BioGas2020

Politisk agenda – værktøjer og virkemidler

Biogas til transport

Interreg
Öresund-Kattegat-Skagerrak
European Regional Development Fund

EUROPEAN UNION

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Executive Summary

Denne rapport samler HMN Naturgas I/S bidrag til Biogas 2020 aktiviteten ”5.3 Politisk agenda – værktøjer og virkemidler”.

HMN Naturgas I/S har været i dialog med Energistyrelsen, Brancheforeningen for Biogas og andre gasselskaber omkring indførelse af krav til advanced biofuel. Arbejdet har medført, at regeringen nu har vedtaget et krav om iblanding af 0,9 % biofuel i al brændstof. Samtidigt er der blevet vedtaget en bioticket-model, der giver mulighed for at biogas kan opfylde iblandingskravet i benzin og diesel.

I rapporten er indspil til danske politikere i forbindelse med ændring af afgiftsforhold for gasbiler og indspil til EU kommissionen om anvendelsen af gas i transportsektoren.

Øvrige deltagere i samarbejdet var NGF A/S, Dansk Gas Distribution A/S, E.ON Danmark A/S, HMN Naturgas A/S, Energistyrelsen, Skive Kommune, Dansk Gas Teknisk Center, Dansk Energi og Fremsyn.

Indhold

Indspil til danske politikere om ændrede afgiftsforhold for biogasbiler

Bilafgifter

Ved registrering af personbiler betales der en registreringsafgift, desuden betales der halvårligt en grøn ejer afgift på køretøjet.

For benzin- og dieselbiler beregnes afgiften ud fra køretøjets energiforbrug. For gaskøretøjer blev afgiften beregnet ud fra bilens CO_2 emissionen.

I forbindelse med at folketinget ønskede at lempe afgiften på el køretøjer var der også politisk opbakning til at ændre afgiften på gasbiler fra at være afhængig af CO_2 udledning til at være afhængig af brændstofforbruget. Der blev i maj 2017 fremsat lovforslag til lov om ændring af registreringsafgift loven, brændstofforbrugsafgiftsloven, lov om afgift af elektricitet og forskellige andre love.

Lovforslaget

Lovforslaget betød en drastisk stigning af afgiften på gasbiler som i forvejen var lidt dyrere end tilsvarende diesel og benzin modeller.

For en lille gasbil som en VW Up! ville registreringsafgiften stige med ca. 47.000 kr. (140% stigning) og den grønne ejerafgift med ca. 3.500 kr. om året (>1300% stigning).

Med den nye aftale regnes en biogasbil fortsat som en dieselbil, men nu pludselig uden CO2-fradrag og med en ringere energieffektivitet. Det vil, betyde et markant hop både i registreringsafgift og grøn ejerafgift. Set over en 10-årig levetid vil der ske en stigning i afgifter på over 300%.

Indsats

På den baggrund tog HMN initiativ til at man sammen med de øvrige gasselskaber gjorde politikerne opmærksom på at denne ændring ville betyde et stop for det begyndede marked for små biogasbiler.

Sammen med de øvrige gasselskaber fik man udarbejdet eksempler på konsekvenser af den nye afgift ved køb af en mindre gasbil. Disse konsekvensberegninger blev fremsendt til Energi-, forsynings- og klimaminister og skatteminister. Der blev ligeledes arbejdet med at få medieomtale af problemstillingen. Der blev også initieret medieomtale af Skive kommune som et eksempel på en kommune der gerne ville gas, men som fremadrettet vil blive økonomisk straffet.

Resultat

Det lykkedes at gøre beslutningstagere opmærksomme på, at den skitserede afgiftsændring ville standse det spirende marked for gasbiler. Desværre var det ikke muligt at få loven standset, men der blev tilføjet gradvis indfasning af afgiftsstigningen over 5 år.

Artikler om afgiftsændring

https://www.tvmidtvest.dk/nyheder/16-05-2017/1930/afgift-truer-skives-biogasbiler

https://gas2move.dk/nyheder/323-hoj-afgift-pa-biogasbiler-bremser-den-gronne-omstilling-uden-for-de-store-byer

https://gas2move.dk/nyheder/325-skive-bombes-tilbage-til-fossilalderen-med-forslag-om-afgifts-stigning-pa-biogasbiler

Regneeksempel om afgiftsændring. Effekterne for VW Up!

VW Up	Benzin	Gas i dag	Gas lovforslag
Model	**Move Up! 1,0 MPI BMT**	**Move Up! 1,0 MPI CNG BMT**	
Km / Nm3	-	22,7	
g CO2 / km	96	82	
Km / l	24,4	32,3	20,6
Basis registreringsafgift	69.344	90.548	90.548
Fradrag i registreringsafgift	-34.200	-57.800	-10.400
Netto registreringsafgift	35.144	32.748	80.148
Grundpris	76.852	97.047	97.047
Pris inkl. regafgift	111.996	129.795	177.195
Grøn ejerafgift pr halvår	310	130	1.860
Grøn Ejerafgift over 10 år	6.200	2.600	37.200
Samlede afgifter over 10 år	41.344	35.348	117.348
Samlet pris over 10 år	118.196	132.395	214.395

Afgifterne er også summeret for 10 år, som er den gennemsnitlige levetid for personbiler i Danmark.

Samarbejder:

NGF A/S, Dansk Gas Distribution A/S, E.ON Danmark A/S, HMN Naturgas A/S, Energistyrelsen, Skive Kommune, Dansk Gas Teknisk Center, Dansk Energi, Fremsyn.

Indspil til Europa Kommissionen

I dette afsnit er indspil, sendt 6. november 2017 til Europa Kommissionen, og svar af 29.november 2017.

To the attention of:
President Juncker
Vice-Presidents Timmermans, Šefčovič and Katainen
Commissioners Arias Cañete, Bulc, Moedas and Vella

6 November 2017
mat/ EPU

Bio methane & The Gas infrastructure are key elements in the future transport scenario and decarbonisation of transport

The Biogas 2020 project[1] has proved that the use of bio methane for transport is a cost effective method to decarbonation of the transport sector via existing infrastructure and technology.

Biogas 2020 is a EU founded project that focus on biogas. Biogas 2020 aims to create green economy, biogas-based development and sustainable growth across the borders within the Öresund Kattegat and Skagerrak (ÖKS) area. The project wants to reverse competition for cooperation in the biogas industry and stimulate massive investment in the sector. This geographical area has the potential to be the best in the world on biogas.

Biogas2020 has three specific goals on the road to a sustainable society

- Greater investments in biogas production and use
- More collaborations for the development of new technologies, new tools and methods
- Increased use of biogas, primarily in the transport sector and for electricity production

Bio methane for transport Is a cost effective technology with many environmental benefits compared to oil based systems. To the heavy transport sector, batteries are not yet sufficiently developed to offer electricity as a competitive propellant. There is a big variety of vehicles prepared for bio methane use and it is an well-known technology with more than 1 mil. units in operation. Bio methane is considered to be the best alternative propellant for heavy transport. There is a big potential for increasing the bio methane production in the region.

In order to support the use of bio methane in the transport sector it is important that the incoming Mobility Package, maintain an open framework based on a technology-neutral approach enabling the fair assessment of different solutions while promoting the use of renewables at the same time.
Natural and renewable gas is an unmissable opportunity to kickstart the decarbonisation of transport.

[1] **https://www.biogas2020.se/**

The Danish Case:

The Danish gas grid is a well-developed across the country, it carries annually the same amount of energy as the electricity grid. Opposite the electricity grid the gas grid has:

- a high storage capacity
- a high delivery capacity

Bio methane production an injection.

In 2014 the first bio methane was injected into the grid. Since then the production has increased rapidly and by 2018 the injection capacity equals more than 10% of Danish gas consumption rising to 17% in 2020.

The expected bio methane production in 2020 has a potential to cover more than 50 % of fuel consumption to Danish busses and trucks.

Danish bio methane is primarily based on waste products from agricultural industry.

Biomethane for transport

Natural gas and Biomethane for transport is not common in Denmark, but since 2011 a 18 CNG filling stations has been established servicing primarily busser and garbage trucks. Primarily bio methane is used as transport fuel.

The Swedisch Case:

In Sweden there is a governmental aim to produce 50% of the energy from renewables by 2020 (this has already been reached), but there are no specific targets for biogas production. Sweden also has a governmental vision to have a fossil free transportation sector by 2050 (there are regions in Sweden that have tougher vision to have a fossil free transportation sector by 2030).

The results of a Swedish Government Official Report on the subject were published in 2013. The Swedish Energy Agency have been given the task to suggest a strategy to implement them, but with no set deadline and with no additional resources. The gas business in Sweden has in 2015 launched their own vision and strategy work, envisioning that 15 TWh of biogas could be produced by 2030, thereof 12 TWh to be used as vehicle fuel. Biomethane from gasification of forestry residues constitutes a major share of the envisioned potential.

In Sweden the production of bio methane increased to more than 2 TWh 2016 and almost 60% of the bio methane is used as vehicle gas. This part has been increasing every year to meet the growing demand of the gas powered automotive market. However, recently the market trend has become more stagnant. The biomethane share has continued to increase. The main part of the remaining biogas is used for heat production.

Utilisation of biogas in Sweden (data from 2015)

Utilisation type	GWh	%
Electricity*	62	3
Heat**	387	20
Automotive fuel	1,219	63
Industrial	49	3
Other use***	19	1
Flaring	198	10

* = excluding efficiency losses.
** = including heat losses, e.g. during electricity production, and heat used by the biogas plant.
Source = Produktion och användning av biogas år 2015, Statens Energimyndighet 2016
*** = new utilisation category 2015, to avoid misfiling of non-categorized use

In Sweden the 1,572 GWh of methane used as an automotive fuel, the renewable (bio methane) share was 73% on energy basis in 2016. It is used by 54,439 gas vehicles, including 2,331 buses and 821 heavy duty vehicles. There are 227 filling stations dispense vehicle gas, out of which 167 are public. Six of these offer liquefied vehicle gas (LNG/LBG).

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EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR ENERGY

Directorate C - Renewables, Research and Innovation, Energy Efficiency
C.1 - Renewables and CCS policy
The Head of Unit

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Mr Martin Therkildsen
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by email: mat@gasnet.dk

Dear Mr Therkildsen,

Thank you for your letter dated 6 November 2017 to Mr Juncker, Vice President Šefčovič, Vice President Katainen and a number of Commissioners.

I have been tasked with responding on their behalves.

Thank you for bringing to our attention the Biogas 2020 project. As you know well, the Commission has proposed a recast of the Renewable Energy Directive, which is currently being discussed in the Council and in the European Parliament. This proposition contains an extension of the support for biogas use in electricity, heat and transport beyond 2020 and we hope that this will contribute towards continuing to provide the incentives for projects like yours.

Should you wish to discuss in more details the elements of the proposal with the person in charge of biogas at the Commission, I would invite you to make contact with Malcolm McDowell in my unit (malcolm.mcdowell@ec.europa.eu ; +32 229 95329).

Yours sincerely,

P.O.
Paula Abreu Marques

Om Biogas2020

Biogas2020 er et grænseoverskridende samarbejde for biogas udvikling i Øresund-Kattegat-Skagerrak. Projektet vil samle den aktuelle spredte viden om biogas under en enkelt, stærk, samarbejdsplatform. Målet er at skabe synergier og partnerskaber, der udvikler viden om biogas, og skabe grundlaget for bæredygtig produktion og øget efterspørgsel.

Gennem samarbejde har Øresund-Kattegat-Skagerrak-området gode forudsætninger for at nå den kritiske masse, der kræves for at skabe et levedygtigt marked for biogas. Gennem et bredt partnerskab, vil Biogas2020 derfor arbejde med hele værdikæden - fra udvinding til anvendelse.

http://biogas2020.se/

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Lead Partner

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