

EEF INFORMATION BULLETIN

OCTOBER 2018 EDITION



Clean energy islands: paving the way to Europe's decarbonisation 8 October - Brussels

Hermann Kröger, Senior Vice-President MAN Energy Solutions

Eero Ailio, Advisor - Internal Energy Market DG Energy - European Commission



Getting the European Energy Market ready for 2030: What role for network codes & guidelines?

23 October - Strasbourg

Alberto Pototschnig, ACER

Christophe Gence-Creux, ACER

Oliver Koch, DG Energy – European Commission



Financing the energy transition of coal-dependent regions 13 November - Strasbourg

Building regional cooperation through a Mediterranean Gas Hub

Tuesday 11 September 2018, Strasbourg

Hosted by Eni

The EEF opened its autumn season of events with a Dinner-debate hosted by ENI on regional cooperation around Gas reserves in the East Mediterranean.

Over the last 8 years, 4.000 bcm of gas were discovered in the East Mediterranean basin, making it a gas province with a great potential to help the countries in the region both meet their domestic energy demand and foster political and economic cooperation.

Mr. Lapo Pistelli, EVP International Affairs Department - Eni and Mr. Marc-Antoine Eyl-Mazzega, Director Centre for Energy - IFRI put a special focus on Egypt, where the 850 bcm Zohr gas field was discovered by Eni in 2015. Mr. Pistelli emphasized the country's ability to develop mature infrastructures for actual gas delivery extremely rapidly compared to other countries, while Mr. Eyl-Mazzega underlined the relevant role Zohr could play to help Egypt face an always increasing energy domestic demand, the economic challenges coming from the reduction of oil and gas production as well as the resulting need to diversify the energy mix.



Mr. Pistelli further outlined the potential opportunities for integrated development in the whole region, which concretely stem from the possibility to make the gas province a true gas hub. However, in order for this to become reality, concrete infrastructures are needed. It is this very need that should encourage the European Union to



take on an active role. Indeed, not only would a gas hub enhance European energy security enabling it to face the current sharp decline in indigenous energy production, but it would also and foremost secure energy supply to Mid-East countries, which are politically divided but all in need for energy. As the history of European integration teaches and as Mr. Pistelli himself stressed *"energy, like coal and iron in the 50s, can be a factor for conflicts but can also become a factor for integration. And if you share the benefits of energy, you can also overcome a lot of political troubles and help the region boost economy"*.

Mr. Leonidas Kioussis, International Relations senior expert - European Commission DG Energy, said the European Commission has been following the developments in the region since the beginning and that it recognizes both the role such gas hub could play in achieving energy diversification in Europe and its potential in terms of political cooperation. The European Union is thus ready to provide political, financial and diplomatic assistance to these countries, as the recently-signed Memorandum of Understanding with Egypt demonstrates.

"Low-Emission Mobility: is a 100% electric future realistic?" The view from the gas, oil and electricity sectors.

Monday 24 September 2018, Brussel

Hosted by GIE, E.ON, ExxonMobil

The EEF held a special dinner-debate, the first event to be hosted by three associate members, respectively from the gas, electricity and oil industry sectors, who were able to express their points of view on low-emission mobility.

Mr Jean-Marc Leroy, President of Gas Infrastructure Europe, was our first speaker and touched upon gas issues. He said already-existing gas infrastructures could play a key role in achieving decarbonization of the transport sector and air quality improvement: natural gas vehicles can provide significant benefits in terms of both CO₂ and NO_x reduction, while emitting almost no particulate matter. From a legislative perspective, GIE sustains there is no need for further regulation to efficiently develop LNG in shipping and road transport.

A proper implementation of the Directive on the deployment of alternative fuels infrastructure (DAFI) together with the introduction of a full life-cycle assessment (LCA) methodology to guarantee consistency between EU energy and mobility legislation would be sufficient. As for the latter, GIE is well aware of the long time this will take, and thus proposes a CO₂ correction factor as a pragmatic solution in the short term.



Dr Andreas Pfeiffer, Global Head of E-Mobility, E.ON, reported that thanks to its development of e-mobility, E.ON has been able to save 4t of CO₂ only between November 2017 and April 2018 and this

could just be the beginning. He referred to already existing infrastructure and to EU-wide fast charging network, adding that the car industry will also have to adapt. The company thus asks the European Union for further legal and financial support, to enable everyone to have an electric car or use electric mobility as a way of transport.

Although recognizing the key role electrification would play in achieving decarbonization, **Mr Khurram Gaba, Policy Planning Executive, ExxonMobil** stressed that certain modes of transport, as heavy-duty vehicles, aviation, and marine will continue to rely on liquid fuels for a long time to come. It is thus necessary to investigate how their carbon intensity can be reduced. This is what ExxonMobil is already doing, for instance by focusing its research on the possibility to use both cellulosic biofuels from non-edible biomass such as agricultural waste and algae for liquid fuels production.

Finally, according to **Mr Ivo Schmidt, Cabinet of Vice President Šefčovič**, a 100% clean transportation is today technically feasible and all the technologies previously presented are part of the solution. Yet questions still remain on how much it will cost and how fast we will get there. From its part, the European Commission has already done much work to change the transportation sector, because it is convinced of the importance to set a signal for European home market. Mr Schmidt reminds that *"the single energy market is not an end in itself, it's merely a means to achieve the goals we have set: security of supply, environmental and climate goals"*.

ON OUR MEMBERS' SIDE

"TSO 2020 Power to Hydrogen Mid-Term Workshop"

Brussels on 24 October 2018



TSO 2020 is the largest Action approved in the first so-called Synergy call of proposal launched as part of the EU Connecting Europe Facility (CEF). The project aims to assess and value the key role of energy storage in the electricity transmission system by exploiting synergies between energy storage systems and alternative transport infrastructure needs, to identify new market opportunities for TSOs, DSOs, transport fuel distribution companies as well as local industry.

The TSO 2020 Power to Hydrogen mid-term workshop will showcase project's first results.

<http://ease-storage.eu/event/tso-2020-power-to-hydrogen-mid-term-workshop/>

Do you want to share your news with the EEF community ?



Contact us by email at:

Gabrielle.lelievre@europeanenergyforum.eu

New representative of NESTE to the EEF



Neste has appointed **Mikael Ohlström** as its new Head of EU Affairs to represent the company towards EU institutions and stakeholders. His responsibilities cover topics linked to energy, climate, transport, environment and industrial policies. Prior to this appointment, Mr Ohlström worked for the Finnish member of BusinessEurope, Confederation of Finnish Industries. After travelling between Finland and Brussels for over 10 years, now as a Neste representative he is permanently based in Brussels to fully engage in EU affairs. **Contact information:** mikael.ohlstrom@neste.com, **Tel. +32 472 03 39 57.**

Neste (NESTE, Nasdaq Helsinki) creates sustainable solutions for transport, business, and consumer needs. The company offers a wide range of renewable products, enabling customers to reduce climate emissions. Neste is the world's largest producer of renewable diesel refined from waste and residues, introducing renewable solutions also to the aviation and plastics industries. In addition, Neste is a technologically advanced refiner of high-quality oil products. It is a reliable partner with widely valued expertise, research, and sustainable operations. (neste.com)