

The Austrian Federal Economic Chamber (Wirtschaftskammer Österreich - WKÖ), Wiedner Hauptstraße 63, 1045 Vienna, Austria, is registered in the Interest Representative Register under the number 10405322962-08.



## Contribution of the Austrian Federal Economic Chamber

### CONSULTATION 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**

14<sup>th</sup> June 2011

**PUBLIC CONSULTATION 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**

**Section A: Electricity from renewable sources in transport**

According to the National Renewable Energy Action Plans, Member States estimate that the contribution of renewable electricity will by 2020 account for approximately 1% of energy consumed in transport: 0.8% in non-road transport (mainly in trains) and 0.2%<sup>5</sup> in road transport, including electric cars, trolleybuses, etc. Given that electricity is generated from both renewable as well as non-renewable sources,

*1. how do you value the impact of the 10% target for renewable energy in transport by 2020 on the development of electric vehicles?*

- Significant, but other policies/developments will be of more importance

*2. under what condition do you think it would be justified to count the whole amount of electricity in electric vehicles as renewable?*

- When the electricity is produced fully from renewable energy and without connection to the electricity grid

*3. what benefits do you expect the option you selected under (2) will have:*

- Additional renewable electricity generation

*4. what costs in terms of administrative burden do you expect the implementation of the option you selected under (2) will have:*

- Additional statistics collection in all Member States

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

According to the National Renewable Energy Action Plans, only one Member State estimates that hydrogen from renewables will be used in transport by 2020.

*1. Which are in your view the most likely ways to produce hydrogen from renewable sources (partly or fully) by 2020?*

- None are likely to be significant by 2020

*2. For each option you selected under (2), if it would be used for transport, how would you suggest to calculate its contribution to the 10% target for renewable energy in transport?*

- We expect that hydrogen will not contribute to the 10% target in the year 2020. Further hydrogen requires initial infrastructure investments.

### **Section C: Biomethane via the natural gas grid in transport**

According to the National Renewable Energy Action Plans, Member States estimate that biofuels other than first and second generation bioethanol and biodiesel will by 2020 account for approximately 0.2% of energy consumed in transport, part or all of which may be biomethane.

Given that methane in the gas grid originates mostly from non-renewable sources (natural gas),

*1. how do you value the impact of the 10% target for renewable energy in transport by 2020 on the development of methane vehicles fuelled by methane from the gas grid?*

- Not significant

*2. under what condition do you think it would be justified to count the whole amount of methane extracted from the gas grid for the use in vehicles as renewable?*

- When there is a supply contract showing that that amount of biomethane was generated

*3. what benefits do you expect the option you selected under (2) will have:*

- Additional biomethane generation

*4. what costs in terms of administrative burden do you expect the implementation of the option you selected under (2) will have:*

- Additional statistics collection in all Member States

### **Section D: Energy content of biofuels**

According to the National Renewable Energy Action Plans, Member States estimate that the contribution of biofuels will be approximately 9.5% of energy consumed in transport, most of which is expected to be biodiesel and bioethanol.

*1. Do you think additional types of biofuels need to be listed in Annex III of the Directive? If yes, which ones and could you provide values?*

woodgas

*2. Do you think more precision in terms of decimals is necessary in the values in the Annex? If yes, could you provide such values?*

One or two decimal places should be used. They should be provided by CONCAWE.

For further information, please contact:

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