Country Inputs
Austria
“Micro-CHP, Electric Vehicles”

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Rusbeh Rezania
1. Micro CHP
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   4. Technology development initiatives
1.1 Installed capacity until 2004 (Source: Preiner, 2007)

High shares of micro-CHP plants

<table>
<thead>
<tr>
<th>Nominal power</th>
<th>Number of CHP-plants</th>
<th>Share in % of total plants</th>
<th>Total kW_{el} installed</th>
<th>Share in % of total kW_{el}</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 kW_{el}</td>
<td>305</td>
<td>78.6%</td>
<td>1525</td>
<td>23.2%</td>
</tr>
<tr>
<td>20 kW_{el}</td>
<td>8</td>
<td>2.1%</td>
<td>160</td>
<td>2.4%</td>
</tr>
<tr>
<td>30 kW_{el}</td>
<td>5</td>
<td>1.3%</td>
<td>150</td>
<td>2.3%</td>
</tr>
<tr>
<td>35 kW_{el}</td>
<td>3</td>
<td>0.8%</td>
<td>105</td>
<td>1.6%</td>
</tr>
<tr>
<td>40 kW_{el}</td>
<td>5</td>
<td>1.3%</td>
<td>200</td>
<td>3.0%</td>
</tr>
<tr>
<td>50 kW_{el}</td>
<td>3</td>
<td>0.8%</td>
<td>150</td>
<td>2.3%</td>
</tr>
<tr>
<td>60 kW_{el}</td>
<td>27</td>
<td>7.0%</td>
<td>1620</td>
<td>24.6%</td>
</tr>
<tr>
<td>70 kW_{el}</td>
<td>12</td>
<td>3.1%</td>
<td>840</td>
<td>12.8%</td>
</tr>
<tr>
<td>90 kW_{el}</td>
<td>17</td>
<td>4.4%</td>
<td>1530</td>
<td>23.3%</td>
</tr>
<tr>
<td>100 kW_{el}</td>
<td>3</td>
<td>0.8%</td>
<td>300</td>
<td>4.6%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>388</td>
<td>100%</td>
<td>6580</td>
<td>100%</td>
</tr>
</tbody>
</table>

is installed frequently representing higher heat demands especially in tourism, trade and industry sectors
1.2 Micro CHP shares per application fields (Source: Preiner, 2007)

- Micro-CHP shares per application field in % of total

- 96 hotel applications / 3095 kWel
- 15 baths and sport facilities / 1275 kWel
- 13 energy suppliers, industry / 685 kWel
- 38 boarding houses / 595 kWel
- 11 schools, technology parks / 320 kWel
- 10 care homes, sanatoria / 310 kWel
- 25 business realities / 215 kWel
- 16 private units / 85 kWel
1.3 Micro-CHP and CHP policy in Austria

- On national level highly efficient micro-CHP generation units < 2 MW\textsubscript{el} using natural gas or LNG (liquid natural gas) are applicable for subsidies of up to 25% of environmentally related investment costs.
  - Constrains: In general, the application for investment subsidies has to be initiated before the construction of the generation units begins.
  - Investment costs > 10,000€
  - Electrical usage factor >= 25%
  - Yearly Energetic usage factor >= 75%

- Generation technologies with renewable fuel sources are applicable for renewable energy Feed-In-Tariffs (depending on the fuel type and plant size).
  - 15 years grant for a Feed-In-Tariff of 7.8 c\textcurrency/kWh can be achieved for biogas plants (agricultural by products) if the generation unit qualifies for an efficient cogeneration plant design.

- >2 MW\textsubscript{el}
  - Max 10% of total investments (for sewage up to 30%)
  - Units up to 100 MW\textsubscript{el}: 100 €/kW\textsubscript{el} (for sewage up to 300 €/kW\textsubscript{el})
  - 100 to 400 MW\textsubscript{el}: 60 €/kW\textsubscript{el} (for sewage up to 180 €/kW\textsubscript{el})
  - Units bigger than 400 MW\textsubscript{el}: max. 40 €/kW\textsubscript{el} (for sewage up to 120 €/kW\textsubscript{el})
1. Micro-CHP

1.4 Possible control/use DSM

- Results from a national project micro CHP-Grid

- Aims: improve the economics of micro-CHP plants through innovative operation strategies (related to demand for heat), Analyze their effects on the low voltage grid and related cost savings.

- Operation Strategies:
  - Heat-driven operation
  - Power-driven operation
  - Network-driven operation
    - Management of generation in relation to local demand
    - Peak load reduction of the local power transformer
1. Micro- CHP

1.4 Possible control/use DSM

- The need for system maintenance is relatively high, which means high specific costs due to the small plant size (experience in plant operation).

- Micro-CHP units in the analysed power range (from 4.7 to 30 kWel) cannot be operated economically under current support conditions in Austria. (The result of the economic evaluation)

- Increased revenue from power sales (power-driven operation) in the range of 3.8% to 6.0% can be realized. As the cost for a larger buffer exceeds additional revenues, the power-driven operation for this plant is currently not economically feasible.

- Network cost savings due to grid loss and peak load reduction are significantly lower than net grid tariff savings (for customers).

- As shown in the project, a flexible CHP operation is possible in the summer and during the transitional period
2. Electric Vehicles

2.1 Technologies used in Austria and present situation

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger cars</td>
<td>4,204,969</td>
<td>4,245,583</td>
<td>4,284,919</td>
<td>4,359,944</td>
</tr>
<tr>
<td>Hybrid cars</td>
<td>481</td>
<td>1,264</td>
<td>2,592</td>
<td>3,559</td>
</tr>
<tr>
<td>Electric cars</td>
<td>127</td>
<td>131</td>
<td>146</td>
<td>223</td>
</tr>
</tbody>
</table>

Source: Statistics Austria, 2010
2. Electric Vehicles

2.2 Subsidies

- One nation wide subsidy program that supports the acquisition of electric vehicles for commercial fleets of up to 10 cars or light-duty vehicles (with curb weight lower than 3.5 t) with 2500 € respectively 5000 € in the case that renewable electricity is used.

- Subsidies for the acquisition of electric cars in three of the nine federal states: up to 5000 € in Lower Austria, 1500 € in Styria, 750 € in Burgenland.
2. Electric Vehicles

2.3 Experiences derived in Austrian fleet tests

- **VLOTTE (western Austria);** The VLOTTE model region is one of Europe’s biggest model region. The second phase of the implemented business concept towards e-mobility will address EV renting stations for customers. [www.vlotte.at](http://www.vlotte.at)

- **Electrodrive Salzburg (central Austria);** The special design of the Electrodrive initiative offers e-mobility leasing models directly to customers. [http://www.electrodrive-salzburg.at/](http://www.electrodrive-salzburg.at/)

- **Model region e-mobility on demand in Vienna (eastern Austria);** This model region will initiate publicly available e-mobility and charging infrastructure until 2012 via an e-mobility card in combination with Viennese public transport.

- **E-mobility Graz (southern Austria);** In Graz the introduction of EVs and charging infrastructure will be done from a mobility system perspective. Above all, the utilization of EVs and public transport should become more attractive within the city of Graz. [http://emobility-graz.at/](http://emobility-graz.at/)

- **Model region Eisenstadt (eastern Austria);** In this model region the introduction of electrified taxis in combination with car sharing and car pooling is foreseen.
2. Electric Vehicles

2.4 Technology development initiatives

- **EmporA;** EV development, system integration and future business and marketing models [www.austrian-mobil-power.at](http://www.austrian-mobil-power.at)

- **Clean Motion Oberösterreich;** improving of innovating competences and market situation of Austrian business in the car production sector
Thank you for your attention

Rusbeh Rezania

Vienna University of Technology – Energy Economics Group, Gusshausstrasse 25-29, A-1040 Wien, Tel:+43 58801 37375., Fax:+43 58801 37397, rezania@eeg.tuwien.ac.at, www.eeg.tuwien.ac.at