

Welcome to the 131<sup>th</sup> edition of the UPEI Newsletter!



*Image source: PubAffairs Bruxelles website.*

**This Newsletter is the last in this format. Considering the outcome of our Ljubljana General Meeting, we will change it to a shorter, more straight forward format, with links leading to more in-depth information and references.**

March and the first half of April saw the intrusion of chaos in the international trade system, provoked by decisions, immediately suspended but still hanging, to impose huge customs duties on goods imported by the USA from most countries in the world. Of direct importance for the EU energy sector is the intense pressure by President Trump on Europeans to buy much more LNG from the USA.

While preparing a series of countermeasures, the European Commission has so far attempted to “stay calm and carry on”, and to progress on its own policy and legislative agenda. It has also launched the process for the discussions on the next Multiannual Financial Framework, which will define (in terms of financial engagements) the priorities of the EU for the period 2028-2034.



*Image source: Cenelec website.*

## Policy and Legislative updates



*Image Source: Shaping Europe website.*

### Simplification (CSRD and CS3D)

On 14 April, the EU Council definitely adopted the “Stop the Clock” Directive to postpone reporting and due diligence obligations for certain companies under the Corporate Sustainability Reporting Directive (CSRD), the Corporate Sustainability Due Diligence Directive (CS3D) and the Taxonomy Regulation. The Directive will enter force one day after publication in the Official Journal of the EU, and EU Member States will have to transpose the directive into national law by 31 December 2025.



*Image Source: Simont Braun website.*

**CSRD:** Delay by two years for large undertakings that have not yet started reporting (Wave 2) as well as for listed small and medium-size enterprises (SMEs) (Wave 3):

- **Wave 1** (large public-interest entities and issuers on an EU-regulated market with more than 500



employees): no delay under Stop-the-Clock Directive. CSRD currently requires these companies to report for the first time in 2025 for FY 2024 (although some EU Member States have failed to implement this requirement in national law).

- **Wave 2** (other large undertakings): the Stop-the-Clock Directive delays reporting by two years. Under the revised CSRD, these companies must report in 2028 for FY 2027. Under the proposed substantive revisions to CSRD, some of the companies currently subject to Wave 2 will fall out of scope of the revised CSRD (if they have fewer than 1,000 employees).
- **Wave 3** (SMEs with securities listed on EU regulated markets, certain small and noncomplex credit institutions, and certain captive insurance and reinsurance entities): application delayed by two years. Under the revised CSRD, these companies must report in 2029 for FY 2028. Under the proposed substantive revisions to CSRD, many of the companies currently subject to Wave 3 will fall out of scope of the revised CSRD (if they have fewer than 1,000 employees).
- **Wave 4** (reporting for certain non-EU undertakings): no delay under the Stop-the-Clock Directive, so these companies must still report in 2029 for FY 2028. Under the proposed substantive revisions to CSRD, some companies will no longer have to undertake reporting in respect of a non-EU parent (e.g., because the non-EU parent does not generate EU revenues of €450 million).

**CS3D:** Delay by one year for the largest in-scope companies (Wave 1) but not for other in-scope companies:



Image Source: The European Files website.

- **Wave 1** (EU companies with 5,000+ employees and net worldwide turnover of €1.5+ billion; non-EU companies with net EU turnover of €1.5+ billion): The

compliance date is delayed by one year to July 26, 2028.

- **Wave 2** (EU companies with 3,000+ employees and net worldwide turnover of €900+ million, and non-EU companies with net EU turnover of €900+ million): The compliance date is unchanged at July 26, 2028.
- **Wave 3** (EU companies with 1,000+ employees and a net worldwide turnover of €450+ million and non-EU companies with EU turnover of €450+ million in the EU; also certain EU and non-EU companies with a franchising or licensing business model): The compliance date is unchanged at July 26, 2029.

The deadline for EU Member States to transpose the CS3D into national law is also delayed by one year to July 26, 2027.

Source: Law Firm Sidley Austin.

### Revision of Regulation on CO2 emissions from Light Duty Vehicles (LDVs)

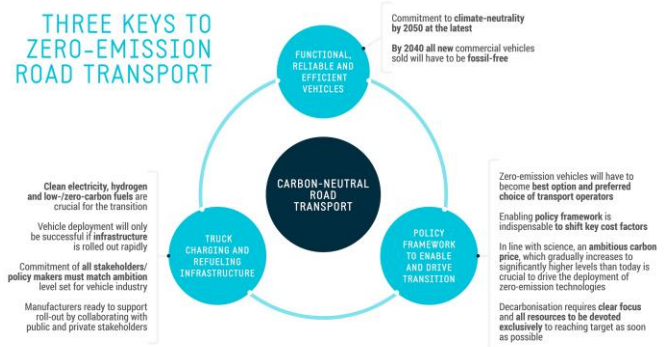


Image source: ACEA website.

On 1st April, the European Commission presented a proposal for a “targeted amendment” to the Regulation setting CO2 emission performance standards for new cars and vans. The amendment introduces a flexibility measure with CO2 targets between 2025 and 2027.

The proposed flexibility measure allows manufacturers' compliance with the CO2 targets for 2025, 2026 and 2027 to be assessed over the entire three-year period averaging their performance, rather than annually. This approach allows manufacturers to balance any excessive annual emissions by outperforming the target in the remaining year(s).

This additional flexibility aims to help safeguard the industry's capacity to invest in the clean transition, while maintaining the 2025 target and keeping the industry on



track for the next round of emissions reductions. The EU wide targets intend to make the EU's transport system more sustainable and put road transport on a firm path to zero-emission mobility in 2050.

The EPP group in the European Parliament is considering asking for an accelerated adoption the amendment.

**For More Information:**

[CO<sub>2</sub> standards for cars and vans - policy page](#)

Source: European Commission website.

### Alternative Fuel Infrastructures Regulation (AFIR)



Image Source: AMPECO website.

On 2 April, the European Commission published an [Implementing Regulation](#) on data sharing under the AFIR. It contains a series of technical specifications on the format, frequency, quality and accessibility of data – static and dynamic – on alternative fuels infrastructure that the [AFIR](#) provides for to be shared. This implementing regulation is part of a series of four texts that should complement this legislation. The three other texts, not yet definitely adopted, concern:

- [Commission Delegated Regulation \(EU\) .../...](#) amending Regulation (EU) 2023/1804 of the European Parliament and of the Council as regards additional data types on alternative fuels infrastructure.
- [Commission Delegated Regulation \(EU\) .../...](#) supplementing Regulation (EU) 2023/1804 of the European Parliament and of the Council as regards common technical requirements for a common application programme interface.
- [Commission Delegated Regulation \(EU\) .../...](#) amending Regulation (EU) 2023/1804 of the European Parliament and of the Council as regards standards for wireless recharging, electric road

system, vehicle-to-grid communication, and hydrogen supply for road transport vehicles.

Source: EU website.

### Delegated Act on Low Carbon Hydrogen



Image Source: European Commission website.

The delegated act on low-carbon hydrogen could be adopted in June. This text defining low-carbon hydrogen (particularly from nuclear power) was presented for consultation in September 2024 and for a time, its final version was supposed to be published before end December). The deadline for the adoption of the text is set at 5 August 2025 by the 2024 Gas Directive. After that, the Commission still has to publish the text and send it to the legislators. Parliament and Council will then have two months (renewable) to discuss it and possibly veto it. It is only after this period that the text will enter into force.

Source: Contexte website.

### EU Infrastructure Investment Programmes

On 3 April, the European Commission has launched a call for proposals (for a total amount of €600 millions), organised by the EU Climate, Infrastructure and Environment Executive Agency (CINEA), on projects included on the first [list of Projects of Common Interest \(PCIs\) and Projects of Mutual Interest \(PMIs\)](#), adopted under the revised [TEN-E Regulation](#). The call, linked to the EU's Connecting Europe Facility for Energy (CEF Energy), addresses funding proposals for studies and construction works and will be open until 16 September 2025 at 17.00 (CEST). Results will be known early next year.

A CEF Energy online [info day will be organised on 22 May 2025](#) to present the call, explain its policy context and inform about the application and evaluation process.



## Background

Projects of Common Interest (PCIs) are key cross-border infrastructure projects that link or significantly impact the energy systems of 2 or more EU countries. Projects of Mutual Interest (PMIs) link energy infrastructure of 1 or more EU country with neighbouring (non-EU) countries. By focussing on cross-border links, PCIs and PMIs are key to delivering on the EU's energy and climate targets, safeguarding security of energy supply and improving market integration.

Projects selected as PCIs/PMIs can automatically benefit from many advantages stemming from the Trans-European Network for Energy (TEN-E) Regulation, including an accelerated permit granting and improved regulatory treatment. Project promoters are also eligible to apply for financial support for preparatory studies and/or construction works under the [CEF Energy programme](#). CEF Energy has a total budget of €5.88 billion for grants for the period 2021-2027.

## Related links

- [166 cross-border energy projects for EU support.](#)
- [New list of EU energy Projects of Common and Mutual Interest.](#)
- [Key cross border infrastructure projects.](#)
- [PCI/PMI selection process.](#)

## More details:

- [EU Funding & Tenders Portal: Call for studies.](#)
- [EU Funding & Tenders Portal: Call for works.](#)

Source: EU website.

## International Maritime Transport

The International Maritime Organization's Marine Environment Protection Committee (MEPC) has agreed on April 11 on a [comprehensive framework](#) combining fuel standards and a global emissions pricing mechanism. Ships of more than 5,000 tons will be required to reduce the carbon intensity of fuels annually according to a trajectory covering the years 2028-2035.

According to the European Commission, this system will generate revenues of between \$11 billion and \$13 billion per year.



Image source: Balguerie website.

They will feed into a new IMO net-zero fund, to be created, which will be used in particular to support the development and deployment of zero- or near-zero-emission fuels. The least polluting ships, exceeding the strictest targets set in the agreement, will be able to generate credits that they can sell to ships that do not meet the minimum targets. The EU initially defended a global tax on all carbon emissions from ships, which was opposed by countries such as China, Brazil, India, Saudi Arabia and the United Arab Emirates. The agreement will have to be confirmed by an IMO meeting in October 2025 and translated into EU legislation (adaptation of existing rules).

Source: International Maritime Organisation website.

## Future EU bioeconomy strategy

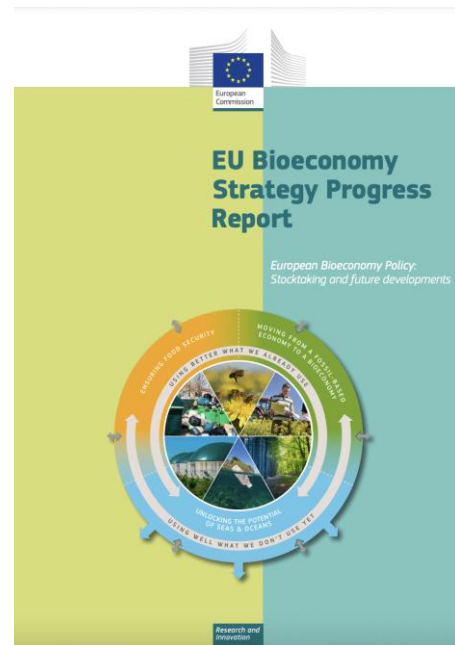


Image Source: European Commission website.

On 31 March, the European Commission launched a public consultation on the upcoming EU bioeconomy strategy, due for adoption by the end of 2025. It aims to advance



innovation and maintain the EU's leadership in the bioeconomy. It will propose actions to unlock the potential of

bioeconomy innovations, so that they can reach the market, generating green jobs and growth.

The strategy will also focus on reinforcing circularity and sustainability, while contributing to the decarbonisation of the EU economy. It will set the framework conditions to enable bioeconomy startups, entrepreneurs, and new business models to thrive.

The new bioeconomy strategy will promote the more circular and sustainable production and consumption of biological resources for food, materials, energy, and services, providing potential alternatives to fossil fuels. It will be aimed at farmers, foresters, industry, and businesses particularly SMEs and startups of the EU and its rural and coastal areas. It will help them close the innovation gap and make a success of the green transition. The strategy will aim to reduce the pressure on the limited resources through innovation in primary production, increased circularity, and resource efficiency. The strategy will address barriers and identify drivers for bioeconomy innovations and solutions to reach the market.

More information in the [call for evidence](#).

Source: EU website.

## References

### New IEA report on “The State of Energy Innovation”

iea

The State of Energy Innovation



A new [report](#) by the International Energy Agency was released in April, providing a comprehensive global review of energy technology innovation trends drawing upon a new dataset covering more than 150 innovation highlights and a survey of nearly 300 practitioners from 34 countries. The findings reveal both the significant role of

innovation in advancing national energy and industrial strategies, and key opportunities to maintain the pace of progress.

Source and Image Source: IEA website.

### European Commission reports on impacts of the extension of the EU ETS to maritime transport

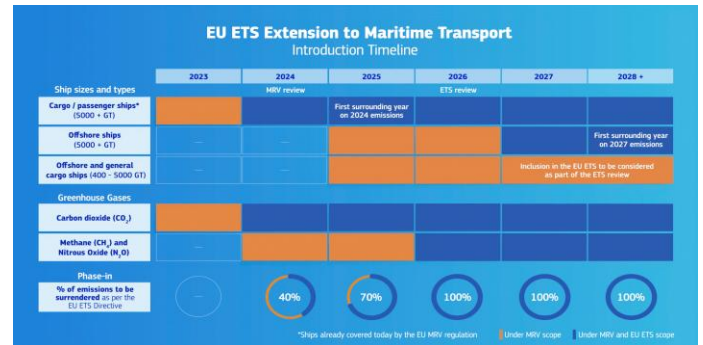


Image Source: European Commission website.

The extension of the EU Emissions Trading System (EU ETS) to maritime transport came into effect in January 2024; it requires the European Commission to monitor the implementation of the ETS extension to maritime transport and report its findings every two years.

One of the objectives of this monitoring clause is to detect possible changes in shipping companies’ behaviours at an early stage, notably the ones trying to evade the requirements of the EU ETS Directive. If appropriate, the EU ETS Directive requires the Commission to propose measures to ensure an effective implementation of the ETS in shipping, in particular measures to address possible risks of evasion.

The monitoring clause also covers other possible impacts of the EU ETS extension to maritime transport, such as possible transport cost increases, implications in terms of competitiveness or impacts on those shipping services that constitute essential services of territorial continuity, including giving consideration to the EU outermost regions, which represent the most remote parts of the EU.

This report describes the work undertaken so far to monitor the impacts of the extension of the EU ETS to maritime transport, with a focus on the potential evasive behaviours. The analysis presented in this report builds on a study carried out by a consortium of contractors.

For more information, the European Commission report is [here](#).

Source: EU website.



## Concawe report on Algae to Liquid Biofuels - State of Industry and Technology Literature Review



Concawe has released its **Report no. 3/25**: Decarbonising transport is crucial for Europe’s GHG reduction goals, with biofuels expected to play a key role, particularly in aviation and maritime sectors, where electrification is challenging. Among the Annex IX bio feedstocks in the Renewable Energy Directive (RED), algae initially drew interest due to their rapid growth and CO<sub>2</sub> utilisation.

However, economic, and technical barriers have hindered commercialization. In Europe, algae production is mainly for food, feed, and cosmetics, while biofuels remain at an experimental stage. This report reviews the state of the algae industry, evaluating the economic feasibility, and sustainability performance of different algae-to-liquid biofuel pathways.

Source: Concawe website.

## UPEI News



THE VOICE OF EUROPE’S INDEPENDENT FUEL SUPPLIERS

### March - April 2025 | UPEI European Parliament Own Initiative (INI) Report on Security of Energy Supply.

The European Parliament has undertaken the drafting of an INI Report devoted to the security of energy supply, a draft of which being published on 25 February 2025. Inis are initiatives of the European Parliament (outside any legislative proposal tabled by the European Commission), aiming at shaping the policy debate on a specific topic of current relevance for the EU.

In the framework of our “Energy for the Future” project with FETSA, the European fuel storage association, UPEI has contributed to the drafting of this report, by

submitting specific proposed amendments to the Rapporteur and the Shadow Rapporteurs.

Also, meetings were organised with:

- The assistant to shadow rapporteur MEP Yvan Verougstraete (Renew).
- The shadow rapporteur MEP Pilar del Castillo (EPP).
- The shadow rapporteur MEP Jutta Paulus (Greens) by means of an online hearing.
- The ECR Group Policy Advisor on Energy Ms Aleksandra Zamarajewa.

It is expected that the Report will be voted by the European Parliament in plenary in June.

### 10/03/2025 EU Legislative and Regulatory Update

UPEI organised the fifth EU Legislative and Regulatory Update webinar presented by Luis Cervilla, Weber Shandwick, on 10<sup>th</sup> March 2025. A wide range of topics were covered, such as the European Commission work programme 2025, and the new European Strategic Communications, including the “Clean Industrial Deal”, the “Affordable Energy Action Plan”, and the Simplification initiatives.

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

### 14/03/2025 | UPEI EU Legislative and Regulatory Update

The UPEI Board met on 14 March online, focusing its meeting on several major action items:

- a) Discussion on UPEI finances, administrative/internal matters, and membership/business partners' evolution.
- b) Final preparations of the UPEI Spring General Meeting 2025 in Ljubljana and next General Meetings arrangements.
- c) Discussion on EU Policy Developments, including UPEI advocacy structure, and UPEI communications action plan.

The next Board meeting will take place in Mechelen (Belgium) on Wednesday, 18 June 2025.

More information available on the [UPEI 12/2025 circular](#).



## 24-25/03/2025 | UPEI & SEO Meetings with EU Institutions

UPEI, together with our member SEO, scheduled a set of meetings with European Commission officials, including DG MOVE (Application of the AFIR Regulation), DG ENER (Energy Security), MEPs (MEP Maria Guazenina (S&D), Jussi Saramp (Left), Anna-Maja Henriksson (Renew)), and the Finnish Permanent Representation (energy attaché).

The meetings consisted of introductory talks, presentation of UPEI and SEO's main priorities (technology neutrality; biofuels), and discussions on the security dimension of the EU energy policy in all aspects (supply, military, infrastructure).

## 01/04/2025 | Joint Heating Commission Meeting

On 1<sup>st</sup> April 2025, UPEI hosted the Joint Heating Commission meeting, which included UPEI, Eurofuel, FuelsEurope, and ECFD.

Participants discussed the European Commission work programme and subsequent strategic communications, the Joint Heating Brochure, the possibility of organising an event on "Affordable Housing", and practicalities for future meetings.

## 09 - 11/04/2025 | UPEI Spring General Meeting 2025



On 9, 10, and 11 April, UPEI Members, and Business Partners gathered for the [UPEI Spring General Meeting](#). The meeting was held, at the invitation and with the support of SNNK, in Ljubljana (Slovenia) at the Grand Hotel Union Eurostars, with some 46 delegates attending the event.

Following a walking guided tour of the city of Ljubljana, participants enjoyed an informal networking dinner on 9<sup>th</sup>

April. The first session of the meeting was devoted to a general overview of UPEI's current activities presented by the President, highlighting UPEI's advocacy efforts, either on its own or as a member of industry coalitions. Luis Cervilla, Senior Vice President Public Affairs Vice President, Public Affairs, at Weber Shandwick, provided an update on the main EU policy files monitored for UPEI.

During the Policy Conference, participants heard and discussed with speakers from ACER on "EU hydrogen market developments", from SNNK on "Legislative innovations and progress of major projects in Slovenia", and from Petrol d.d. on "Comprehensive energy solutions in light of the transformation from fuel retailer to energy company".



Roundtables and a wrap-up session on communicating UPEI messages in a time of paradigm changes followed, which offered further opportunities for participants to exchange useful information.

UPEI delegates and guests gathered in the evening in Ljubljana Castle for UPEI's Formal Dinner, which offered further opportunities for members to network.

During the statutory meeting on Friday, 11, members re-elected Carsten Müller (bft) as UPEI Vice President for a new 3-year mandate. They also approved the UPEI accounts 2024, and discussed the draft membership fee 2026 proposal, as well as UPEI's financial perspectives for 2025-2026. The General Meeting also discussed UPEI membership and business partnership developments, followed by a short update on the next UPEI General Meetings.

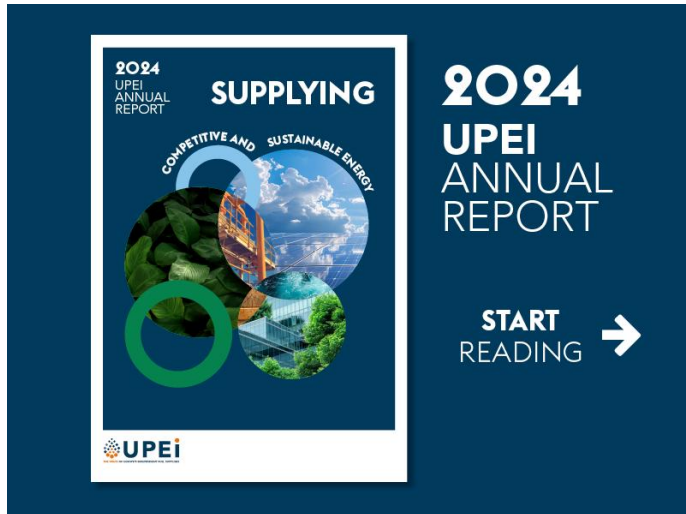


Finally, members presented and debated the most recent national energy policy and legislative developments.

Find all the information [here](#).

## UPEI Publications

### UPEI Annual Report 2024



We are proud to present the UPEI Annual Report 2024, capturing another year of impactful work by Europe’s independent energy and mobility suppliers in shaping a resilient and sustainable energy future.

As global momentum accelerates for a fair and inclusive energy shift, UPEI has remained a steadfast partner to its members, navigating legislative shifts, deepening sector dialogue, and amplifying our role in Europe’s energy transition. This year saw continued growth of the UPEI Energy Transition Commission, more substantial alignment with EU Green Deal policies, and robust engagement in critical policy files such as the implementation of the “Fit for 55” legislative package.

What you will find in the 2024 report:

- Highlights of our refreshed mission and values.
- Insights from the UPEI President on industry direction.
- Overview of UPEI's structure, experts, members & partners.
- Review of key EU legislative and regulatory developments.
- Recap of advocacy, stakeholder engagement & technical input.
- Publications, initiatives, and sectoral contributions.

This report is more than an annual summary; it's a window into the collective effort of Europe’s independent energy community, advancing solutions that are sustainable, inclusive, and future-ready.

Dive into the full report [here](#).

### Questionnaire on the Automotive Dialogue Consultation

As part of its ongoing engagement with European policymaking processes, UPEI has actively contributed to the recent Automotive Dialogue Consultation launched by the European Commission.

The consultation aims to gather insights and perspectives from stakeholders across the automotive and fuel sectors, with a focus on ensuring a sustainable, competitive, and resilient mobility ecosystem in Europe.

In its response to the questionnaire, UPEI underlined the critical role that independent fuel suppliers play in the ongoing energy transition. The association emphasized the need for a technology-neutral approach, supporting a diverse mix of low-carbon and renewable fuels alongside electrification. UPEI also highlighted the importance of market-based solutions, regulatory stability, and open infrastructure to ensure a fair and inclusive transition for all actors, especially SMEs.

Furthermore, UPEI drew attention to the necessity of maintaining fuel diversity and consumer choice, stressing that the transition must remain affordable and accessible for all European citizens.

With this contribution, UPEI reaffirms its commitment to being an active participant in shaping Europe’s sustainable mobility future.

You can access the full response [here](#).

### UPEI FETSA - Recommendations Security of Supply INI\_v2

UPEI and FETSA jointly submitted a set of strategic recommendations to the European Parliament’s Committee on Industry, Research and Energy (ITRE) as part of the ongoing discussions on the EU’s energy security framework. Their contribution, titled “*Recommendations for the ITRE Committee’s Own-Initiative Report on Security of Energy Supply*”, underscores the urgent need to modernize the EU’s approach to energy resilience in light of recent geopolitical and environmental challenges.





Key among their proposals is a call to reform Directive 2009/119/EC (the Oil Stocks Directive) to better reflect contemporary risks, including cyber threats, extreme weather events, and geopolitical instability. They advocate for expanding the range of energy carriers subject to mandatory strategic storage to include natural gas, clean hydrogen, e-fuels, green methanol, green ammonia, electricity, batteries, and advanced biofuels and their feedstocks. Additionally, they recommend maintaining or increasing current stock volumes to align with practices in other G7 countries, thereby enhancing the EU's capacity to manage supply disruptions.

UPEI and FETSA also emphasise the critical role of liquid energy carriers - particularly domestically produced low-carbon alternatives such as advanced biofuels, e-fuels, renewable hydrogen, and green methanol and ammonia - in bolstering Europe's energy security while advancing the energy transition. They stress the importance of recognizing storage and distribution infrastructure as integral components of future energy security strategies, advocating for streamlined permitting procedures to facilitate their development. Furthermore, they propose exploring measures to enhance the dual civilian-military use of energy storage and distribution infrastructure, ensuring adequate liquid fuel availability alongside military transport corridors.

These recommendations reflect UPEI and FETSA's commitment to contributing to a resilient and sustainable energy future for Europe.

For more information, you can access the full document [here](#).

### **Proposals for Amendments to the report on the security of energy supply in the EU**

UPEI submitted a series of proposed amendments to the European Parliament's draft report on the security of energy supply in the EU. These proposals aim to strengthen the EU's energy resilience by emphasizing the critical roles of storage, distribution, and low-carbon liquid fuels in the evolving energy landscape.

#### **Key Recommendations:**

- **Expanded Focus on Infrastructure:** UPEI recommends that the report explicitly include energy distribution and storage alongside production and efficiency measures. This inclusion acknowledges their essential role in balancing supply and demand, preventing price volatility, and enhancing industrial competitiveness.

- **Periodic Review of the Oil Stocks Directive:** In light of recent geopolitical developments, such as Russia's invasion of Ukraine, UPEI advocates for regular reviews of Directive 2009/119/EC. This would ensure that the directive remains effective in addressing contemporary energy security challenges.
- **Recognition of Low-Carbon Liquid Fuels:** The proposals call for the acknowledgment of domestically produced low-carbon alternatives - such as advanced biofuels, e-fuels, renewable hydrogen, and green methanol and ammonia - as vital contributors to Europe's energy security and the broader energy transition.
- **Investment in Storage and Distribution Networks:** UPEI underscores the necessity of investing in new energy storage and distribution infrastructures and optimizing existing ones. They also suggest simplifying permitting procedures to facilitate these developments.
- **Dual Civilian-Military Use of Infrastructure:** The organization proposes that the EU consider measures to enhance the dual use of energy storage and distribution infrastructure for both civilian and military purposes, ensuring adequate liquid fuel availability along military transport corridors.

These amendments reflect UPEI's commitment to a comprehensive and technology-neutral approach to energy security, ensuring that policy frameworks are robust and adaptable to current and future challenges.

For a detailed view of the proposed amendments, you can access the full document [here](#)

More information [here](#).

### **Call for action: Urgent need to recognise third country exports of gaseous fuels under the Union Database**

UPEI issued a joint statement urging the European Commission to take immediate action to ensure that imports of sustainable biomethane, biomethane-based fuels, and other renewable gases from third countries are fully recognized under the Union Database (UDB).

The UDB, established under the Renewable Energy Directive III (RED III), is designed to enhance the traceability of gaseous and liquid fuels within the EU, prevent double counting, and mitigate fraud. However, the current interpretation by the European Commission restricts grid mass balancing to EU-integrated grids. This



limitation poses significant barriers to imports from third countries, including those with direct connections to the EU grid, such as the UK and Ukraine, as well as countries without direct connections like the USA, Japan, Canada, and Australia.

UPEI highlights that this approach could negatively impact trade relations, disrupt supply chains, and hinder the EU's climate objectives by limiting access to sustainable gaseous fuels necessary for sectors like maritime transport to meet compliance targets under regulations such as FuelEU Maritime.

The organisation calls for the European Commission to:

1. Provide a clear commitment to recognizing third-country exports under the UDB.
2. Establish transparent guidance on the process for importing fuels from third countries.
3. Strengthen cooperation with third-country administrations to facilitate necessary agreements.

By addressing these concerns, UPEI believes the EU can foster international trade, support emerging renewable energy markets, and ensure the successful implementation of its climate policies.

More information [here](#).

## UPEI Circulars

---

- 09/2025 [European Commission Update: Industry's competitiveness and sustainability orientations.](#)
- 10/2025 [UPEI Spring General Meeting 2025. Final Arrangements.](#)
- 11/2025 [UPEI Spring General Meeting 2025. Final Documents.](#)
- 12/2025 [UPEI Board Meeting 14/03/2025. Decisions and Actions.](#)

## Tankstelle & Mittelstand Trade Fair

---



The TANKSTELLE & MITTELSTAND trade fair is the oldest exhibition for the service station sector in Germany. This exhibition has been held every two years since 1983.

Taking place on 21<sup>st</sup> and 22<sup>nd</sup> of May 2025 in Essen (Germany), this trade fair, organised by UPEI's member bft, offers exhibitors and visitors all the advantages of a clear trade fair concept focused on a key sector. From top suppliers in the respective industry segment to small, innovative newcomers, whoever sees their market opportunities in the petrol station market will use the industry event of the year at the new trade fair location in Essen. In each exhibition area, you will discover established companies as well as new suppliers.

You may find all the information [here](#).

## UPEI Autumn General Meeting 2025

---

