

## Scania response to DG Energy public consultation

### Accounting methods and conditions for the 10% renewable energy in transport target, and on the need for additional types of biofuels being listed in Annex III of the Renewable Energy Directive

#### Summary

Scania is pleased to take this opportunity to provide its views on the public consultation launched by the European Commission's DG Energy on [Accounting methods and conditions for the 10% renewable energy in transport target, and on the need for additional types of biofuels being listed in Annex III of the Renewable Energy Directive](#).

Scania is a leading global manufacturer of heavy duty vehicles and buses based in Europe. We operate in over 100 countries worldwide, with up to 35,000 employees and production, sales and distribution facilities throughout Europe, Latin America, Asia, Africa and Australia.

Concern for the environment is of vital importance for us. Scania is committed to reducing harmful emissions from road transport vehicles, and we support the use of renewable energies to achieve CO2 emissions reductions in the sector. We invest substantial resources in research and development to promote more efficient vehicles with lower-emission engines. Our work with the EU Institutions to develop policies to achieve a greener, more sustainable future is evidence of our continued commitment towards these ends.

#### Responses

##### ***Section A - Electricity from renewable sources in transport***

1. Scania views the impact of the 10% target for renewable energy in transport by 2020 on the development of electric vehicles as not significant.
2. Scania believes that electricity accompanied by tradable certificates showing the amount of renewable electricity generated should be used to account for the amount of renewable electricity in electric vehicles.
3. Scania believes that electricity accompanied by tradable certificates will lead to additional generation as demand for renewable electricity becomes more visible to the public.

4. Scania does not see additional administrative burdens related to its answer in question 2. A proper accounting method for electricity accompanied by tradable certificates will however be necessary.

***Section B – Hydrogen from renewable sources in transport***

1. Scania believes that none of the options listed in this question will likely be significant by 2020.
2. Please see answer above.

***Section C – Biomethane via the natural gas grid in transport***

1. Scania views that the impact of the 10% target for renewable energy in transport by 2020 on the development of methane vehicles fuelled from the gas grid is not significant.
2. Scania believes that methane accompanied by tradable certificates showing that that amount of biomethane was generated should be used to account for the whole amount of methane extracted from the gas grid and for use in vehicles as renewables.
3. Scania believes that the use of tradable certificates for methane will lead to additional biomethane generation.
4. Scania does not see additional administrative burdens related to its answer in question 2. A proper accounting method for methane accompanied by tradable certificates will however be necessary.

***Section D – Energy content of biofuels***

1. Scania does not believe that additional types of biofuels need to be listed in Annex III of the Renewable Energy Directive.
2. Scania does not believe that more precision is necessary in terms of decimals in the values currently listed in the Annex.

For questions on the responses provided, please contact Chad Jeudy, Scania EU Affairs, at [cjeudy@kreabgavinanderson.com](mailto:cjeudy@kreabgavinanderson.com).