

## IMPORTANT: PHISHING ISSUE

We would like to inform you that the UPEI Board has been the object of a phishing attempt. We strongly recommend you to never follow on a request for money from UPEI unless:

- it has been duly approved by the General Meeting or the Board: in nearly all cases we ask for your annual membership fee and for your contribution to the UPEI General Meeting and
- it is accompanied by an UPEI invoice.

In case of doubt, please contact the UPEI Secretariat.

## Welcome to the 126<sup>th</sup> edition of the UPEI Newsletter!

In Brussels, October has been marked on the one hand by the preparations for the hearings of the candidate-Commissioners by the European Parliament, and on the other hand by the publication of several (draft) implementing acts and guidance documents.

## Brussels News

### Organisation of the new European Commission

According to the EU rules of procedures, all Commissioners designated by the Member States and approved by the European Commission President-elect must go through a hearing carried out by the European Parliament's relevant committee(s), for example the hearing for the Commissioner-designate in charge of Agriculture will be heard by the AGRI Committee. The hearings help the European Parliament to check the candidates' capabilities to fulfill their functions, to assess their objectives and plans (based on the President elect's Political Guidelines), and to evaluate their commitment to the European project. In the words of the European Parliament's internal rules of procedures: *"Parliament shall evaluate Commissioners-designate based on their general competence, European commitment, and personal independence. It shall assess knowledge of their prospective portfolio and their communication skills."*

Ahead of the (oral) hearings taking place from 4 to 12 November (see schedule [here](#)), the European Parliament has published the (written) answers to the questions which they asked to the candidates.

You will find below a link to the documents prepared by the candidates of most direct interest for UPEI:



Image Source: Euractiv website.

- [Teresa RIBERA RODRÍGUEZ](#) Executive Vice-President, Clean, Just and Competitive Transition – Spaniard.
- [Stéphane SÉJOURNÉ](#) Executive Vice President, Prosperity, and Industrial Strategy – French.
- [Wopke HOEKSTRA](#), Commissioner, Climate, Net-Zero and Clean Growth – Dutch.
- [Jessika ROSWALL](#), Commissioner, Environment, Water Resilience, and a Competitive Circular Economy – Sweden.
- [Dan JOERGENSEN](#), Commissioner, Energy and Housing – Dane.
- [Apolostolos TZITIKOSKAS](#), Commissioner, Sustainable Transport and Tourism – Greek.
- [Maria Luis ALBUQUERQUE](#), Commissioner, Financial Services and the Savings and Investments Union – Portuguese.

Three other candidates might also be of interest to UPEI:

- [Ekatarina ZAHARIEVA](#), Commissioner, Startups, Research, and Innovation – Bulgarian.
- [Christophe HANSEN](#), Commissioner, Agriculture and Food – Luxembourg.



- [Valdis DOMBROVSKIS](#), Commissioner, Economy and Productivity / Implementation and Simplification – Latvian.

Once the hearings are completed, the committee chairs and political group representatives will assess the candidates and prepare their evaluation letters. Commissioners-designate may be asked to answer more written questions or be invited for a resumed hearing.

An unsuccessful Commissioner-designate may be withdrawn by its Member State and replaced by a new candidate in agreement with the Commission President-elect. The new candidate must go through all the preparatory steps, including a new hearing in the European Parliament.



*Image Source: European Parliament website.*

At the end of the process, the committees' evaluation letters are examined by the Conference of Committee Chairs and conveyed to the Conference of Presidents, composed of the President and the leaders of Parliament's political groups, which can seek further information or declare the hearings closed.



*Image Source: Eumetsat website.*

Once the hearings are closed, the Commission President-elect is invited to present the whole College of Commissioners and its programme during a debate in plenary, following which the European Parliament votes on the Commission's College. The College is then definitely appointed by the European Council.

More information on the [latest developments](#) and on the organisation of the new European Commission [here](#).

*Source: EU website.*

## Policy updates



*Image Source: European Commission website.*

### Revised EU combined Nomenclature

The [revised Combined Nomenclature](#) (CN) has been published in the EU Official Journal of 31 October 2024:

The Regulation includes one change, which is relevant for HVO blends in gasoil: CN 27101943 will be replaced by two new CN Codes as of 1.1.2025 (page 228 of the Regulation):

- 2710 19 42 – – – – – Having a bio-based carbon content\* of at least 80 % by weight
- 2710 19 44 – – – – – Other

*\*Definition according to the EN 16575 standard.*

*Source: Official Journal of the European Union.*

### Union Database on Biofuels

On 14 October, the European Commission launched a call for evidence on a draft regulation [extending the scope of traceability of the EU database](#) on Biofuels (UDB). To improve traceability, the revised Renewable Energy Directive (RED III) empowers the Commission to extend the scope of the data in UDB to also cover data from the point of production / collection of the raw materials used to produce biofuels.

The draft Regulation extends the scope of the data to be included in the Union database to cover relevant data



already from the first gathering point, collecting the produced raw materials, and covering all stages of the supply chain in a chain of custody approach until the respective fuels are put on the market in the Union for final consumption. The draft Regulation also sets out the related responsibilities and rights of stakeholders responsible for data provision, data collection, data entry, or data verification at each of the stages along the relevant supply chains for liquid and gaseous renewable fuels and recycled carbon fuels.

The deadline to provide comments is 7 November 2024.

Source: EU website.

### Delegated Regulation on the monitoring, reporting and verification of greenhouse gas emissions from maritime transport

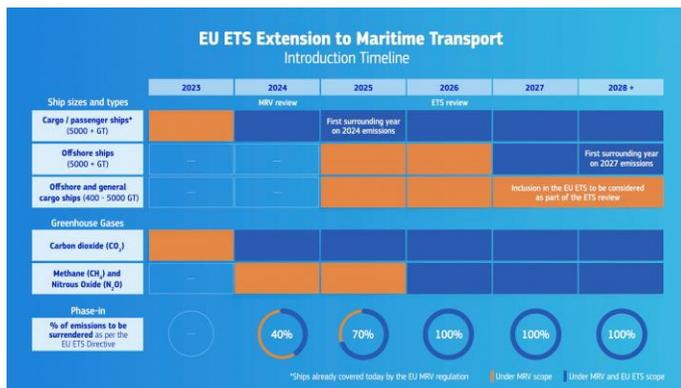


Image Source: European Commission website.

The European Commission has definitely adopted on 16 October a Delegated Regulation (available [here](#)) amending Annexes I and II of the Regulation on the monitoring, reporting, and verification of CO<sub>2</sub> emissions from maritime transport (EU MRV Regulation) as regards the rules for the monitoring of greenhouse gas emissions from offshore ships and the zero-rating of sustainable fuels.

The amendment provides for the inclusion of GHG emissions from offshore ships not below 400 gross tonnages within the scope of the Regulation, as of 1 January 2025, and further aligns Annexes I and II with the Implementing Acts adopted under Article 14 (1. Guidelines for monitoring and reporting of emissions) of the ETS Directive (2003/87/EC), in particular with regard to the rules for the zero-rating of sustainable fuels.

GHG from offshore ships shall cover greenhouse gas emissions by the following ships: a) anchor handling tug supply vessel; (b) offshore supply ship; (c) crew/supply

vessel; (d) pipe carrier; (e) platform supply ship; (f) drilling ship; (g) floating production storage and offloading (FPSO), oil; (h) gas processing vessel; (i) floating storage and offloading (FSO), gas; (j) FSO, oil; (k) accommodation ship; (l) diving support vessel; (m) offshore construction vessel; (n) offshore support vessel; (o) pipe burying vessel; (p) pipe layer; (q) pipe layer crane vessel; (r) production testing vessel; (s) standby safety vessel; (t) trenching support vessel; (u) well stimulation vessel; (v) cable layer; (w) cable repair ship; (x) mining vessel; (y) wind turbine installation vessel; (z) commissioning service operation vessel; (aa) service operation vessel; (ab) work/repair vessel; (ac) research survey vessel; (ad) dredger; (ae) hopper dredger.

Where a company uses RFNBOs, recycled carbon fuels or synthetic low-carbon fuel, the rules of this regulation do not apply. In such cases, the CO<sub>2</sub> emission factor shall be determined in accordance with Implementing Regulation (EU) 2018/2066.

The European Parliament and the EU Council now have two months to scrutinise the draft, until 16 December, with a possibility for the scrutiny period to be extended to four months. Following the expiration of this period, and the approval by both institutions, the delegated act can be published in the Official Journal of the EU.

Source: Weber Shandwick.

### Guidance on phasing out financing for stand-alone fossil fuel boilers from 2025



Image source: European Commission website.

The European Commission has issued the first of a series of guidance documents to support EU countries in transposing and implementing the revised Directive on the Energy Performance of Buildings into national law.

[Guidance C/2024/7161](#) clarifies the requirement under Article 17 (15) to discontinue, at the latest from 1 January



2025, any financial incentive for the installation of new stand-alone boilers powered by fossil fuels. In particular, the document clarifies the notions of ‘stand-alone boilers powered by fossil fuels’ and of ‘hybrid heating system,’ as well as ‘installation’ and ‘financial incentives.’ As an example, no grants, preferential loans, or fiscal incentives, such as reduced tax rates, can be provided for the purchase, assembly and putting into operation of new stand-alone boilers powered by natural gas, oil, or coal, regardless of whether the installation is part of a renovation project or not. No public body at national, regional, or local level shall provide economic support and/or support through public resources to buyers, installers and third parties for the installation of such boilers.

The guidance also outlines forms of incentives that can continue. For example, hybrid heating systems which combine a boiler with a heat generator using renewable energy can be incentivised only if the share of renewable energy is considerable; and the incentive provided should be proportionate to the renewable share. In addition, any incentive already approved under EU funds, financing of the additional costs related to the transition to the use of renewable gases in a boiler, support for the maintenance, repair or decommissioning of fossil fuel boilers or income support for heating with fossil fuels can be maintained. Likewise, incentives which have already been granted at national, regional, and/or local level and communicated to an individual beneficiary may still be disbursed.

- **Background**

The [revised Energy Performance of Buildings Directive](#) (EPBD) sets out how the EU can achieve a fully decarbonised building stock by 2050 via a range of measures and thereby reduce energy bills for European citizens by structurally boosting the energy performance of buildings. It entered into force on 28 May 2024 with a transposition deadline of 29 May 2026 for most of the provisions. However, Article 17(15) has an earlier transposition deadline of 1 January 2025. The Commission is working on several guidance documents on other elements of the updated EPBD, with a view to adopting them next year.

*Source: EU website.*

## Energy security architecture

The European Commission has launched a fitness check ([open until 26 November](#)) evaluating the EU’s energy security architecture.

Energy security is one of the three objectives of energy policy, next to affordability and environmental sustainability, and one of the five dimensions of the Energy Union. Some relevant events brought energy security back at the top of the political agenda. During the negotiations for the Hydrogen & Decarbonised Gas Package, the European Parliament and the EU Council called for a deeper revision of the gas security of supply Regulation.



*Image source: European Commission website.*

On 22 March 2024, the European Council underlined the need for enhanced and coordinated military and civilian preparedness and invited the Commission “to propose actions to strengthen preparedness and crisis response at EU level”. The EU Council conclusions of 30 May on Electricity Grid Infrastructure asked the Commission to “conduct a targeted legislative review to further reinforce of the EU’s security of electricity supply architecture over the longer term”. Moreover, reviewing the EU energy security framework will also contribute to delivering on the priorities depicted in the Political Guidelines for the next European Commission 2024-2029, such as the building of a new Clean Industrial and of a Preparedness Union.

*Source: EU website.*



## Climate Policy



# The European Climate Law

*Image Source: European Commission website.*

The European Commission has published on 31 October its [2024 Climate Action Progress Report](#), showing that net EU greenhouse gas (GHG) emissions fell by 8.3% in 2023 compared to 2022. Net GHG emissions are now 37% below 1990 levels, while GDP grew by 68% over the same period, showing the continued decoupling of emissions and economic growth. The EU remains on track to reach its commitment to reduce emissions by at least 55% by 2030.

Emissions from power and industrial installations covered by the [EU Emissions Trading System](#) saw a record 16.5% decrease in 2023. ETS sector emissions are now around 47.6% below 2005 levels and well on track to reach the 2030 target of -62%.

Under the EU ETS, emissions from electricity production and heating decreased by 24% compared to 2022, driven by the growth of renewable energy sources, in particular wind and solar energy, and the transition away from coal. Aviation emissions grew by 9.5%, continuing their post-COVID trend.

The EU ETS generated revenues of €43.6 billion in 2023 for climate action investments. €7.4 billion is assigned to the Innovation Fund and the Modernisation Fund, with the rest of the money going directly to Member States.

Buildings, agriculture, domestic transport, small industry, and waste emissions (covered by the Effort Sharing Regulation) fell by around 2% in 2023. Reductions were driven by the buildings sector, decreasing by around 5.5%. Agricultural emissions fell by 2% while transport emissions fell by less than 1%.

The EU's natural carbon sink increased by 8.5% in 2023, reversing the declining trend of the past decade in the Land Use, Land Use Change, and Forestry (LULUCF) sector. However, further efforts are needed to meet the 2030 targets.

### Background

The Climate Action Progress Report complements the [annual State of the Energy Union Report](#). It outlines the progress made towards the EU's emission reduction targets, as required by the [Governance Regulation](#). The report also sets out key achievements and recent developments in the fight against climate change. It covers actual (historic) emissions and projected future emissions for every Member State, and information on EU policies and measures, climate finance and adaptation.

For More Information:

- [2024 Climate Action Progress Report](#)
- [State of the Energy Union Report 2024](#)
- [Press release - State of the Energy Union Report 2024](#)
- [National Energy and Climate Plans \(NECPs\)](#)
- [Delivering the European Green Deal](#)

*Source: EU website.*

### Investment financed by the ETS



*Image source: European Commission website.*



On 23 October, the European Commission announced the selection of 85 innovative net-zero projects to receive €4.8 billion in grants from the EU [Innovation Fund](#), helping to put cutting-edge clean technologies into action across Europe. For the first time, projects of different scales (large, medium, and small, alongside pilots) and with a cleantech manufacturing focus are awarded under the [2023 call for proposals](#). This is the largest since the start of the Innovation Fund in 2020, boosting the total amount of support to €12 billion and increasing the number of projects by 70%.

The selected projects are located in 18 countries: Belgium, Denmark, Germany, Estonia, Greece, Spain, France, Croatia, Italy, Hungary, Netherlands, Austria, Poland, Portugal, Slovakia, Finland, Sweden, and Norway. They cover a wide range of sectors from the following categories: energy-intensive industries, renewable energy, energy storage, Industrial Carbon Management, net-zero mobility (including maritime and aviation) and buildings.

These projects are set to enter into operation before 2030 and over their first ten years of operation are expected to reduce emissions by about 476 million tonnes of CO<sub>2</sub> equivalent. This will contribute to European decarbonisation objectives, reducing emissions from those sectors that are particularly difficult to decarbonise, strengthen European industrial manufacturing capacity and reinforce Europe's technology leadership and supply chain resilience.

The selected projects particularly contribute to reaching the following EU policy objectives:

- **Cleantech manufacturing:** In line with the [Net-Zero Industry Act \(NZIA\)](#), clean-tech projects selected will develop, build and operate manufacturing plants for key components in wind and solar energy and for heat pumps, as well as components for electrolyzers, fuel cells, energy storage technologies and the batteries value chain. Selected projects will contribute to 3 GW of solar photovoltaic manufacturing capacity in the EU and 9.3 GW of electrolyser manufacturing capacity in the EU, further strengthening EU's clean energy infrastructure.
- **Energy-intensive industries:** Selected projects will support various technologies to cut net greenhouse gas emissions in energy-intensive industries, target renewable energy integration, heat and energy

storage solutions, recycling, and reuse, as well as electrification.

- **Industrial carbon management:** Projects selected in this call will capture CO<sub>2</sub> and contribute 13% of the NZIA target of storing at least 50 million tonnes of CO<sub>2</sub> per year from various hard-to-abate sources in energy-intensive industries, such as cement and lime, (bio)-refineries, chemicals, and waste-to-energy.
- **Renewable hydrogen:** Selected projects will deliver 61 kilotonnes of RFNBO (renewable fuel of non-biological origin) annually, contributing to increasing the use and production of renewable energy in hydrogen in hard-to-abate applications in industry and transport.
- **Net-zero mobility:** Projects will help cut emissions in the mobility sector, with the maritime sector benefiting the most. These projects involve building and retrofitting vessels for RFNBO fuels and electricity use, as well as reducing emissions in road transport component manufacturing. Awarded projects will also support sustainable transport fuels, producing 525 kilotonnes of renewable fuels per year.

Successful applicants are due to [sign their grant agreements with the European Climate, Infrastructure and Environment Executive Agency \(CINEA\)](#) in the first quarter of 2025.

In addition to the 85 projects selected for funding today, other promising but insufficiently mature projects will receive [project development assistance from the European Investment Bank](#).

The European Commission will launch the next call for proposals under the Innovation Fund in early December 2024.

#### For more information

- [Question & Answers](#)
- [Results of previous Innovation Fund calls for proposals](#)
- [Innovation Fund projects portfolio](#) (with information related to the selected projects)
- [Innovation Fund projects dashboard](#)
- [EU Emissions Trading System \(ETS\)](#)
- [Delivering the European Green Deal](#)

Source: EU website.



## References

### Eurostat 2024 edition of EU energy in figures.

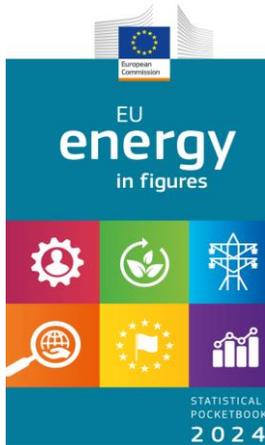


Image Source: EU publication website.

Eurostat has published the yearly edition of its compendium on [EU energy figures](#), providing international, EU and national energy data. Image Source: IEA website.

Image Source: EU publication website.

### European Court of Auditors report



Image Source: ECA website.

On 16 October, the European Court of Auditors issued a special report on "[Climate adaptation in the EU – Action not keeping up with ambition](#)". It states that there is a risk that the EU's adaptation policy might not keep pace with climate change. Extreme climate events such as heatwaves, drought and flooding are occurring with increasing severity and frequency. They also have major economic consequences. While the EU has a sound framework for addressing the impact of climate change,

adaptation policies experience issues when put into practice, say the auditors.

Source: ECA website.

### EEA Report on sustainability of Europe's mobility systems



Image Source: EEA website.

The report '[Sustainability of Europe's mobility systems](#)' of the European Environment Agency (EEA) sums up transport sector's key trends as of 2024, and their environmental and climate impacts. The report shows that transport remains a major source of greenhouse gas emissions, air pollution, and noise. While projections for 2030 and beyond show some positive signs, substantial investments in implementation of innovative solutions and a shift to more sustainable transport modes are still needed.

Source: EEA website.

## UPEI News



THE VOICE OF EUROPE'S INDEPENDENT FUEL SUPPLIERS

### 01/10/2024 | UPEI Commissions Update

On 1 October 2024, UPEI organised a webinar to report on the UPEI commissions' latest developments. Each commission Chair gave a general overview of his/her respective commission's activities, providing members



with an update on the main actions and priorities, including the work of UPEI's experts.

The commission Chairs and Experts are:

- Bunkering Commission, Chair: Erik de Vries, NOVE. - Representatives in Renewable and Low Carbon Fuels (RLCF) Industry Alliance: Helmut Oldekamp, Mabanaft, and Pierre Lucas, UPEI Secretariat.
- Energy Transition Commission, Chair: Christian Heise, DCC Energi.
  - Expert: Britta Mølgaard Laursen, DCC Energi.
  - Expert: Letizia Pasqualini, Assopetroli-Assoenergia.
  - Expert: Cristina Correia, PRIO
- Fuel Payments Commission, Chair and Expert: Ondřej Jančařík, Eurowag.
  - Expert: Sarah Schmitt, MEW.
- Importing / Trading / Wholesale Commission, Chair and Expert: Johan Deleu, BRAFCO.
  - Expert: Inga Tölke, MEW.
  - Expert: Maximilian Brockmann, DS Mineralöl.
- Retail Heating Commission, Chair and Expert: Uta Weiss, MEW.
- Retail Stations Commission, Chair: Ivan Indráček, SČS.
  - Expert: Sarah Schmitt, MEW.

You may find all the information available on the [UPEI dedicated website](#).

## 16-17-18/09/2024 | UPEI Autumn General Meeting



On 16, 17, and 18 October, UPEI Members, Associate Members and Business partners, gathered for the [UPEI Autumn General Meeting](#). The meeting was held, at the invitation and with the support of Assopetroli-

Assoenergia, in Rome (Italy) at the St. Martin hotel with some 51 delegates attending the event.

Following a visit to Centrale Montemartini, which is an extraordinary example of the conversion of an industrial archaeology building, Rome's first public power plant, into a museum venue, and an informal networking dinner, on 17 October, the first morning was devoted to a general overview of current UPEI's activities presented by the President, highlighting UPEI advocacy efforts, either on its own or as a member of industry coalitions. Luis Cervilla, Vice President Public Affairs, and Maria Tanou, Associate Public Affairs, at Weber Shandwick, provided an update on the EU policy files monitored by UPEI and preliminary details on the new European Parliamentary term (2024-2029).

During the Policy Conference, participants heard and discussed with speakers from WashTec on "Solutions to improve car was sustainability", from RiE on the presentation of the study "The ignored effects and avoidable costs of the energy transition in the transport sector", and from ENEA on "R&D on Biofuels and Opportunities for a More Sustainable Energy Transition".

Roundtables and a wrap up session on the work, organisation, and functioning of UPEI commissions followed, which offered further opportunities for participants to exchange useful information.

UPEI delegates and guests gathered in the evening in "La Terraza des Étoiles" Restaurant for UPEI's Formal Dinner, which offered further opportunities for members to network.

During the statutory meeting on Friday 18, members re-elected Christian Heise as one of the UPEI Vice Presidents, for a new 3-year mandate. They also approved the budget and UPEI membership fees for 2025, approved a set of amendments to the UPEI Statutes, as well as discussed on UPEI membership and business partnership developments, followed by a short update on next UPEI General Meetings.

Finally, members presented and debated the most recent national energy policy and legislative developments.

Find all the information [here](#).



## UPEI Publications

### Joint Statement “An early revision of CO2 emission standards regulations should be driven by technology openness”



[Joint statement](#)  
An early revision of CO<sub>2</sub> emission standards regulations should be driven by technology openness

Brussels, 22 October 2024. The Network for Sustainable Mobility\* takes note of the emerging political debate on the decarbonisation of road transport and recognises with concern that the lack of technology openness in both regulations for light and heavy-duty vehicles severely constrains the choice of viable technologies to meet the CO<sub>2</sub> reduction targets.

Mario Draghi's report on competitiveness affirms that in the automotive sector the EU has failed to adhere to the technological neutral approach – an overarching guiding principle of the EU legislation. As we envision a climate-neutral road transport system, we urge the co-legislators to rethink the long-held assumption for which only a limited list of technology solutions is suitable to reach climate neutrality in road transport. We therefore call for a revision of the CO<sub>2</sub> standards regulations for vehicles in a way that recognises the necessity of a technology open approach, including the contribution of sustainable, renewable fuels (biofuels, e-fuels and more in general, fuels compliant with the Renewable Energy Directive), towards OEM's CO<sub>2</sub> reduction targets.

All breakthrough technologies with CO<sub>2</sub> emissions reduction potential, should be allowed to contribute to complement electrification in the decarbonisation of the road transport system, leaving both the market and the consumer the choice of the most suitable and cost-effective options. This legislative recognition would result in a strong political signal to enable the successful market deployment of sustainable, renewable fuels.

We firmly believe that Europe's climate ambitions and industrial strength go hand in hand. The opportunity for continued dialogue on the EU's industrial action plan for the automotive sector, as outlined in the Draghi report and the mission letter to Commissioner designate for Transport, Apostolos Titilakis, is highly anticipated. We also welcome the mission letter to Commissioner designate for Climate, Włodzisław Hozjowski, which takes important steps towards technology neutrality. However, in line with the focus on CO<sub>2</sub> reduction, we would like to point out that a targeted amendment needs to include all RED compliant fuels to drive the transformation of the value chain. Our Network supports a unified plan that champions

As we tackle the urgent challenge of decarbonising road transport, we must ensure that technology openness drives future CO<sub>2</sub> emissions regulations. In this respect, UPEI, as a member of the Network for Sustainable Mobility, co-signed a joint statement together with 24 stakeholders in our sector to express concern over the current regulatory framework, which limits viable options for CO<sub>2</sub> reduction by focusing on a narrow set of technologies.

In light of Mario Draghi's report on competitiveness, in which it's clear that the EU should focus more on adopting a technologically neutral approach, giving special attention to innovation constraints, we call for a revision of CO<sub>2</sub> emission standards, allowing a broader range of breakthrough technologies —including sustainable, renewable fuels like biofuels and e-fuels— to complement electrification in decarbonising road transport.

A technology-open framework will empower both the market and consumers to choose the most suitable, cost-effective solutions.

We invite you to read more on the policy paper [here](#).

## UPEI Circulars

- 18/2024 [UPEI Board Meeting 24/09/2024 Decisions & Actions](#)
- 19/2024 [UPEI November & December Webinar Invitation](#)

## UPEI Diary

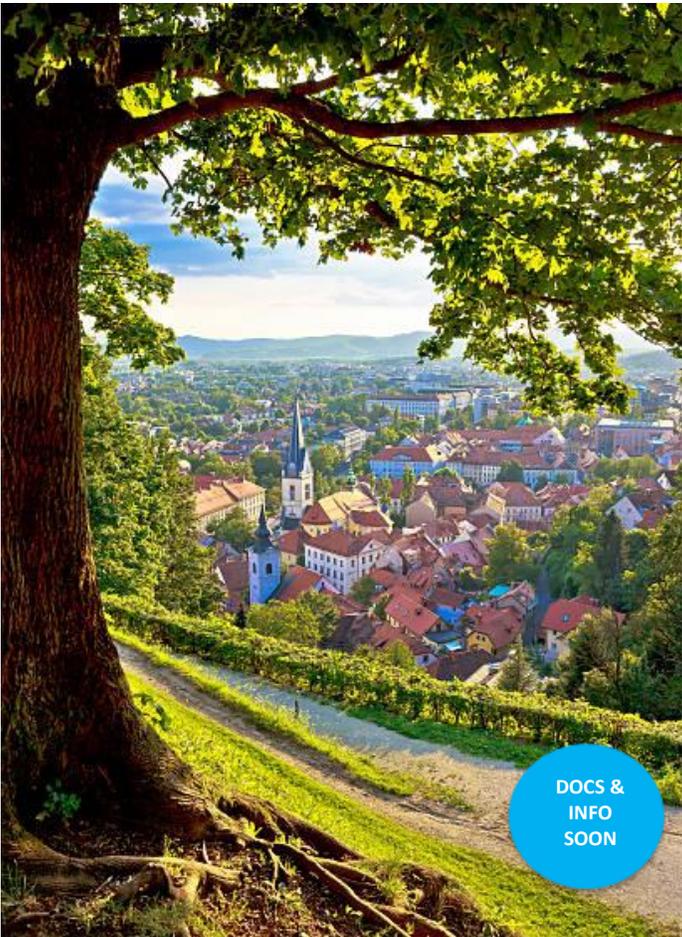
### November 2024

- 21/11 Retail Stations commission webinar: “To win in the energy transition, you need to win in food service”
- 26/11 UPEI Energy Transition commission webinar: "The Developments of Biofuels"

### December 2024

- 03/12 UPEI Energy Transition commission meeting
- 05/12 EU Legislative and Regulatory Update
- 13/12 UPEI Board meeting

## UPEI Spring General Meeting 2025



DOCS & INFO SOON

**UPEI SPRING GENERAL MEETING**  
**9, 10 & 11 April 2025**  
**Ljubljana, Slovenia**