

## QUESTIONS & **ANSWERS** FOR CRC PROJECT SM-1 RFP:

- 1) The objective of the project “is to evaluate and determine the total greenhouse gas (GHG) emissions reductions that are achievable now and in 2030 from liquid fuel-based light-duty vehicles” according to the RFP. What does the term “achievable now” mean in this context – the best technology and fuel already in the market today? **YES, what is the best possible achievable now?**

Does it also imply determining the lowest GHG emissions possible from any pathway for calendar year 2030? **YES, what is the lowest liquid fuel pathway possible (anticipated) by 2030?**

- 2) Are fuels like liquid hydrogen and ammonia to be included in the list of fuels to be evaluated? Some statements in the RFP imply that the assessment is for hydrocarbon fuels. **Correct, this RFP focuses on hydrocarbon fuels (or liquid fuels) that can replace existing liquid fuels and at the same time offer the lowest possible GHG emissions - what is the best (lowest) GHG emissions possible? While the scope of this project could initially be restricted hydrocarbon fuels, it could be expanded in a later phase to include ammonia and hydrogen.**

- 3) The project also requires a feasibility assessment of the pathways. Does this imply a requirement for detailed cost estimates of alternative pathways? If so, this could expand the scope of work significantly. **Feasibility is more connected to whether there are:**

- a. **inventions needed (minor invention or MAJOR breakthroughs?),**
- b. **distribution/infrastructure issues,**
- c. **and/or consumer behavior/preferences to account for.**

**Costs, if the contractor proposes to consider them, would need to be assessed only in terms relative to current vehicles and fuels. In that scenario, the research would be attempting to determine what are the estimated magnitudes?**