

Clean Transport Systems (CTS) initiative

Outline of the Initiative

In its Europe 2020 strategy, the European Commission proposes the Flagship Initiative 'Resource efficient Europe'. This states that the European Commission will work to present proposals to modernise and decarbonise the transport sector.

In line with this strategy, the European Commission has recently adopted the White Paper 'Roadmap to a Single European Transport Area –Towards a competitive and resource efficient transport system', which announced that the European Commission will develop "a sustainable alternative fuels strategy including also the appropriate infrastructure".

In this context, the European Commission has initiated the **Clean Transport Systems (CTS) initiative**, which should help the EU to put an end to oil dependency in transport in the longer term. Under the CTS initiative, the European Commission is preparing to launch, in the first quarter of 2012, a Communication on alternative transport fuels. The Communication will present a comprehensive long-term alternative fuel strategy for the EU covering the whole transport sector and will identify possible future actions in this area. The strategy should provide the industry, public sector and consumers with a clear and coherent vision, and should help to accelerate the use of alternative transport fuels in the EU. Action at the EU level should facilitate EU-wide circulation of vehicles powered by alternative fuels.

In order to facilitate the implementation of the strategy and to actively stimulate the market development of alternative fuels, the European Commission is considering putting forward, together with the Communication, a legislative proposal on alternative fuel infrastructure requirements.

Personal data protection

This is an anonymous survey, and therefore, you are not obliged to give any personal details and the [rules on personal data protection](#) apply.

Part I: Information about respondents

In what capacity are you completing this questionnaire? * (compulsory)
(at most 1 answer)

- My personal capacity
- Private sector company
- Industry association or NGO
- Local or regional public authority
- National public authority

Please indicate if your organisation is registered in the Transparency Register of the Commission
http://europa.eu/transparency-register/index_en.htm

* (compulsory)
(at most 1 answer)

- Yes
- No

Please indicate the identification number * (compulsory)

Organisation or authority name* (compulsory)

Contact details, personal or professional.

Even if you supply these details, you may choose to have your contribution be published anonymously.

(optional)

Country or region in which you are based* (compulsory)
(at most 1 answer)

- Belgium
- Bulgaria
- Czech Republic
- Denmark
- Germany
- Estonia
- Ireland
- Greece
- Spain
- France
- Italy
- Cyprus
- Latvia

- Lithuania
- Luxembourg
- Hungary
- Malta
- Netherlands
- Austria
- Poland
- Portugal
- Romania
- Slovenia
- Slovakia
- Finland
- Sweden
- United Kingdom
- Europe – non-EU
- USA
- Canada
- South America
- Asia
- Africa
- Australia

Contributions received to this consultation, together with the identity of the contributor, may be published by the Commission, unless the contributor objects to the publication of the personal data on the grounds that such publication would harm his or her legitimate interests. In this case the contribution may be published in an anonymous form. If the contribution cannot be published at all, its content will not be taken into account. * (compulsory)
(at most 1 answer)

- The contribution may be published
- I object to the publication of my personal data (publication in anonymous form)
- I object to the publication of my reply (the contribution will not be published nor will its content be taken into account)

Part II. The CTS initiative

Should policy actions be taken at the EU level to steer an EU-wide market introduction of alternative fuels? * (compulsory)
(at most 1 answer)

- Yes
- No

Which ones? * (compulsory)

Additional comments (optional)

In addition to appropriate standards for CO₂ 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? * (compulsory)
(at most 1 answer)

Yes

No

When should such measures be in place? * (compulsory)

(optional)

In view of the current availability of fuel options with lower CO₂ emissions, what should now receive priority? * (compulsory)
(at most 1 answer)

- Research to improve existing fuel/vehicle technologies
- Deployment of new low-CO₂ fuel/vehicle technologies

Additional comments (optional)

Which approach should the EU take on the promotion of alternative fuels? * (compulsory)

(at most 1 answer)

- Technology-oriented: giving preference to certain fuels and vehicle technologies (based on
- estimated cost effectiveness, market potential, long-term contribution to oil substitution and decarbonisation)
 - Performance-oriented: linking support to alternative fuels in a technology-neutral way to performance criteria, such as energy efficiency, reduction of CO₂ and pollutant emissions

Additional comments (optional)

In the technology-oriented approach would you give preference to: * (compulsory)
(at most 1 answer)

- Alternative fuels standards
- Vehicle technology standards
- Infrastructure standards

Additional comments (optional)

In the performance-oriented approach would you give preference to: ^{*} (compulsory)
(at most 1 answer)

- Energy efficiency standards
- Cap on CO2
- Differentiated charging based on CO2 emissions

Additional comments (optional)

Which fuels should be included in a long-term European alternative fuel strategy? ^{*} (compulsory)

Electricity

Hydrogen

Biofuels

Synthetic fuels

Methane

LPG (Liquefied Petroleum Gas)

Other

Specify "Other" [\(optional\)](#)

Additional comments [\(optional\)](#)

short (urban) <small>optional</small>									
Road-freight: medium <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road-freight: long <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water: inland <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water: short-sea shipping <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water: maritime <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Different transport modes may require different alternative fuels. Indicate which alternative fuels will be relevant for which transport modes on the time horizon 2030

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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

	Electric BEV	Electric HFC	Electric Grid	Biofuels (liquid)	Synthetic fuels	Methane CNG	Methane CBG	Methane LNG	LPG
Road-passengers: short (urban) <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road-passengers: medium <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road-passengers: long <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road-freight: short (urban) <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road-freight: medium <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road-freight: long <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rail <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water: inland <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water: short-sea shipping <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water: maritime <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air <i>optional</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Different transport modes may require different alternative fuels. Indicate which

short-sea shipping <small>optional</small>									
Water: maritime <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Should actions be taken to privilege the use of particular fuels in particular transport sectors? * (compulsory)
(at most 1 answer)

- Yes
- No

Which actions should be taken? * (compulsory)

Additional comments (optional)

Do we need to accompany those actions with a coherent life-cycle approach for all fuels? ^{*} (compulsory)
(at most 1 answer)

- Yes
- No

Do you think that biofuels meeting the EU sustainability criteria could provide the major share of the transport energy supply in the long term? ^{*} (compulsory)
(at most 1 answer)

- Yes
- No

Additional comments (optional)

Do you think that biofuels meeting the EU sustainability criteria could deliver the required greenhouse gas reduction in the horizon 2050? * (compulsory)
(at most 1 answer)

Yes

No

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? (optional)

- Enabling progressively higher blending of bioethanol and biodiesel with conventional fossil fuels
- Faster market deployment of flexible fuel vehicles that can accept a much wider range of fuel specifications
- Faster market development of biofuels in transport sectors which are less dependent on fuel specifications than road transport passenger vehicles
- Faster market development of fungible biofuels, which can be blended at any ratio with conventional fossil fuels

Additional comments (optional)

Should the public sector intervene in accelerating the deployment of advanced biofuels technologies for the transport sector? * (compulsory)

(at most 1 answer)

Yes

No

Which actions should be taken? * (compulsory)

Should the public sector intervene in the development of the refuelling/recharging infrastructures? * (compulsory)

(at most 1 answer)

Yes

No

Additional comments (optional)

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)?* (compulsory)

(at most 1 answer)

Yes

No

Additional comments (optional)

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? * (compulsory)
(at most 1 answer)

Yes

No

Additional comments (optional)

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? * (compulsory)
(at most 1 answer)

Yes

No

Additional comments (optional)

Should there be EU legislation requiring a certain minimum refuelling/recharging infrastructure for certain alternative fuels/energy carriers?

	Road	Rail	Water	Air
Electricity <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hydrogen <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biofuels <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Synthetic fuels <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Methane <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LPG (Liquefied Petroleum Gas) <small>optional</small>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional comments (optional)

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? ^{*} (compulsory)
(at most 1 answer)

- Dedicated bio-methane refuelling infrastructure
- Biomethane injected into general gas grid

Additional comments (optional)

Should the market introduction of alternative fuels be supported by privileged access of alternative fuel vehicles/transport carriers to transport infrastructure? * (compulsory)

(at most 1 answer)

Yes

No

Specify the preferred measures * (compulsory)

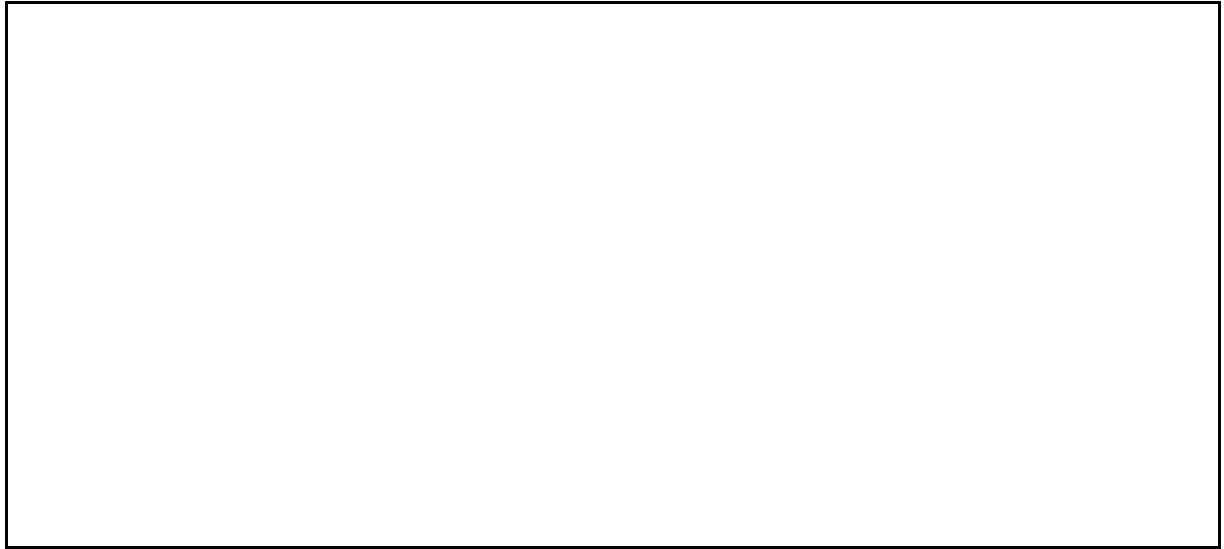
(at least 1 answers)

Lower charging tariffs for infrastructure use

Privileged access to access restriction zones

Other

Specify "Other" * (compulsory)

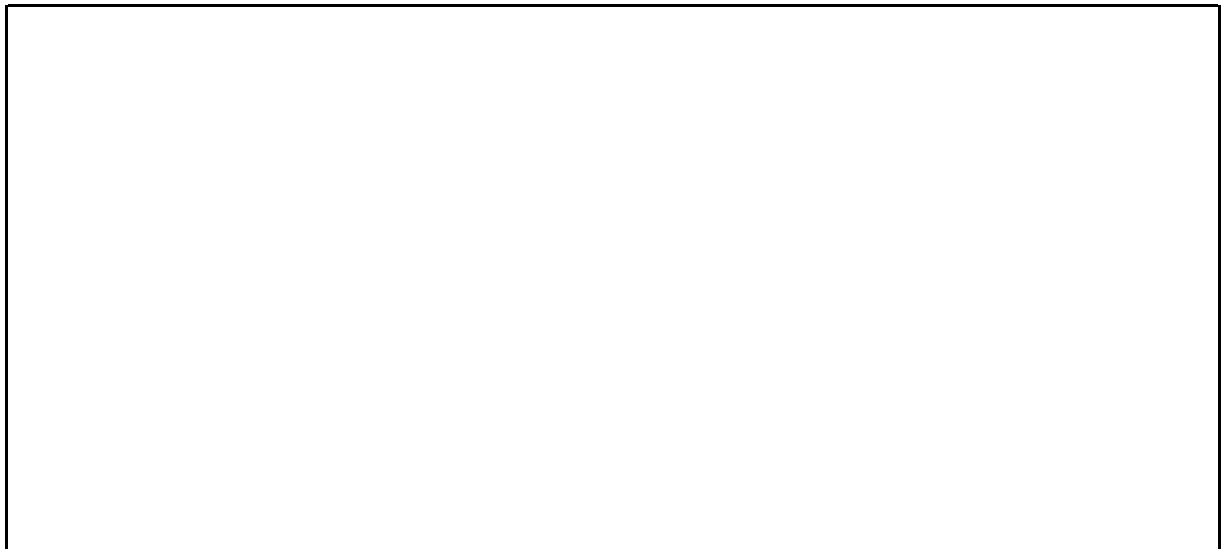


Do you have any other comments?

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

(optional)



Useful links

Europa website on Clean transport

systems: http://ec.europa.eu/transport/urban/cts/clean-transport-systems_en.htm