

Clean Transport Systems (CTS) initiative

Meta Informations

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Part I: Information about respondents

In what capacity are you completing this questionnaire?	Industry association or NGO
Please indicate if your organisation is registered in the Transparency Register of the Commission http://europa.eu/transparency-register/index_en.htm	No
Organisation or authority name	Polis
Contact details, personal or professional. Even if you supply these details, you may choose to have your contribution be published anonymously. Anna Clark, Polis rue du Trone 98, B-1050 BXL email: aclark@polisnetwork.eu tel: 003225005672 003225005672	
Country or region in which you are based	Belgium
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Part II. The CTS initiative

Should policy actions be taken at the EU	Yes
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level to steer an EU-wide market introduction of alternative fuels?	
Which ones?	
Harmonisation for example for sustainability criteria and taxation issues, including a definition of clean vehicles. Funding to support research and deployment. Setting of clear short, medium, long term targets and strategies. Enabling procurement.	
Additional comments	
In addition to appropriate standards for CO ₂ emissions from vehicles, do you consider it important to put in place requirements on energy efficiency addressing all types of propulsion systems alongside the progressive market penetration of alternative fuels?	Yes
When should such measures be in place?	
If measures are put in place, this needs to be as soon as possible in new vehicles, but at the latest when the new Euro 6 standards will come into force, thus in 2014	
Additional comments	
It is important that total energy and total CO ₂ emissions are reduced. Although energy efficiency is an important part of this, a comprehensive look at all existing regulations should take into account whether there is duplication in measures, and whether energy efficiency requirements really help in moving to lower carbon emissions and lower energy consumption.	
In view of the current availability of fuel options with lower CO ₂ emissions, what should now receive priority?	Deployment of new low-CO ₂ fuel/vehicle technologies
Additional comments	
Deployment gives direct results, so that should have priority. Research in itself will not lead to direct improvements, but will still be necessary to further improve newly developed vehicles and fuels, for example for newly developed production of sustainable biofuels or battery technology for EVs. There is still a large potential for current technology to be improved, so obviously both paths need to be followed.	
Which approach should the EU take on the promotion of alternative fuels?	Performance-oriented: linking support to alternative fuels in a technology-neutral way to performance criteria, such as energy efficiency, reduction of CO ₂ and pollutant emissions
Additional comments	
The approach should be performance-orientated, but extra support should be given to the most promising technological solutions.	
In the technology-oriented approach would you give preference to:	Vehicle technology standards
Additional comments	
In the performance-oriented approach would you give preference to:	Differentiated charging based on CO ₂ emissions
Additional comments	
we prefer not to answer this question. We have only chosen an option because the answer was compulsory.	
Which fuels should be included in a long-term European alternative fuel strategy?	Electricity Hydrogen Biofuels Synthetic fuels

Additional comments

There should at least be the most emphasis placed on these first three. It must be ensured that bio-methane is included under 'biofuels'. 'Synthetic fuels' should include those made from biomass.

Different transport modes may require different alternative fuels. Indicate which alternative fuels will be relevant for which transport modes **on the time horizon 2020**

BEV: Battery Electric Vehicle; **HFC:** Hydrogen/Fuel-Cell EV; **Grid:** Grid powered electric vehicle (e.g. tram, metro, train, trolley bus); **CNG:** Compressed Natural Gas; **CBG:** Compressed Bio-methane Gas; **LNG:** Liquefied Natural Gas; **LPG:** Liquefied Petroleum Gas

Road-passengers: short (urban)	Electric BEV Electric Grid Methane CNG Methane CBG
Road-passengers: medium	Electric BEV Electric Grid Synthetic fuels Methane CNG Methane CBG LPG
Road-passengers: long	Electric Grid Biofuels (liquid) Synthetic fuels Methane LNG
Road-freight: short (urban)	Electric BEV Electric Grid Methane CNG Methane CBG
Road-freight: medium	Electric BEV Electric Grid Synthetic fuels Methane CNG Methane CBG
Road-freight: long	Electric Grid Biofuels (liquid) Synthetic fuels Methane LNG
Rail	Electric Grid
Water: inland	Biofuels (liquid) Synthetic fuels Methane LNG
Water: short-sea shipping	Biofuels (liquid) Synthetic fuels
Water: maritime	Biofuels (liquid) Synthetic fuels
Air	Biofuels (liquid) Synthetic fuels

Different transport modes may require different alternative fuels. Indicate which

alternative fuels will be relevant for which transport modes **on the time horizon 2030**

BEV: Battery Electric Vehicle; **HFC:** Hydrogen/Fuel-Cell EV; **Grid:** Grid powered electric vehicle (e.g. tram, metro, train, trolley bus); **CNG:** Compressed Natural Gas; **CBG:** Compressed Bio-methane Gas; **LNG:** Liquefied Natural Gas; **LPG:** Liquefied Petroleum Gas

Road-passengers: short (urban)	Electric BEV Electric Grid Methane CBG
Road-passengers: medium	Electric BEV Electric Grid Synthetic fuels Methane CBG
Road-passengers: long	Electric HFC Electric Grid Biofuels (liquid) Synthetic fuels
Road-freight: short (urban)	Electric BEV Electric Grid Methane CBG
Road-freight: medium	Electric BEV Electric Grid Synthetic fuels Methane CBG
Road-freight: long	Electric HFC Electric Grid Biofuels (liquid) Synthetic fuels
Rail	Electric Grid
Water: inland	Biofuels (liquid) Synthetic fuels
Water: short-sea shipping	Biofuels (liquid) Synthetic fuels
Water: maritime	Biofuels (liquid) Synthetic fuels
Air	Biofuels (liquid) Synthetic fuels

Different transport modes may require different alternative fuels. Indicate which alternative fuels will be relevant for which transport modes **on the time horizon 2050**

BEV: Battery Electric Vehicle; **HFC:** Hydrogen/Fuel-Cell EV; **Grid:** Grid powered electric vehicle (e.g. tram, metro, train, trolley bus); **CNG:** Compressed Natural Gas; **CBG:** Compressed Bio-methane Gas; **LNG:** Liquefied Natural Gas; **LPG:** Liquefied Petroleum Gas

Road-passengers: short (urban)	Electric BEV
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	Electric Grid
Road-passengers: medium	Electric BEV Electric HFC Electric Grid
Road-passengers: long	Electric HFC Electric Grid Synthetic fuels
Road-freight: short (urban)	Electric BEV Electric Grid
Road-freight: medium	Electric BEV Electric HFC Electric Grid
Road-freight: long	Electric HFC Electric Grid Synthetic fuels
Rail	Electric Grid
Water: inland	Biofuels (liquid) Synthetic fuels
Water: short-sea shipping	Biofuels (liquid) Synthetic fuels
Water: maritime	Biofuels (liquid) Synthetic fuels
Air	Biofuels (liquid) Synthetic fuels
Should actions be taken to privilege the use of particular fuels in particular transport sectors?	Yes
Which actions should be taken?	
This should be based on where EU-level added value is strongest. Particular fuels could be privileged in combination with captive fleets, such as public fleets, public transport, and urban distribution. Privilege should be given to fuels which emit fewer local pollutants (as well as CO ₂) in urban environments.	
Additional comments	
Do we need to accompany those actions with a coherent life-cycle approach for all fuels?	Yes
Do you think that biofuels meeting the EU sustainability criteria could provide the major share of the transport energy supply in the long term?	No
Additional comments	
Biofuels could, and indeed should, clearly play an important role in supplying energy for the transport sector in the long term. The sustainability criteria need to be clear and transparent, and based on the best scientific knowledge. Biofuels have an important role to play in Europe's future, and in terms of satisfying sustainability criteria, particularly 2nd/3rd generation fuels can play an important role.	
Do you think that biofuels meeting the EU sustainability criteria could deliver the	No

required greenhouse gas reduction in the horizon 2050?	
Biofuels are considered to be an important part of alternative long term options for substituting oil as energy source in transport. Which approach(es) should get priority for further market build-up of biofuels reaching beyond 2020?	Faster market deployment of flexible fuel vehicles that can accept a much wider range of fuel specifications
Additional comments	
Should the public sector intervene in accelerating the deployment of advanced biofuels technologies for the transport sector?	Yes
Which actions should be taken?	
Tax incentives for sustainable biofuels to ensure cost competitiveness (preferably an end-user price advantage) with conventional fuels should be designed. To ensure the uptake of biofuels, mandatory blending rules. Coherent communication plays an important role in stimulating overall demand. Clear definitions of sustainability should be adopted and enforced. Support research and testing of sustainable production methods for biofuels and development of new sustainable biofuels	
Should the public sector intervene in the development of the refuelling/recharging infrastructures?	Yes
Additional comments	
This should be done at least with regulation.	
Do you think that achieving a consistent and significant deployment of alternative fuels is possible through a better use of currently available instruments (large scale demonstration projects; funding and financing; information provision)?	Yes
Additional comments	
It is important always to think of local policy objectives. Important to select the right project proposals. Large scale demos need to take into account local policy objectives. Partnerships should be created for funding and financing. Prolongation of real successful project results. We need fuel taxation that reflects CO2 and energy contributions.	
Do you think that, in addition to currently available instruments, EU action to achieve a consistent and significant deployment of alternative fuels should be limited to ensuring the relevant infrastructure standards?	No
Additional comments	
More flexible EU tendering rules for the most promising innovative technologies, which may also stimulate joint procurement. Mandatory stimulation regulations (e.g. taxation based) for the member states. See also e.g. all recommendations made by the BEST project (BEST policy report from: www.best-europe.org)	
Do you think that voluntary action of industry alone could achieve the development of the refuelling/recharging infrastructures required for travelling across the whole EU on alternative fuels?	No

Additional comments
Without consistent long term policies, industry will not invest, and will not look to satisfy local policy objectives.

Should there be EU legislation requiring a certain minimum refuelling/recharging infrastructure for certain alternative fuels/energy carriers?
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Electricity	
Hydrogen	
Biofuels	
Synthetic fuels	
Methane	
LPG (Liquefied Petroleum Gas)	

Additional comments

Should there be a build-up of a parallel dedicated bio-methane refuelling infrastructure or should bio-methane be injected into a single methane grid, supplying stationary and mobile consumers?	Biomethane injected into general gas grid
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Additional comments
Need to increase the production of upgraded biogas (and not just rely on natural gas).

Should the market introduction of alternative fuels be supported by privileged access of alternative fuel vehicles/transport carriers to transport infrastructure?	Yes
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Specify the preferred measures	Other
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Specify "Other"
'Yes', but only if temporary with appropriate plans for phasing out. If chosen, the length and intensity vary greatly between location according to the market penetration of alternative-fuelled vehicles. It is up to the local level to design schemes that suit their own policy objectives.

Do you have any other comments?

Additional contributions through position papers are encouraged. They should be sent to MOVE-FUELS@ec.europa.eu or uploaded here below.

There is a lack of mention of integration issues: safety and security aspects, links with ITS, noise, air quality etc. These aspects also need to be taken into account. The time lag for improvements in terms of air quality is quite considerable, especially for light and heavy duty vehicles which have a long lifetime. Retrofitting should be included in European policy. Please note that it is about a world market, it is not a European only concern, this has to be taken into account when setting targets and regulations. Do not forget about auxiliary equipment in vehicles like heating and refrigeration equipment. These have much less stringent emission limits, or none whatsoever and are now able to completely ruin the emission improvements from the driving components (extremely relevant in hybrid electric and electric heavy duty vehicles).