

## E-Mobility Platform recommendations for trialogues on Renewable Energy Directive Recast

21 February 2018

Ahead of the inter-institutional negotiations on the RES Directive Recast, the [Platform for Electromobility](#), composed of 30+ businesses and organizations, would like to share with Parliament and Council the below recommendations.

### Fuel supplier obligations

Parliament maintains the COMM proposal to [introduce fuel supplier obligations solely based on minimum advanced RES shares](#) sold to the transport sector, while Council leaves the possibility to Member States to define the details around fuel supplier obligations. We recommend agreeing on the Parliament text (AM 216).

### Database(s) tracing RES-T fuels

The purpose of the Renewable Energy Directive should be to promote all forms of renewable energy supplied to transport, not just biofuels. This can be achieved through credit trading schemes where obligated fuel suppliers can buy credits from all suppliers of renewable energy in transport, *including electricity suppliers as well as third party aggregators of electricity on behalf of customers*. The Netherlands are the only EU country where such a scheme exists; the big advantage is that it helps improve the business case of charging points, without government subsidy. The [establishment of EU and national databases tracing all RES-T fuels, including electricity](#), could be a good starting point for the replication of the Dutch system in the other Member States. That is why we recommend adopting Parliament AM 226, mentioning specifically electricity.

### Multiplier for RES-E

Co-legislators have rightly introduced multipliers for RES electricity to consider inter alia the higher efficiency of electric engines compared to combustion engines. For RES electricity supplied to road vehicles, Parliament suggests a 2.5 multiplier (AM 220) while Council proposes a 5 multiplier. Considering that the efficiency of renewable electricity in transport is at least a factor 5 higher than the efficiency of biofuels, and that likely not all electricity in transport will be credited, we recommend agreeing on [a 5 multiplier for electricity so as to put it on a level playing field with other RES transport options](#).

### RES-E content

The Platform believes that the uptake of e-mobility should go hand in hand with the growth of renewables electricity. We support Parliament AM 224 asking that electricity obtained from direct connection and power purchase agreements with RES projects be considered fully as RES. At the same time, we recommend a compromise on Parliament AM 223, [mandating the Commission to evaluate the impact of the growth of electromobility on Europe's electricity mix and put forward proposals to maximise the synergies between the rise of electromobility and the growth of renewable electricity](#).

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