

How to notify article 7 energy efficiency savings conform to Annex V: introducing EVs in the federal car fleet (Belgium)

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General Context of art 7 notification

- Energy Efficiency is by nature a **transversal** policy area (Housing, Transport, Industry), implying different stakeholders
 - Opportunity to discuss with colleagues from outside the energy directorate : Defense, FPS Mobility, Finance, Federal Institute for Sustainable Development, Buildings agency,...
- Article 7 & **ANNEX V** notification requirements
 - Policy-based effects without double counting; additional to EU-efforts
 - Measurable, based on deemed savings, with projections up to 2030 in ktoe
 - Verification & Monitoring system
- **Belgium state structure & competences on Energy Efficiency (NECP):**
 - Energy Efficiency is mainly a regional competence (Flanders, Wallonia, Brussels-Capital)
 - The Federal State will contribute within the framework of its own competences, to Belgium's target through support measures
- **Window of opportunity**
 - New Federal government in October 2020, with green minister for energy
 - Ongoing Review of Circular 307sexies in 2021-2022 which regulates the federal car park
 - **StreamSAVE** organized capacity support on EVs in 2021 Q4

Federal competence with EE impact:

Federal Car fleet policy: Circular 307sexies

- Current Circular: by 2021, **at least 25% of the federal car fleet consists of electric, hybrid and CNG vehicles**
 - Federal Institute for Sustainable Development gathers data, amongst others:
 - **Distance travelled** over the past year (in km)
 - **Fuel use** over the past year, based on fuel card data (liters/100km ; kwh/100km)
 - ❑ On the basis of this *measured* data, energy efficiency savings could be calculated
 - ❑ Current legislation, however, does **not foresee in a verification and monitoring system** which is targeted at Energy Efficiencies
 - ❑ Two-yearly reporting limited to checking whether the public procurement target (25%) was reach by each Federal Public Service
- ➔ FED looking for expertise on:
- ➔ Calculation method according to Annex V
 - ➔ how to compare EVs with ICE in terms of energy savings
 - ➔ Additionality question: Clean Vehicles Directive already set goals at EU-level

streamSAVE: Capacity Building

- Proposed Calculation method of Energy Savings by StreamSave

Final Energy Savings

$$TFES = (sFEC_{ref} - sFEC_{eff}) * \frac{DT}{100} * n * f_{BEH}$$

Reference Vehicle Efficient Vehicle Distance & Quantity Behavioural Effects

$TFES$ Total final energy savings [kWh/a]

$sFEC_{ref}$ Specific final energy consumption of the reference vehicle [kWh/100 km]

$sFEC_{eff}$ Specific final energy consumption of the efficient vehicle [kWh/100 km]

DT Average yearly distance traveled with the vehicle [km/a]

n Number of efficient vehicles purchased [dmn]

f_{BEH} Factor for correction of behavioural effects (e.g. rebound effects [%])

streamSAVE: additionality

National targets for procuring clean vehicles

The national targets are defined as a minimum percentage of clean vehicles in the aggregate public procurement across a Member State. This means, Member States have full flexibility in how they distribute the effort across different contracting authorities and contracting entities. A Member State has to meet at least half of the procurement target for clean buses in each period through the procurement of zero-emission buses.

Targets for clean light-duty vehicles		
Member State	From 2 August 2021 to 31 December 2025	From 1 January 2026 to 31 December 2030
Luxembourg	38,5%	38,5%
Sweden	38,5%	38,5%
Denmark	37,4%	37,4%
Finland	38,5%	38,5%
Germany	38,5%	38,5%
France	37,4%	37,4%
United Kingdom	38,5%	38,5%
Netherlands	38,5%	38,5%
Austria	38,5%	38,5%
Belgium	38,5%	38,5%
Italy	38,5%	38,5%
Ireland	38,5%	38,5%

From: https://ec.europa.eu/transport/themes/urban/clean-vehicles-directive_en

Which vehicles are concerned?

The Directive applies to cars, vans, trucks and buses (excluding coaches), when they are procured through:

- **Purchase, lease, rent or hire-purchase contracts** under obligations by EU public procurement rules (Dir. 2014/24/EU and 2014/25/EU)
- **Public service contracts** for the provision of passenger road transport services (Reg. 1370/2007)
- **Services contracts** for public road transport services, special-purpose road passenger-transport services, non-scheduled passenger transport, refuse collection services, mail and parcel transport and delivery. (Annex I of the Directive)







The Directive will only apply to contracts whose awarding procedure starts after 2 August 2021 (the end date for transposition).

What is a "clean vehicle"?

The revised Directive defines a "clean vehicle" as follows:

- **Clean light-duty vehicle:** any car or van meeting the following emission thresholds:
 - **until 31 December 2025:** no more than 50g/km CO₂ and up to 80% of applicable real driving emission (RDE) limits for NOx and PN;
 - **from 1 January 2026:** only zero-emission vehicles.
- **Clean heavy-duty vehicle:** any truck or bus using one of the following alternative fuels: hydrogen, battery electric (including plug-in hybrids), natural gas (both CNG and LNG, including biomethane), liquid biofuels, synthetic and paraffinic fuels, LPG.

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