

## **GME'S NEWSLETTER – New issue now online**

Rome, 15 June 2026 – The new issue of the newsletter of *Gestore dei Mercati Energetici* (GME) is now available at [www.mercatoelettrico.org](http://www.mercatoelettrico.org).

The newsletter opens with an article by Agata Gugliotta and Gian Paolo Repetto – from *Ricerche Industriali Energetiche* (RIE) – on Legislative Decree 5/2026, which transposed the RED III Directive on the use of renewable sources in transport into Italian law. The two researchers note that, *based on ISPRA's data, in 2024, the Italian transport sector accounted for 31.2% of national greenhouse gas emissions. Among the various transport modes, road transport was by far the largest contributor (92.7%), followed by domestic navigation (4.5%), domestic aviation (2.1%), natural gas transport via pipelines (0.7%), and rail transport (0.02%, due to emissions from diesel traction).* Member States were free to choose how to transpose the obligation to use renewables in transport, namely *whether to adopt a target based on the share of renewable energy or on the reduction of carbon intensity. Italy opted for the former approach and, as part of the increase from 30% to 39.4% in the overall target for the share of renewables in gross final energy consumption to be achieved by 2030, it increased the obligation in the transport sector from 16% to 29%. Conversely, the additional 3.8% share of neat biofuels to be placed on the market, equal to 1 million tonnes by 2030, remained unchanged. Therefore, overall, between blended and neat biofuels, the renewable energy share in final consumption will have to reach 32.8% by 2030.* The two analysts point out that, *among specific targets, the 2030 binding target of placing on the market advanced biofuels and biomethane – i.e. fuels produced from feedstocks such as OFMSW (organic fraction of municipal solid waste) or agro-industrial residues not competing with food production or agricultural land use – remained unaltered.* *Within this target, however – and this is the key new element – a 1% requirement for RFNBOs (renewable fuels of non-biological origin) was established. In turn, this 1%*



*must include a minimum share of 0.5% of RFNBOs used directly, i.e. fed directly into the fuel tank or propulsion system of transport vehicles without intermediate processing (e.g. in hydrogenation of fossil or biological fuels). In contrast, the new legislative decree makes no reference whatsoever to the obligation of placing biopetrol on the market. This obligation will presumably be addressed in the forthcoming ministerial implementing decree. For the time being, it remains among the targets introduced by the Ministerial Decree of 16 March 2023, which set out a trajectory towards reaching a 5% share to be placed on the market by 2030.*

The extension of the sectors and energy carriers involved also led to the inclusion of electricity from renewable sources, the expansion of the calculation to achieve the targets to the maritime sector, in addition to the already covered road and rail sector, and the inclusion of other energy carriers used in transport, such as electricity and LPG. Gugliotta and Repetto stress that, *for operators involved in the supply chain of methane used in transport, the obligations from 2026 onwards are deemed to be automatically fulfilled, since the share of biomethane used for transport and incentivised under the ministerial decrees of 2018 and 2022 exceeds the minimum mandatory percentage.* In sum, the new formulation of the provisions on renewable sources in transport represents *a major step forward in the set of rules and instruments aimed at reducing and, in the long term, eliminating emissions from a complex and diversified sector, promoting the use of electricity, biofuels, and non-biogenic low-emission fuels.* Gugliotta and Repetto conclude that, *in this sector too, the decarbonisation process is long and complicated and its results – in terms of both timing and extent – will depend not only on a stable and predictable legislative/regulatory and support framework, but also on a range of variables: from the cost of vehicles and energy carriers to technological availability (now at different stages of maturity across segments), to the willingness of people to change their choices and mobility practices, as well as to the actual attractiveness of products and services offered.*

This issue of the newsletter comes with the usual technical commentaries about European and national power exchanges and environmental markets, a section focused



on the analysis of Italian gas market trends, and a section with insights into the trends of the main European commodity markets.

As has become customary, the publication also reports the summary data of the electricity market for May 2026.

**Gestore dei Mercati Energetici S.p.A.**

*Governance Department*

Tel. +39 06 8012 4549

Fax. +39 06 8012 4519

[governance@mercatoelettrico.org](mailto:governance@mercatoelettrico.org)

[www.mercatoelettrico.org](http://www.mercatoelettrico.org)