](#)

### Public consultation: Strategy for sustainable and intelligent mobility

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On 1 July 2020, the European Commission published a public consultation on its roadmap for a strategy for sustainable and intelligent mobility. Comments can be submitted until 23 September 2020. The Commission is working on a comprehensive strategy for sustainable and intelligent mobility. Taking into account the impact of the COVID 19 pandemic on the sector, the strategy aims to provide a path for the sector towards sustainable and digital transitions and to build a resilient and crisis-proof transport system. It aims to achieve the targets set in the European Green Deal (to reduce transport-related greenhouse gas emissions by 90% by 2050) and to ensure that the European transport sector is prepared for the clean, digital and modern future. The targets include: (a) increasing the use of zero-emission vehicles; (b) providing sustainable alternative solutions to the public and businesses; (c) supporting digitisation and automation; and (d) improving connectivity and access.

In this context, the public consultation seeks to gather the views of citizens and stakeholders on the elements of the strategy. The questionnaire

also looks at how the current framework set out in the 2011 White Paper has worked so far.

Further Links:

- [Public Consultation](#)

### TRAN: Visit of the German Minister of Transport

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As Germany currently holds the EU Council Presidency, the German Minister of Transport Andreas Scheuer was invited to exchange views with the members of the European Transport Committee (TRAN) on the programme of the German Council Presidency in the transport sector.

The central topic of discussion was, of course, the Corona crisis or recovery from the effects of the crisis, particularly in trans-European transport and emergency planning for freight transport and reliable supply chains.

The development of a new approach to mobility in the context of the forthcoming strategy for sustainable and intelligent mobility was also discussed. In particular, the promotion of digital solutions and the facilitation of data exchange in order to increase efficiency in the use of existing infrastructure was discussed. In order to support autonomous vehicle technologies, the development and modernisation of TEN-T corridors and the expansion of the communication infrastructure were also discussed.

The third major topic area was the promotion of climate-friendly mobility based on EU-wide use of alternative fuel infrastructures, incentives for fleet renewal through instruments such as road pricing (Eurovignette Directive) and innovations in air and maritime transport.

In addition, the Minister emphasised that the German Presidency is seeking progress in the negotiations on the Eurovignette Directive.

The speakers stressed the need to reduce transport-related emissions, to accelerate the use of alternative fuel technologies, including hydrogen, for all modes of transport and to

extend the emissions trading scheme to the transport sector. The speakers also called for measures to promote modal shift in long-distance transport as part of a European rail strategy and the (re)development of night train services. With regard to the lessons to be learned from the pandemic, members stressed the importance of strengthening the competitiveness of the transport sector and focusing on social aspects that are not yet sufficiently addressed. An informal Transport Council is planned for 29-30 October, with formal Transport Council meetings scheduled for 28 September and 8 December 2020.

### Report on the Emission Inventory of the European Union for the period 1990-2018

On 23 July 2020, the European Environment Agency (EEA) published the annual report on the European Union's emission inventory for the period 1990-2018 under the auspices of the United Nations Economic Commission for Europe (UNECE).

The report shows that emissions of the main air pollutants have decreased since 1990, albeit to varying degrees.

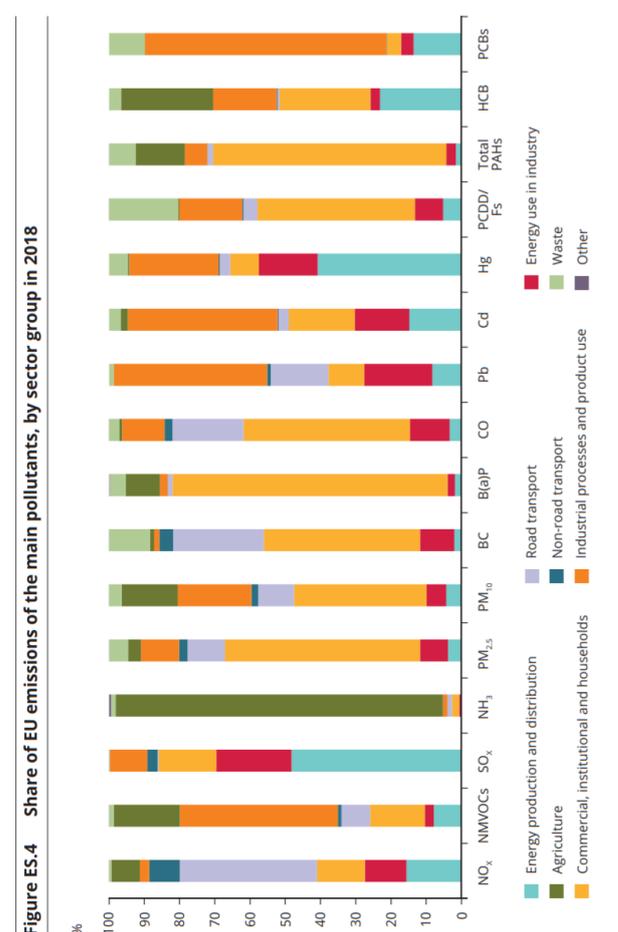
The road transport sector has reduced emissions of CO and non-methane volatile organic compounds (NMVOCs) since 1990, and NOX emissions have also continued to fall since 1992. According to the report, the sector has achieved this primarily through legislative measures requiring a reduction in exhaust emissions from vehicles. European legislation is gradually setting stricter emission limits for air pollutants from cars, vans, trucks and buses, known as Euro standards. The standards apply to tailpipe emissions of NOX, which are determined by laboratory-based tests. These official tests do not measure the actual level of emissions that vehicles produce under real driving conditions, i.e. NOX emissions are higher than the EU limits allow. This has contributed significantly to exceeding the daily limit value for nitrogen dioxide (NO2) in air quality at urban traffic

stations. New tests under real driving conditions now complement the laboratory-based tests. Such tests became mandatory for all new cars and vans from September 2019.

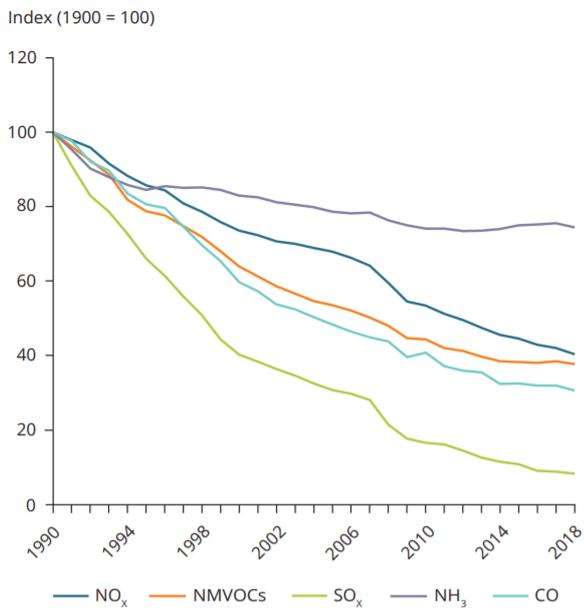
Emissions of primary PM10, PM2.5 and BC have decreased by 29%, 32% and 46% respectively (since 2000).

According to the report, these reductions are mainly due to the introduction or improvement of reduction measures in the energy, road transport and industrial sectors.

The report shows that in 2018 NOx emissions from road transport and non-road transport will account for about 50% of total emissions, while PM from the same sectors will contribute 12-13% and carbon monoxide 22%.



**Figure ES.1 EU-28 emission trends for the main air pollutants**



**Further Links:**

- [European Union emission inventory report 1990-2018](#)

## Calendar

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### Meeting Dates

#### Council

Transport, Telecommunications and Energy Council 28/09/2020

Competitiveness Council 24/09/2020

Council of Justice and Home Affairs 08/10/2020

Council of Environment 23/10/2020

Plenary 08-10/07/2020 (Agenda)

#### Committees

Environment (ENVI) 02-03/09/2020 (Agenda, tba)

Internal Market / Consumer (IMCO) 02-03/09/2020 (Agenda, tba)

Justice & Home Affairs (LIBE) 02-03/09/2020 (Agenda, tba)

Transport (TRAN) 02-03/09/2020 (Agenda)

### Events (Brussels)

14/09/2020 AutoSensMatch

23/09/2020 High Level Conference - Skills and transformation of the EU's automotive sector