

## SEA SCREENING TEMPLATE

### Part A – Plan/Programme (PP) and Responsible Authority

Title of PP: National Strategy for the Introduction of Electromobility in Malta and Gozo

Responsible Authority: Ministry for Resources and Rural Affairs

Contact Person: Andrew Vella

Position: Engineer

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Date: 10 September 2012

### Part B – Key Facts

Responsible Authority: Ministry for Resources and Rural Affairs

Title of PP: National Strategy for the Introduction of Electromobility in Malta and Gozo

Purpose of PP: The purpose of the Strategy is to put forward actions required to reach the Government of Malta's indicative target of 5,000<sup>1</sup> plug-in electrical vehicles (EV) uptake by 2020, contributing to around 1 % of the 2020 renewable energy sources transport target in line with current plans as indicated in the National Renewable Energy Action Plan.

Is the PP the result of legislative, regulatory or administrative provisions? Explain.

The Minister for Resources and Rural Affairs appointed a technical committee for the development of the Strategy in July 2010.

Period covered by PP: indefinite subject to review

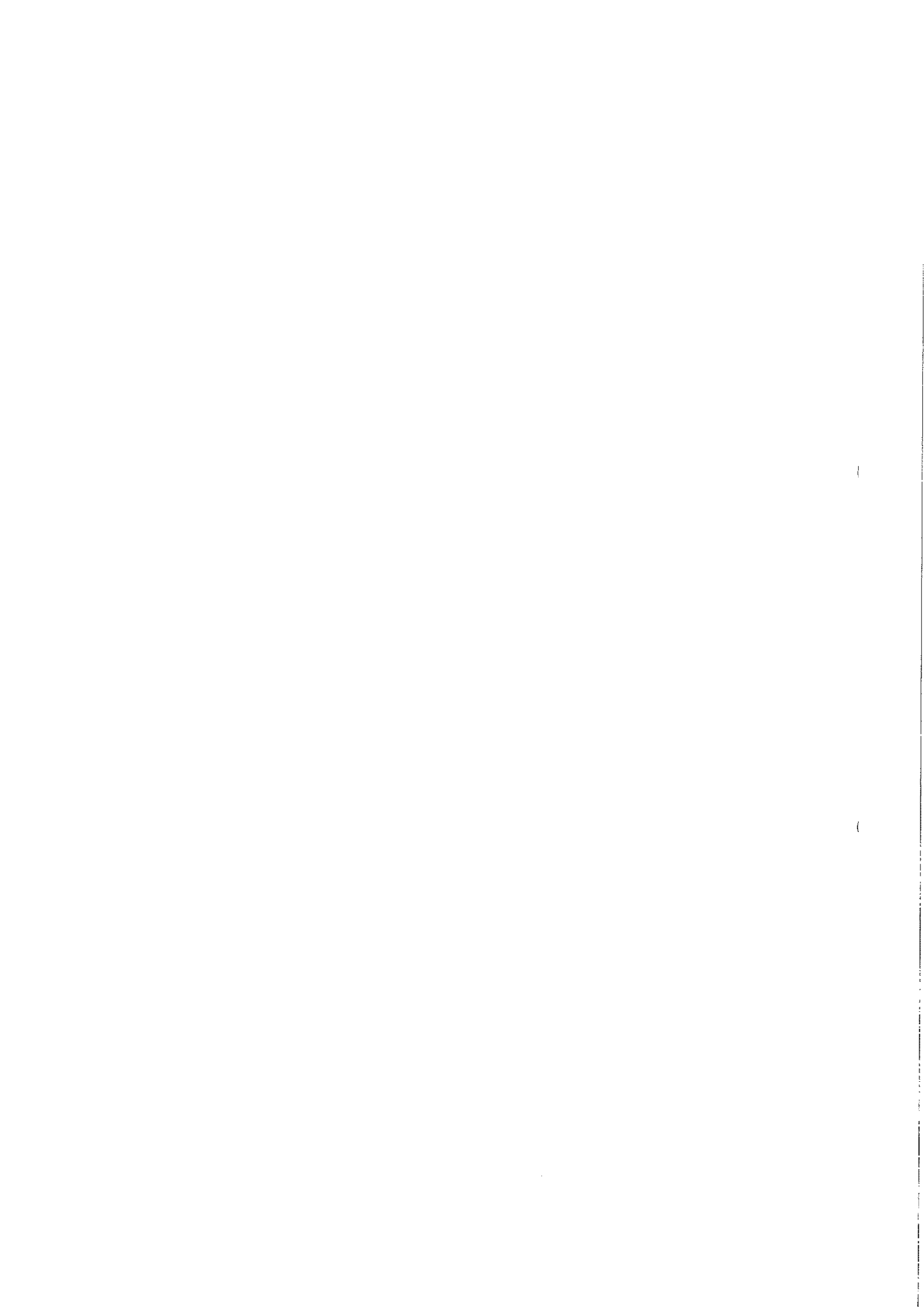
Envisaged Frequency of Updates: not determined

Area covered by PP (ideally also attach map): Malta and Gozo

Summary of PP content:

The main aim of the Strategy is to increase the uptake of EV as an alternative to fossil fuel powered cars while decoupling increased transportation requirements from vehicle generated emissions. Only through the use of RES for electricity EV can fully

<sup>1</sup> Malta National Reform Programme under the Europe 2020 Strategy – April 2011 (MFEI)



contribute to a situation where no fossil fuels are used and hence no emissions are let into the air.

The recommendations put forward in the Strategy address financial incentives as well as soft measures in line with the local requirements and which would need to be reviewed over time depending on the uptake of EV. The recommendations are considered practical, reasonable and implementable; several are based on good practice adopted in other EU Member States, however some of the recommendations may require legal and policy reviewing to be put in effect.

Besides the incentives provided for the purchase of EV, the Strategy necessitates the starting up of the technical infrastructure to provide the necessary ancillary services for a safe and reliable operation for such vehicles. This would include accessible and intelligent charging points, as well as servicing. It is expected to install charging points around Malta in parallel to other projects intended to put more EV on the roads.

In the best case scenario, assuming the cleanest electricity dispatch (100% RES) for the target of 5,000 plug-in electric vehicles (EV) in 2020, it is estimated that it would reduce around 7.7 ktonnes of CO<sub>2</sub> equivalent annually from Malta's emissions. This scenario would also contribute to around 1 % of the 2020 renewable energy sources transport target in line with current plans as indicated in the National Renewable Energy Action Plan.

Assuming a worse case scenario for the year 2020 of an average travelled distance of 11,600km<sup>2</sup> annually by a vehicle, a typical 0.14kWh required for an EV to travel 1km with an additional 4% requirements to make up for grid distribution losses, and assuming all charging electricity derives from the conventional power plants with an estimated self consumption of 3.8%<sup>3</sup> per unit dispatched, a hypothetical scenario of 5,000 EV fleet being in use by 2020; this would indicate that EV would contribute to a 0.32% electricity demand<sup>4</sup> for vehicle charging of the total electricity demand in 2020. Assuming a diversity factor of 1, i.e. assuming the extreme case where 5000 EV will be charged at the same time with a 3kW charger, during the peak demand hour, the maximum capacity requirement would increase to 472MW from the maximum expected peak demand of 457MW in 2020. In theory, as estimated from the projections of Enemalta, this will still be sufficient even assuming that conventional capacity is the only available capacity at that instance.

### Part C – SEA Criteria

SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
Is the PP subject to preparation and/or adoption by a national, regional or local authority	No	The Strategy was published following approval by the Cabinet of Ministers

<sup>2</sup> A study of an Electric Transportation Systems for Malta – July 2007 (MRRRA EVM Ltd)

<sup>3</sup> National Renewable Energy Action Plan Report – June 2010 (MRRRA)

<sup>4</sup> Electricity demand as per National Renewable Energy Action Plan Report – June 2010 (MRRRA)



SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
<p>OR</p> <p>prepared by an authority for adoption through a legislative procedure by Parliament or Government (Regulation 3)</p>		
<p>Is the PP required by legislative, regulatory or administrative provisions? (Regulation 3)</p>	Yes	<p>The Strategy was required by an administrative procedure whereby the Minister for Resources and Rural Affairs appointed a technical committee for the development of the Strategy</p>
<p>Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use</p> <p>AND</p> <p>does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Regulation 4(2)(a))</p>	Yes	<p>The Strategy can be considered as falling under the transport and energy sectors.</p> <p>However, the Strategy and measures therein, are either not considered to set the framework for development consent of projects in Annexes I and II to the EIA Directive, or they have already been assessed through the SEA carried out in respect of 'A proposal for an Energy Policy for Malta, 2009'.</p>
<p>Will the PP, in view of its likely effect on sites, require an assessment under Articles 6 or 7 of the Habitats Directive? (Regulation 4(2)(b))</p>	No	<p>MRRA conducted an Appropriate Assessment Screening which determined that the Strategy does not require an Appropriate Assessment under Articles 6 and 7 of the Habitats Directive.</p>
<p>Does the PP determine the use of small areas at local level</p> <p>OR</p> <p>is it a minor modification of a PP subject to Regulation 4(2)(a) (Regulation 4(3))</p>	No	<p>The Strategy recommends, but does not enforce, the use of vehicles' parking spaces (public and private) as charging points for EV.</p>



SEA Criterion	Yes/No (no other answer except Yes/No)	Explanation
Does the PP set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Regulation 4(4))	No	<p>The Strategy and measures therein, are either not considered to set the framework for future development consent or they have already been assessed through the SEA carried out in respect of 'A proposal for an Energy Policy for Malta, 2009'.</p> <p>The Strategy recommends, but does not enforce, the availability of charging points in vehicles' parking spaces.</p>
Is the PP likely to have a significant effect on the environment? (Regulation 4(5))	No	<p>The majority of measures in the Strategy were included in of 'A proposal for an Energy Policy for Malta, 2009', for which an SEA was carried out.</p> <p>The implementation measures of the Strategy are aimed to bring about the 1% share of renewable energy in transport by 2020, as indicated in the National Renewable Energy Action Plan, through the use of RES electricity in transport. Therefore it does not add any effect on the environment which was not already studied as part of the SEA on 'A proposal for an Energy Policy for Malta, 2009'.</p>
<p>Is the PP's sole purpose to serve national defence or civil emergency</p> <p>OR</p> <p>is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7</p> <p>OR</p>	No	





Is it a financial or budget PP?		
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Part D – Likely Significance of Effects on the Environment

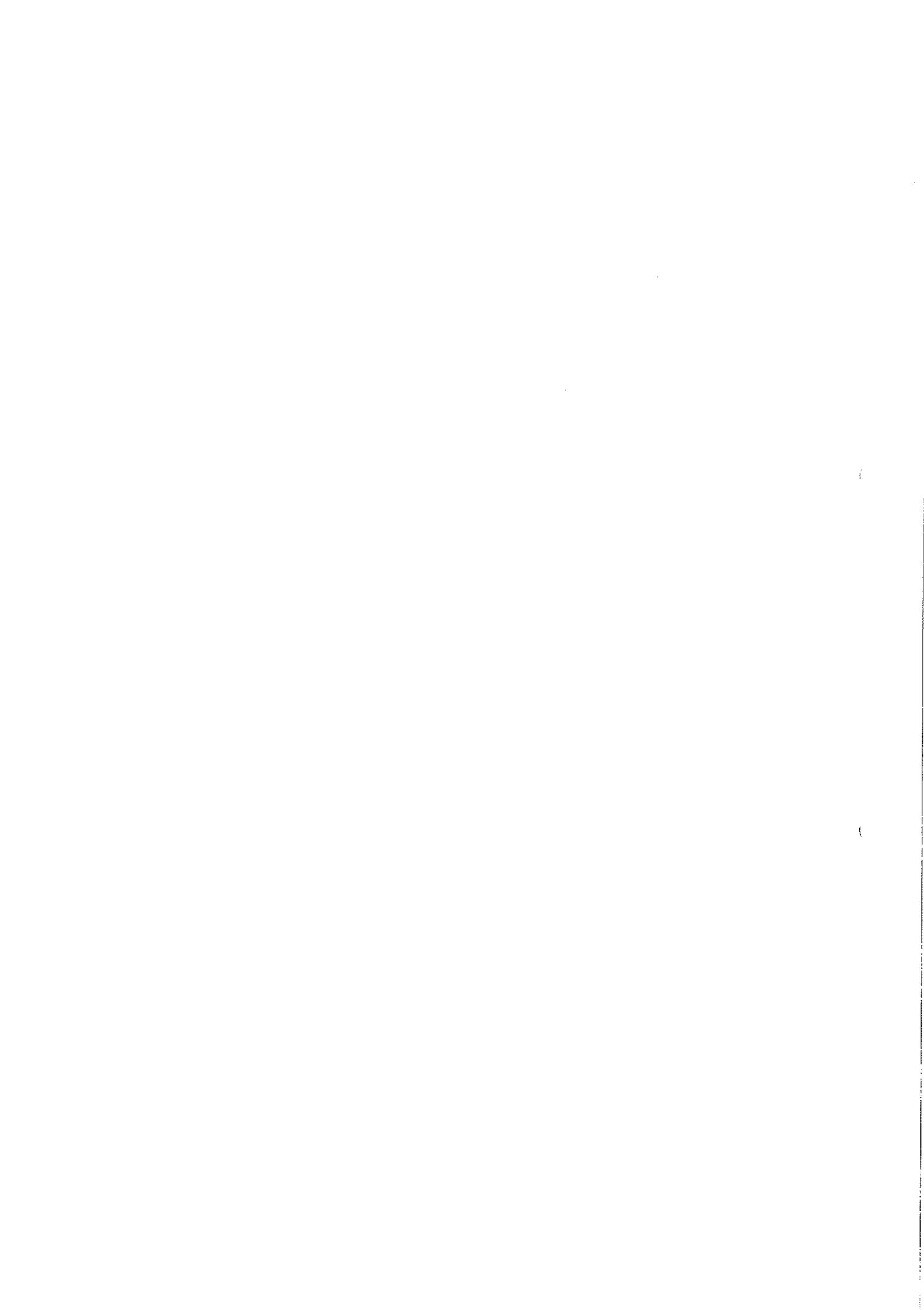
Responsible Authority: Ministry for Resources and Rural Affairs

Title of PP: National Strategy for the Introduction of Electromobility in Malta and Gozo

Criteria for determining the likely significance of effects on the environment	Likely to have significant environmental effects? Yes/No (no other answer except Yes/No)	Summary of significant environmental effects (negative and positive)
the degree to which the PP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources	Yes	<p>The main aim of the Strategy is to increase the uptake of EV as an alternative to fossil fuel powered cars while decoupling increased transportation requirements from vehicle generated emissions. Only through the use of RES for electricity EV can fully contribute to a situation where no fossil fuels are used and hence no emissions are let into the air.</p> <p>In the best case scenario, assuming the cleanest electricity dispatch (100% RES) for the target of 5,000 plug-in electric vehicles (EV) in 2020, it is estimated that it would reduce around 7.7 ktonnes of CO<sub>2</sub> equivalent annually from Malta's emissions. This scenario would also contribute to around 1 % of the 2020 renewable energy sources transport target in line with current plans as indicated in the National Renewable Energy Action Plan.</p>
the degree to which the PP influences other plans and programmes including those in a hierarchy	No	<p>As discussed above, the Strategy reflects the policy direction and measures already included in 'A proposal for an Energy Policy for Malta, 2009' and the National Renewable Energy Action Plan.</p> <p>In view of the above, the responsible authority considers that the Strategy will not influence other plans and programmes, but was rather</p>



		influenced by them.
the relevance of the PP for the integration of environmental considerations in particular with a view to promoting sustainable development	Yes	The process of integration of environmental considerations was partially fulfilled by the carrying out of the SEA on 'A proposal for an Energy Policy for Malta, 2009'. Moreover, the Strategy sought to propose additional measures which are of a financial/administrative/technical nature in order to promote sustainable transport.
environmental problems relevant to the PP	Yes	The Strategy aims to increase the uptake of EV as an alternative to fossil fuel powered vehicles while decoupling increased transportation requirements from vehicle generated emissions through the use of renewable energy sources. The measures aim to improve sustainable transport practices in Malta, including technical infrastructure required for the safe and reliable operation of EV. The Strategy also provides practical measures relating to implementation including the provision of public awareness to highlight the advantages and performances of EV.
the relevance of the PP for the implementation of Community legislation on the environment (e.g. PPs linked to waste management or water protection)	Yes	Directive 2009/28/EC on the promotion of the use of energy from renewable sources requires Malta to achieve at least 10% share of renewable energy in transport by 2020. The National Renewable Energy Action Plan for Malta sets a target of 10.7% share of renewable energy in transport; 1% of which to come over from the use of EV utilising electricity from RES. The Strategy is based on the requirements to reach 1% share of renewable energy in transport by 2020 through the use of RES electricity in transport.
the probability, duration, frequency and reversibility of the effects	No	As explained above, those measures included in the Strategy which may, arguably,



the cumulative nature of the effects	No	influence human health or the environment were included in 'A proposal for an Energy Policy for Malta, 2009' and are therefore covered by the SEA carried out in respect of this Programme.  Moreover, the implementation measures of the Strategy are aimed to bring about the 1% share of renewable energy in transport by 2020, as indicated in the National Renewable Energy Action Plan, through the use of RES electricity in transport. Therefore it does not add any effect on the environment which was not already studied as part of the SEA on 'A proposal for an Energy Policy for Malta, 2009'.
the transboundary nature of the effects	No	
the risks to human health or the environment (e.g. due to accidents)	No	
the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	





Criteria for determining the likely significance of effects on the environment	Likely to have significant environmental effects? Yes/No (no other answer except Yes/No)	Summary of significant environmental effects (negative and positive)
the value and vulnerability of the area likely to be affected due to: (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values (iii) intensive land-use		As explained above, those measures included in the Strategy which may, arguably, influence landscapes or cultural heritage were included in 'A proposal for an Energy Policy for Malta, 2009' and are therefore covered by the SEA carried out in respect of this Programme.
the effects on areas or landscapes which have a recognised national, Community or international protection status		Moreover, the implementation measures of the Strategy are aimed to bring about the 1% share of renewable energy in transport by 2020, as indicated in the National Renewable Energy Action Plan, through the use of RES electricity in transport. Therefore it does not add any effect on the environment which was not already studied as part of the SEA on 'A proposal for an Energy Policy for Malta, 2009'.

**Part E – Summary of Environmental Effects**

(Provide a summary of the significant environmental effects of the PP)

Not applicable.

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## Part F – Screening Outcome

Screening is required under the Strategic Environmental Assessment Regulations, 2010 (Legal Notice 497 of 2010). It is our view that:

- An SEA is required because the PP falls under the scope of Regulation 4(3) of the Regulations and is likely to have significant environmental effects
- An SEA is required because the PP falls under the scope of Regulation 4(4) of the Regulations and is likely to have significant environmental effects
- An SEA is not required because the PP is unlikely to have significant environmental effects.

ANDREW VELLA

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Name of Officer responsible for the Screening Report



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Signature of Officer responsible for the Screening Report

MINISTRY FOR RESOURCES AND RURAL AFFAIRS

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Name of Responsible Authority

10<sup>th</sup> September 2012

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Date

