

Contract notice: OJEU S 207-315298

Invitation to tender No. ENER/C1/428-2010 concerning

"Methods and conditions for counting electricity, hydrogen and methane from renewable sources towards the 10% renewable energy in transport target"

Time-limit for receipt of tenders: 7/12/2010

FREQUENTLY ASKED QUESTIONS

Updated 25/11/2010

Question 1. From page 5 of the Tender Specifications, Task 2 indicates that the following should occur: *"A summary of the public consultation on counting electricity, hydrogen and methane from renewable sources towards the 10% renewable energy in transport target (forthcoming late 2010/early 2011)"*. Please would you:

- confirm that it will be the Commission's responsibility to organise this public consultation,
- comment on the anticipated format of the consultation (e.g. written submissions or workshops), and
- describe the format of the output from the public consultation which will form the input to this task, e.g. the raw responses from respondents as electronic files, minutes of workshops etc.

Answer 1. **It will be the Commission that will arrange the public consultation, probably in the format of a web-based public consultation exercise with written contributions, see for examples:**
http://ec.europa.eu/energy/consultations/index_en.htm

Question 2. It is mentioned in the introduction that the Commission should present by December 2011, a proposal permitting, subject to certain conditions, the whole amount of the electricity used to power electric vehicles to be counted towards the 10% target.

In the task description, it is mentioned that conditions should be identified under which the whole amount of electricity used to power electric vehicles can be expected to originate fully from renewable sources.

Does this imply that it is the aim of the Commission to ensure (somehow) that electric vehicles are predominantly empowered by renewable sources, and if otherwise, other compensating mechanisms come in place (e.g. to include all

electricity consumption in the transport sector in the 10% transport target, and in turn subtract partially renewable electricity production for other markets)?

Answer 2. That is not the aim of this exercise. The aim here is to investigate whether any conditions can be identified under which it would be justified to count the whole amount of the electricity used to power electric vehicles towards the 10% target. Such conditions could include both EU or Member State level as well as well the level of economic operators. If any can be identified, they could e.g. apply –depending on those conditions and on the practices - to only some (uses of) electric vehicles and not to others. Further, in case no conditions can be identified it may be appropriate for the Commission not to present a proposal.

Question 3. Regarding task 2, could an indication of the size of the outcome of the public consultation be given (in terms of responses, number of pages)? Likewise of the summary? Is it possible - in case the delivery date (late 2010/early 2011) is significantly delayed - to extend the 9 month lead time of the project?

Answer 3. It is not possible to predict the number of responses to a public consultation. The latest three public consultations on http://ec.europa.eu/energy/consultations/index_en.htm attracted between 50 and 250 responses. The length of the summary is likely to depend on the number of consultation questions and the number of responses, but typically could be 5-25 pages. It is not intended to extend the lead time of the project since the Commission's deadline for any proposal(s) is 31 December 2011.

Question 4. Regarding task 4, could you give an indication of how many different sets of methods and conditions you want? This provides us with an indication how to distribute the man days of the sets, and into how much detail we must go per set.

Answer 4. The Commission would normally need a wide but credible range of options for its own impact assessments. In view of the technical nature of this work, it is in the first instance left to the tenderer to see how many credible options could be available. Of the tasks, task 4 and 5 form a key part of the work.

Question 5. Regarding task 6, what is meant by a ‘potential legislative proposal’ (a directive, a Commission communication, white paper, green paper, etc.)? Could the meaning of ‘assistance’ be clarified? Is it correct to assume that this is a relatively big task, taking into account that this is the only task subsequent to the interim report? In other words, could you give an indication of the share of the 100 man days that should be allocated to task 6?

Answer 5. A potential legislative proposal would likely be in the form of amendment of Article 3(4)(c) of the Renewable Energy Directive. It would be for the Commission to draft such amendment, but assistance may be needed in the form of technical input to do so for the option (if any) selected. The amount of work may depend on the type of option selected. Task 4 and 5 are more likely to form the emphasis of the work.

Question 6. Task 2 requires a summary of the public consultation on counting electricity, hydrogen and methane from renewable sources towards the 10% target in transport. What details are known about the public consultation with respect to objectives, scope, planning, method, expected outcome, etc.

Answer 6. In terms of planning, task 2 should be completed with the interim report. No other details are yet known other than those given in answer to questions 1 and 3 above.

Question 7. What is included in the ‘Transport sector’? Does ‘Transport’ here encompass all transport vehicles (private, public, business) and all types of transportation (scooters, trains, aircrafts, etc)?

Answer 7. Transport sector in this context has the (broad) scope that is covered with the counting of energy from renewable sources towards the 10% target in the Directive, including also aviation (when fuels are sold in a Member State), but not international maritime transport. For electricity the focus is on all types electric vehicles.

Question 8. Is the scope limited to delivery via a grid? Or is the scope all renewable electricity, methane and hydrogen use for transport no matter how it is distributed to the vehicles?

Answer 8. For electricity and hydrogen the scope is not necessarily limited to delivery via a grid. For biomethane the scope in the call for tender is limited to biomethane injected into the natural gas grid since rules for counting other biomethane towards the 10% target are readily available.

Question 9. Do you have a definition of ‘renewable’ that is used from EU perspective to ensure consistency? (Our experience is that ‘renewable’ may be subject to various interpretations).

Answer 9. The Renewable Energy Directive defines in its Article 2(a) ‘energy from renewable sources’ as ‘energy from renewable non-fossil sources, namely

wind, solar, aerothermal, geothermal, hydrothermal and ocean energy, hydropower, biomass, landfill gas, sewage treatment plant gas and biogases’

Question 10. Task 5 considers the impact of different sets of methods and the extent to which those methods lead to ‘additionality’. Could you please elaborate on the meaning of ‘additionality’ in this task?

Answer 10. **Additionality means the extent to which a new input (in this case a new method or applying a condition) adds to the existing inputs (in this case the Renewable Energy Directive with its binding targets for renewable energy in 2020) and results in a greater aggregate (in this case in terms of renewable energy generation by 2020 or thereafter). Thus, the key question to establish additionality is whether a particular method or condition applied leads to a higher renewable energy generation (in general, not just looking at the transport sector).**

Question 11. Regarding task 2, could you specify if this task can be based on a report that the Commission (or a third party) provides of the results of the public consultation, or whether the task is meant to be supportive to the Commission in digesting the results of the public consultation. We would also appreciate if you could clarify the timeline of the consultation.

Answer 11. **Task 2 should be based directly on the responses to the public consultation. The public consultation has not been launched yet. A public consultation is usually opened for responses for two months.**

Question 12. Regarding task 6, do you expect that the main emphasis of this task will be on the in-depth development of one set of conditions and methods, or rather on other, for example legal issues related to the development of the potential legislative proposal?

Answer 12. **Mainly in-depth development, though this may also involve assistance in the form of technical input in order to facilitate the Commission to assess how to draft the corresponding legal text (if any). See also answer to question 5 above.**