

Deriving Effective Least-Cost Policy Strategies for Alternative Automotive Concepts and Fuels

REPORT on the National Workshop The Netherlands



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Project Partner: Energy research Centre of the Netherlands (ECN)

Amsterdam, 11.01.11

A. General information

Title of the workshop:

National Workshop on Deriving Effective Least-Cost Policy Strategies for Alternative Automotive Concepts and Fuels

Date of the workshop: 30.11.2010

Location: Den Haag
NH Hotel, Prinses Margrietplantsoen 100

Organisers:

- **Energy research Centre of the Netherlands (ECN)**
(Ingo Bunzeck, Manuela Loos)
- **The Krakow Institute for Sustainable Energy**
(Adam Gula)

Number of Participants: 23 (5 own staff)

Number of invitations sent: 115

OS - 5
FUP - 2
FUD - 2
AC - 16
FLT - 4
POL - 26
MUN - 8
VHP - 2
VHD - 6
CON - 16
INA - 44

B. List of participants

Nr	Last name	Surname	Institution	Type ¹
1	Bunzeck	Ingo	Energy research Centre of the Netherlands (ECN)	OS
2	Uyterlinde	Martine	Energy research Centre of the Netherlands (ECN)	OS
3	Van Bree	Bas	Energy research Centre of the Netherlands (ECN)	OS
4	De Wilde	Hein	Energy research Centre of the Netherlands (ECN)	OS
5	Loos	Manuela	Energy research Centre of the Netherlands (ECN)	OS
6	Gula	Adam	The Krakow Institute for Sustainable Energy	AC
7	Ajanovic	Amela	Technical University of Vienna	AC
8	Haas	Reinhard	Technical University of Vienna	AC
9	De Wit	Els	Dutch Ministry of Transport	POL
10	Hablé	Alexander	Dutch Ministry of Transport	POL
11	Tuinstra	Jaap	RAI Vereniging	VHD
12	Wagter	Herman	Platform Duurzame Mobiliteit	INA
13	Messemaker	Lode	Municipality of Rotterdam	MUN
14	Cuelenaere	Rob	Dutch Ministry of Infrastructure and the Environment	POL
15	Hoën	Anco	Planbureau voor de Leefomgeving	AC
16	Chen	Ming	NEA Transport research and training	CON
17	Toro	Felipe	Institute for resource efficiency and energy strategies (IREES)	AC
18	Denys	Tobias	VITO	AC
19	Kieboom	Sander	PBL	AC
20	Wösten	Mireille	Interprovinciaal overleg (IPO)	POL
21	Le Febre	Bram	Ballast-Nedam	FUD
22	De Pater	Wytske	ANWB	INA
23	Tijssse Klasen	Theo	Stadsregio	POL

¹ OS=own staff, FUP=fuel producer, FUD=fuel distributor, AC=academia, FLT=fleet, POL=policy maker, MUN=municipality, VHP=vehicle (technology) provider, VHD= vehicle dealer, CON=Consulting , INA=Interest association

C) Detailed AGENDA of the Workshop

No.	Topic	Speaker	Time
1	Welcome and Opening of the Workshop Setting the scene for alternative fuel policies	Martine Uyterlinde (ECN)	10h00 - 10h15
2	Presentation of the Alter-Motive Project	Amela Ajanovic, Alter-Motive project coordinator, Energy Economics Group (EEG), Technical University of Vienna	10h15 - 10h30
3	View from the Netherlands State of the Art on alternative fuels and future policy plans	Els de Wit, Dutch Ministry of Transport	10h30 - 11h00
4	Current R&D and Demonstration activities for alternative fuels in the Netherlands Potentials for Emissions Reductions, Barriers for future development Topics: Biogas, Natural gas Biofuels Hybrid/Electric vehicles	3 Stakeholders presentations: Jaap Tuinstra, RAI Vereniging Herman Wagter, Platform Duurzame Mobiliteit Lode Messemaker Consultant Environment and Spatial Planning, Municipality of Rotterdam Alternative vehicle project Each presentation will take 8-10 min	11h00 - 11h30
5	Coffee break	All	11h30 - 11h45
6	Effective policies to facilitate the introduction of alternative fuels - lessons from the past and what can be learnt for the future Followed by discussion	Bas van Bree Energy research Centre of the Netherlands (ECN), Policy Studies	11h45 - 12h30
7	Lunch	All	12h30 - 13h30
8	Presentation of Alter-Motive action plan towards a sustainable future European transport system	Prof. Reinhard Haas, Energy Economics Group (EEG), Technical University of Vienna	13h30 - 14h00

9	General discussion on action plan Discussion of national consequences, chances and feasibility of Action plan	Moderator: Prof. Reinhard Haas, Energy Economics Group (EEG), Technical University of Vienna Alexander Hablé, Dutch Ministry of Transport Anco Hoen, Planbureau voor de Leefomgeving (PBL) Herman Wagter, Platform Duurzame Mobiliteit Lode Messemaker Consultant Environment and Spatial Planning, Municipality of Rotterdam, Alternative vehicle project Ming Chen Senior Consultant, NEA Transport research and training	14h00 - 14h45
10	Case study from Germany - current policy landscape or demo activities	Felipe Toro Institute for resource efficiency and energy strategies (IREES), Germany	14h45 - 15h15
11	Coffee break with networking opportunity	Conference participants	15h15 - 15h45
12	Alternative fuels and technologies - the consumer perspective	Ingo Bunzeck Energy research Centre of the Netherlands (ECN), Policy Studies	15h45 - 16h15
13	Lessons learned - and close of the workshop	Martine Uyterlinde Energy research Centre of the Netherlands (ECN), Policy Studies	16h15 - 16h45
14	Borrel	All	16h45

D. Short workshop summary

The national stakeholder workshop in the Netherlands has been successfully carried out. Overall, the workshop organisers received positive feedback by the audience and requested further information about the finalisation of Alter-Motive. A wide range of participants could be attracted from industry, academia and policy making. The participants provided several perspectives on the introduction of alternative fuels and technologies in the Netherlands during the discussions, which will be used to further improve the Alter-Motive Action-Plan 2020. The location in Den Haag, which is the seat to most national governmental institutions, made it particularly convenient to attend for national policy makers.

The workshop focused on effective policy instruments for the introduction of alternative fuels and automotive technologies. The aim was to discuss the findings from the policy analysis and the recommendations of the Action Plan with the national stakeholders. ECN has been the leading partner on effective policies for alternative fuels and technologies within the Alter-Motive project.

After a short welcome and introduction by the project coordinator, Amela Ajanovic from Energy Economics Group (EEG), and Martine Uyterlinde, the Manager of the Transport Research Group at ECN, perspectives on transport policy from the Netherlands were presented by Els de Wit from the Ministry of Transport. In the following session, three stakeholders from industry, academia and policy makers presented their visions and case studies on sustainable mobility. Bas van Bree (ECN) concluded the morning session with the results of the policy effectiveness evaluation, followed by a lively discussion with the audience.

After the lunch break, Prof. Reinhard Haas from the Energy Economics Group (EEG), Technical University of Vienna gave an overview on the Action Plan of Alter-Motive, one of the major project outcomes. The presentation was followed by a panel debate with 5 representatives from industry, research and policy makers from national and regional levels.

The panel debate brought up positive as well as controversial issues concerning the recommendations provided in the current version of the Alter-Motive Action Plan. Although the panellists agreed that the Action Plan did entail a lot of positive ingredients, there was also consent over the fact that some recommendations are not entirely new and the underlying problems might be solved by other regulation already in place. It was mentioned that some suggestions such as the increase of fuel taxes (with reference to countries that have already introduced it) might be politically very difficult to implement in other EU states. Moreover, the recommendations should be checked with regard to making driving just too expensive, as this would discriminate lower income groups and contribute to making personal transport a luxury item.

A general comment given by the panellists was that the current structure of the Action Plan lacked a clear distinction with regard to measures that will have a big impact (e.g. on emission reduction or the facilitation of alternative fuels) and which ones not. Therefore, it needs to become clear which measures are 'heavyweights' and which are more supporting measures.

Another comment focused on timing. Alter-Motive focuses on the year 2020, but still a lot of measures will be only effective beyond 2020 and need to be therefore introduced already now. Looking only at 2020 will therefore be too short-sighted. A further issue mentioned was that the recommendations do not yet take into account existing legislation, e.g. the EU Directive on passenger car emissions that already includes a target of 95g/km CO₂ for 2020.

It was suggested by the panellists to take the existing legislation as starting point and then look further what can be done beyond this point. By this, Alter-Motive could provide additional value to the policy discussions. The workshop was concluded by a presentation on consumer behaviour with regard to the introduction of alternative fuels. Martine Uytterlinde closed the workshop and thanked all participants for their valuable contributions.

The issues addressed:

Critical review of the state of the art	no
Recent and planned policy development	yes
Action plan for an EU strategy towards a sustainable transport	yes
Coordination/harmonisation of the support systems	yes
Specific national requirements	yes
Policy integration	yes
Other (Consumer behaviour)	yes

E. Specific report on the presentations and the debate

Presentation by Els de Wit, Ministry of Infrastructure & Environment

Ms De Wit provided an overview of the activities of the Team Sustainable Transport. The team tackles the challenges that are offered by European targets (20% reduction of greenhouse gas emissions and 20% renewable in energy consumption by 2020) and national targets (which are currently under debate).

The Dutch policy approach focuses on three areas: Vehicles, Infrastructure, and Behaviour. In each of these areas, cooperation with local authorities and the private sector is sought. Ms De Wit provided several policy examples in each of the three areas, e.g. the “Proeftuinen” (pilot projects) on electric mobility, The New Driving scheme, road pricing, etc.

Stakeholder presentations

Jaap Tuinstra, RAI Vereniging

In his presentation, Mr Tuinstra discussed the approach of the RAI Vereniging, which is the association that represents the automotive sector (producers and importers) in the Netherlands. He stressed that a lot of policy is driven on the European level, but is tailored to the Netherlands by the national government in cooperation with the sector. He stressed the increasing importance of consumer behavior and argued in favour of a fiscal system that is based on well-to-wheel emissions.

Herman Wagter, Platform Duurzame Mobiliteit

Mr Wagter represents a platform in which various players cooperate to increase sustainability in transport. His presentation addressed three, rather distinct aspects:

- The expected growth in transport volume severely complicates the possibilities to realize emission reductions in the long term. Volume reduction is thus essential.
- There is a lot of scope for optimization of logistical chains. The platform has recently completed a project at a Dutch retailer which illustrates that the number of kilometers that goods need to travel can be drastically reduced, resulting in less emissions and better logistical performance.
- EC Directive 2009/33, dealing with internalization of external costs in bus passenger transport, works, in the sense that application of the Directive reveals that buses fuelled by

CNG and/or biogas are more economical to operate than conventional buses. This has been verified in a project carried out by the platform.

Lode Messemaker, Municipality of Rotterdam

Mr Messemaker presented the approach to sustainable mobility of the Municipality of Rotterdam. Rotterdam strives for a multi-track approach, leaving options open as much as possible, but focusing on electric transport where possible. The role of the municipality is to run pilots and facilitate market introduction. In this, it tries not to push the market in the direction of a particular technology and tries to avoid a lot of policy changes. Mr Messemaker presented a selection of the many initiatives that take place in Rotterdam, ranging from (hybrid-)electric street sweepers and garbage trucks to trucks on biodiesel to taxis on CNG.

F. Overall conclusions

The workshop focused on the discussion of the policy evaluation and the debate of the Action-Plan. To a lesser extent, the current Dutch situation regarding transport policy was subject of discussion. That is mainly due to recent change of the government in the Netherlands which resulted in a temporarily halt of some intended measures, e.g. the 'kilometerheffing' that would have been effectively a tax on the driven km per person.

The participants concluded that targets for emission reduction and accelerated introduction of alternative fuels until 2020 are important, but the much bigger challenge will be towards the 2050 targets for emissions reduction. Many measures need to be implemented now in order to be effective in the long-term. Therefore, Alter-Motive should be much more focussing also on measures beyond 2020. Additionally, it can be noted that on the regional level, demonstration activities are going on that can be seen as bottom-up initiatives and could be helpful in the introduction of new transport technologies. In the future, more regulations will be probably be implemented on EU level as the Directive on passenger car emissions. The participants mentioned that the participation of the EU commission in the workshop would have been welcomed.

G. Recommendations for policy makers

The following recommendations have been taken during the panel debate on the Action Plan and are intended to directly improve the current document:

- Structure of recommendations needs to be streamlined
- Distinguish between high and low impact measures
- The overall number of measures should be decreased
- Which measures are particularly important for 2050?
- Check measures that influence purely cost – politically not acceptable
- Introduce well-to-wheel (WtW) based vehicle taxation, noting the (practical) difficulties that such a system entails (e.g. accounting for the different production pathways of various alternative fuels) Introduction of Zero emission vehicles (ZEV) mandate (compare California)
- Regulation needs to be EU wide.

H. Pictures from the workshop

