

Following the publication of this Green Paper, the Commission shall, until the end of this year, undertake an intensive public consultation.

To stimulate debate and effective input, the Commission puts forward the 25 non-exhaustive questions figuring below.

The Commission has decided to set up the “European Sustainable Energy Forum”. This Forum, based on the models of the “Florence” and “Madrid” Forums, which were used very successfully to develop consensus on how to proceed with energy market liberalisation, will bring together the Commission, Member States, the European Parliament, national energy Regulators and representatives of European industry and NGO’s. It will meet twice a year. The first meeting, scheduled for October, will discuss in depth this Green Paper.

However, in addition to consulting the Council, the European Parliament and industry and NGO’s on the document, the Commission considers it vital to have a wide-ranging public consultation. All interested are welcome to put forward comments and suggestions in the following manners:

- by internet, through the Commission’s web-site at [http://europa.eu.int/comm/energy/efficiency/index\\_en.htm](http://europa.eu.int/comm/energy/efficiency/index_en.htm);
- by contacting Mr. Luc Werring of the Directorate-General for Energy and Transport of the European Commission ([luc.werring@cec.eu.int](mailto:luc.werring@cec.eu.int));
- the Commission will involve each of its Offices situated in EU cities. Information and possible events will be advertised on: [http://europa.eu.int/comm/represent\\_en.htm](http://europa.eu.int/comm/represent_en.htm);
- the Commission has a network of Energy Agencies, in many European cities. These Agencies will be tasked with widely spreading information on the Green Paper and seeking comments.

Where the person submitting comments agrees, all submissions will be placed on the Commission’s internet site for consultation.

It is important that this Green Paper rapidly leads to concrete action. Thus, following the consultation process the Commission believes that a concrete Action Plan should be drawn up in 2006, outlining the specific action to be taken at EU and national level, accompanied by necessary cost-benefit analyses.

### **- Questions for debate**

#### General remarks

The following questions seek to further analyse the options identified in this paper, in terms of their cost-effectiveness and their contribution to energy saving, to environmental protection, to job creation and to the reduction of imports of oil and gas.

In replying to these questions, the Commission would be grateful if as much detail as possible is provided on these specific issues, as well as the question at which level the proposed measure could be best addressed: at international, EU, national, regional or local level? Furthermore would the measure in question be best addressed through recommendations,

voluntary measures, binding objectives or measures in legislative proposals? Finally, how could the measures under consideration be implemented in practice? What would be the timescale, the costs, and where a monitoring or similar function would be necessary, which body would be best placed to do this?

This will enable the Commission, in 2006, to reach solid, practical and implementable proposals in its Action Plan that will make a real difference.

In addition, one of the main objectives of the Green Paper and the consultation which follows it is to stimulate additional ideas that are not yet identified. Suggestions and examples, where possible giving the details mentioned above in terms, for example, of cost of implementation, benefits in terms of energy savings and ease of implementation would be welcomed by the Commission.

Questions regarding the options identified in the Green Paper

1. How could the Community and the Commission in particular, better stimulate European investment in energy efficiency technologies? How could funds spent supporting research in this area be better targeted?. (Section 1.1)
2. The emission trading mechanism is a key tool in developing a market-based response to meeting the goals of Kyoto and climate change. Could this policy be better harnessed to promote energy efficiency? If so, how? (Section 1.1)
3. In the context of the Lisbon strategy aiming to revitalise the European economy, what link should be made between economic competitiveness and a greater emphasis on energy efficiency? In this context, would it be useful to require each Member State to set annual energy efficiency plans, and subsequently to benchmark the plans at community level to ensure a continued spread of best practice? Could such an approach be used internationally? If so, how? (Section 1.1.3)
4. Fiscal policy is an important way to encourage changes in behaviour and the use of new products that use less energy. Should such measures play a greater role in European energy efficiency policy? If so, which sort of measures would be best suited to achieve this goal? How could they be implemented in a manner that does not result in an overall increase in the tax burden? How to really make the polluter pay? (Section 1.1.4)
5. Would it be possible to develop state aid rules that are more favourable to the environment, in particular by encouraging eco-innovation and productivity improvements? What form could these rules take? (Section 1.1.5)
6. Public authorities are often looked to for an example. Should legislation place specific obligations on public authorities, for example to apply in public buildings the measures that have been recommended at Community or national level. Could or should public authorities take account of energy efficiency in public procurement? Would this help build viable markets for certain products and new technologies? How could this be implemented in practice in a way that would promote the development of new technologies and provide incentives to industry to research new energy efficient products and processes? How could this be done in a manner that would save money for Public authorities? As regards vehicles, please see question 20. (Section 1.1.6)

7. Energy efficiency funds have in the past been used effectively. How can the experience be repeated and improved? Which measures can be adopted usefully at:
- International level
  - EU level
  - National level
  - Regional and local level?

(Section 1.1.7. See also question 22)

8. Energy efficiency in buildings is an area where important savings can be made. Which practical measures could be taken at EU, national, regional or local level to ensure that the existing Community Buildings Directive is a success in practice? Should the Community go further than the existing Directive, for example extending it to smaller premises? If so, how could the appropriate balance be achieved between the need to generate energy efficiency gains and the objective of limiting new administrative burdens to the minimum possible? (Section 1.2.1)
9. Giving incentives to improve the energy efficiency of rented accommodation is a difficult task because the owner of the building does not normally pay the energy bill and thus has no economic interest in investing in energy efficiency improvements such as insulation or double glazing. How could this challenge be best addressed? (Section 1.2.1)
10. How can the impact of legislation on the performance of energy-consuming products for household use be reinforced? What are the best ways to encourage the production and consumption of these products? Could, for instance, present rules on labelling be improved? How could the EU kick-start research into and the subsequent production of the next generation of energy efficient products? What other measures could be taken at
- International level
  - EU level
  - National level
  - Regional and local level?

(Section 1.2.2)

11. A major challenge is to ensure that the vehicle industry produces ever more energy efficient vehicles. How can this best be done? What measures should be taken to continue to improve energy efficiency in vehicles and at which level? To what extent should such measures be voluntary in nature and to what extent mandatory?

(Section 1.2.3)

12. Public information campaigns on energy efficiency have shown success in certain Member States. What more could and should be done in this area at:

- International level,
- EU level,
- National level, or
- Regional and local level?

(Section 1.2.4)

13. What can be done to improve the efficiency of electricity transmission and distribution? How to implement such initiatives in practice? What can be done to improve the efficiency of fuel use in electricity production? How to further promote distributed generation and co-generation? (Sections 2.1-2.3)
14. Encouraging electricity and gas providers to offer an energy service (i.e. agreeing to heat a house to an agreed temperature and to provide lighting services) rather than simply providing energy is a good way to promote energy efficiency. Under such arrangements the energy provider has an economic interest that the property is energy efficient and that necessary investments are made. Otherwise, electricity and gas companies have an economic interest that such investments are not made, because they sell more energy. How could such practices be promoted? Is a voluntary code or agreement necessary or adequate?
15. In a number of Member States, white (energy efficiency) certificates have been or are being introduced. Should these be introduced at Community level? Is this necessary given the carbon trading mechanism? If they should be introduced, how could this be done with the least possible bureaucracy? How could they be linked with carbon trading mechanism? (Section 2.4)
16. Encouraging industry to take advantage of new technologies and equipment that generate cost-effective energy efficiencies represents one of the major challenges in this area. In addition to the carbon trading mechanism, what more could and should be done? How effective have been the steps taken so far through voluntary commitments, non-binding measures adopted by industry, or information campaigns? (Section 3)
17. A new balance between modes of transport – a major theme of the strategy set out in the White Paper that the Commission adopted in 2001 on a European transport policy for 2010 – is still a top priority. What more could be done to increase the market share of rail, maritime and inland waterway transport? (Section 4.2)
18. In order to improve energy efficiency it is necessary to complete certain infrastructure projects from the trans-European transport network. How should the investments needed for infrastructure projects be developed, using what sources of financing? (Section 4.2)
19. Among the measures that could be adopted in the transport sector, which have the greatest potential? Should priority be given to technological innovations (tyres, engines...), particularly through standards defined jointly with the industry, or to regulatory measures such as a limit on fuel consumption of cars? (Section 4.3-4.5)

20. Should public authorities (state, administrations, regional and local authorities) be obliged in their public procurement to buy a percentage of energy efficient vehicles for their fleets? If so, how could this be organised in a manner that is technology neutral (i.e. it does not result in distorting the market towards one particular technology). (Section 4.3)
21. Infrastructure charging, notably paying to use roads, has started to be introduced in Europe. A first proposal was made in 2003 to strengthen the charging of professional road transport. Local congestion charges have now been introduced in some cities. What should be the next steps in infrastructure charging? How far should “external costs” such as pollution, congestion and accidents be directly charged to those causing them in this manner? (Section 4.4)
22. In certain Member States, local or regional energy efficiency project financing schemes, managed by energy efficiency companies, have proven very successful. Should this be extended. If so, how? (Section 5.1)
23. Should energy efficiency issues be more integrated in the Union’s relationships with third countries, especially its neighbours? If so, how? How can energy efficiency become a key part of the integration of regional markets? Is it necessary to encourage the international financial institutions to pay more attention to demand management issues in their technical and financial assistance to third countries? If so, what could be the most effective mechanisms or investments? (Section 6)
24. How could advances in energy efficiency technology and processes in Europe be put to effective use in developing countries? (Section 6.3)
25. Should the Union negotiate tariff or non tariff advantages within the WTO for energy efficient products and encourage other members of WTO to do the same? (Section 6)