# Klimatkommunerna respond to controversial proposals on vehicles and fuel

In June, Klimatkommunerna (an association of 40 Swedish cities, towns and regions) responded to the government's proposal for changes to the law to promote clean and energy-efficient road transport vehicles. The proposal, which deals with how an EU directive is to be introduced into Swedish legislation, has received sharp criticism from many consultive bodies - not least because it risks destroying the future for biogas, by excluding biogas-powered vehicles from the national “green car definition”.

We need to be able to use biogas as a fuel in order to be able to realize the societal benefits of biogas. Many of Sweden's municipalities have functioned as local hubs for biogas development and made Sweden a world leader in biogas using the “Nordic biogas model”, which is a method of achieving all these societal benefits at once. In the Climate Municipalities' consultation response, we let ten municipalities describe what biogas means to them. In doing this, we hope to provide the government with a clearer picture of what risks being lost if the Swedish government does not now stand up for biogas as a fuel. Five of the examples included in our consultation response are:

* The City of Kristianstad, which has taken a holistic approach to biogas and set goals and measures in a biogas strategy. Biogas production in Kristianstad has been ongoing since the 1990s. The development began with problems handling large amounts of organic waste from the city's food companies and from the farms in the area. Over time, the realization came that the waste could be considered a valuable raw material in the process of creating energy. A strength in Kristianstad's biogas work is that households, agriculture and the food industry all participate as suppliers of raw materials for the municipal biogas plant. Production, distribution and use of the gas takes place in a collaboration between The City of Kristianstad, the energy company E.ON and the regional public transport body Skånetrafiken. Today there are three filling stations for biogas in the municipality.
* Lidköping Biogas, which is one of the world's first facilities for the production of liquid biogas. The facility supplies passenger cars and heavy vehicles with renewable fuel. In 2016, the plant was sold to the private company Fordonsgas, but is still an example of pioneering municipal work with biogas.
* The municipality of Östersund, which since 2007 has been producing biogas for vehicles at Göviken's sewage treatment plant. The plant makes enough biogas for about 400 vehicles and Östersund municipality has 124 gas vehicles in its own vehicle fleet. At the end of 2020, the municipality was granted national climate investment support of SEK 124.2 million (approx. 12 million EUR) to establish a new fermentation gas plant, the plan is to utilize all food waste from Jämtland and Härjedalen municipalities, and other compostable waste, and make biogas that is then processed for vehicle operation. The plant will also produce organically certified biofertilizer.
* The City of Uppsala, whose biogas plant processes approximately 30,000 tonnes of food waste from households and companies every year. The municipal company Uppsala Vatten owns and operates a public gas filling station, and the municipality's biogas plant supplies all of Uppsala's city buses with gas every day. The municipality intends to increase its degree of self-sufficiency in renewable fuels and in procurements there is a strategic prioritization scheme of renewable fuels where biogas, hydrogen and electricity are given priority.
* In Linköping, where there has been locally produced and renewable biogas for more than 20 years, and with 12 gas stations in the region, the conditions for refueling without fossil fuels are good. It started as a collaboration between municipalities and bus traffic, since then the gas stations have become open to the public. Swedish Biogas now has gas stations in Linköping, Norrköping, Mjölby, Motala and Västervik. The technical department of the city of Linköping invested early on in research and development of processes for biogas production. This work has been important in building up Sweden's expertise in the area.

Other Nordic countries have begun to follow the example of Swedish municipalities, and the model is spreading rapidly to more countries in and outside Europe. An inspiring example of how a state can act to “boost” biogas is Norway, where the Storting has recently decided to commission the government to remove remaining obstacles to biogas production, by equating biogas vehicles with zero-emission vehicles in all government objectives.

In the Climate Municipalities' consultation response, we call on national policy to:

* continue to include biogas-powered cars in Sweden's national green car definition
* push for an urgent change of current EU regulations, so that the climate benefits of biogas are included in the calculation of the climate impact of gas vehicles and transport (applies to both EU carbon dioxide standards for vehicles and within the green taxonomy)
* Immediately implement the proposals presented in the Swedish Biogas Market Inquiry (SOU 2019: 63)

Read the entire consultation response on the Climate Municipalities' website

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**About Klimatkommunerna**

Klimatkommunerna är en förening med 39 kommuner och en region som medlemmar: *Borås, Botkyrka, Boxholm, Eskilstuna, Falköping, Finspång, Forshaga, Göteborg, Helsingborg, Hässleholm, Järfälla, Jönköping, Karlstad, Kristianstad, Lidköping, Linköping, Lomma, Lund, Malmö, Mora, Mölndal, Nynäshamn, Olofström, Region Skåne, Sandviken, Skellefteå, Sollentuna, Stockholm, Säffle, Södertälje, Tyresö, Upplands Väsby, Uppsala, Vellinge, Värmdö, Västerås, Växjö, Åmål, Örebro och Östersund.* Klimatkommunernas övergripande syfte är att minska utsläppen av växthusgaser i Sverige genom erfarenhetsutbyte, påverkansarbete och spridning av goda exempel. Vi bidrar aktivt till Sveriges nationella klimatarbete genom att lyfta fram vilka möjligheter, hinder och drivkrafter som har betydelse för arbetets resultat lokalt.

Klimatkommunerna is an association with 39 municipalities and a region as members: *Borås, Botkyrka, Boxholm, Eskilstuna, Falköping, Finspång, Forshaga, Gothenburg, Helsingborg, Hässleholm, Järfälla, Jönköping, Karlstad, Kristianstad, Lidköping, Linköping, Lomma, Lund, Malmö , Mora, Mölndal, Nynäshamn, Olofström, Region Skåne, Sandviken, Skellefteå, Sollentuna, Stockholm, Säffle, Södertälje, Tyresö, Upplands Väsby, Uppsala, Vellinge, Värmdö, Västerås, Växjö, Åmål, Örebro and Östersund*. The overall purpose of Klimatkommunerna is to reduce greenhouse gas emissions in Sweden through the exchange of experience, advocacy work and communication of good examples and methodology. We actively contribute to Sweden's national climate work by highlighting the opportunities, obstacles and driving forces that are important for the results of the work locally.