

Gasnam Portugal

Consultation Energy Taxation Directive

The new Energy Taxation Directive must consider the following fundamental aspects:

1. Ensuring consistency between the different regulations that support vehicles with zero and low emissions.
2. The taxation of alternative fuels must be homogeneous in Europe, contemplating possible adjustment of the European Directive 2003/96 and valuing the diversification of energy sources and avoiding distortions that hinder their implementation and development in the market and, in particular, their function as a vehicle for the entry, diffusion and growth of renewable gases.
3. The well-to-wheel approach needs to be considered to assess vehicle CO2 emissions, including the fuel source and not just exhaust pipe emissions.
4. The life cycle analysis of vehicles, including their production, use and recycling should be considered in terms of GHG, emissions and waste.
5. It is important to note that, in the case of natural gas, the technology implemented in the supply infrastructure, in the network and in the engines of existing vehicles is fully compatible with the use of renewable gases (biomethane and / or synthetic), so the gas natural gas can be progressively replaced by renewable gases.
6. The CNG / LNG natural gas that is used as fuel both in maritime transport and in land transport is almost entirely for professional use. The companies in the world of transport that have opted for a greener technology, to reduce their emissions, must have a stable tax framework that allows them to continue advancing on the path towards decarbonization, even more so at a time when they are struggling to recover from the COVID 19 crisis.