

Highlights CT5

Decarbonising transport

2nd CA-RES IV Plenary Meeting

18th-19th May 2022

Session 1: Possibilities for integrating electricity for transport into national systems to contribute to the national RED transport target

In the first session, the European Commission provided an update on recent policy developments regarding the REPowerEU Plan, a proposal to rapidly reduce dependence on Russian fossil fuels and fast forward the green transition. The presentation by DG ENERGY was followed by an in-depth discussion and a Q&A-session to reach a common understanding of the implications of REPowerEU for the use of renewable energy in mobility. Thereafter the session focussed in particular on targets and target calculation, and accounting renewable electricity. Three member states, Croatia, Luxembourg and Germany held presentations on their strategies for electrifying road transport. The discussion highlighted that most member states are still developing different policy instruments to stimulate electric mobility. During this discussion most attention went to the design of a crediting system for accounting renewable electricity in transport. Furthermore, several Member States indicated to need more clarification/guidance on how the use of renewable electricity can be attributed to the transport target.

Session 7: Assessing the possibilities and challenges to the incorporation of RFNBOs into national systems as contributor to the RED transport target

The second session of CT5 focused on RFNBOs in transport. The session started with an overview of the results from the questionnaire. Seventeen member states completed the questionnaire, which yielded interesting results. The presentation by DG ENERGY focussed on the increased RFNBO targets in the REPowerEU proposal to replace Russian fossil fuels and accelerate decarbonization. The presentation showed the need to ramp up RFNBO production. The presentation by the European Commission was followed by an extensive presentation from ISCC. In their presentation ISCC elaborated on the different trajectories that are currently in place to develop a certification system for renewable hydrogen. ISCC expects that in the coming years, renewable hydrogen will mainly be used as an intermediate product. The discussion made clear that the certification of renewable hydrogen and RFNBO can be developed quickly within Member States by voluntary schemes like ISCC, but no legal framework is set by RED II (yet?)