



MINISTRY OF
FOREIGN AFFAIRS AND TRADE
OF HUNGARY

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REKK

THE ROAD TO A SUSTAINABLE TRANSPORT SECTOR IN THE DANUBE REGION

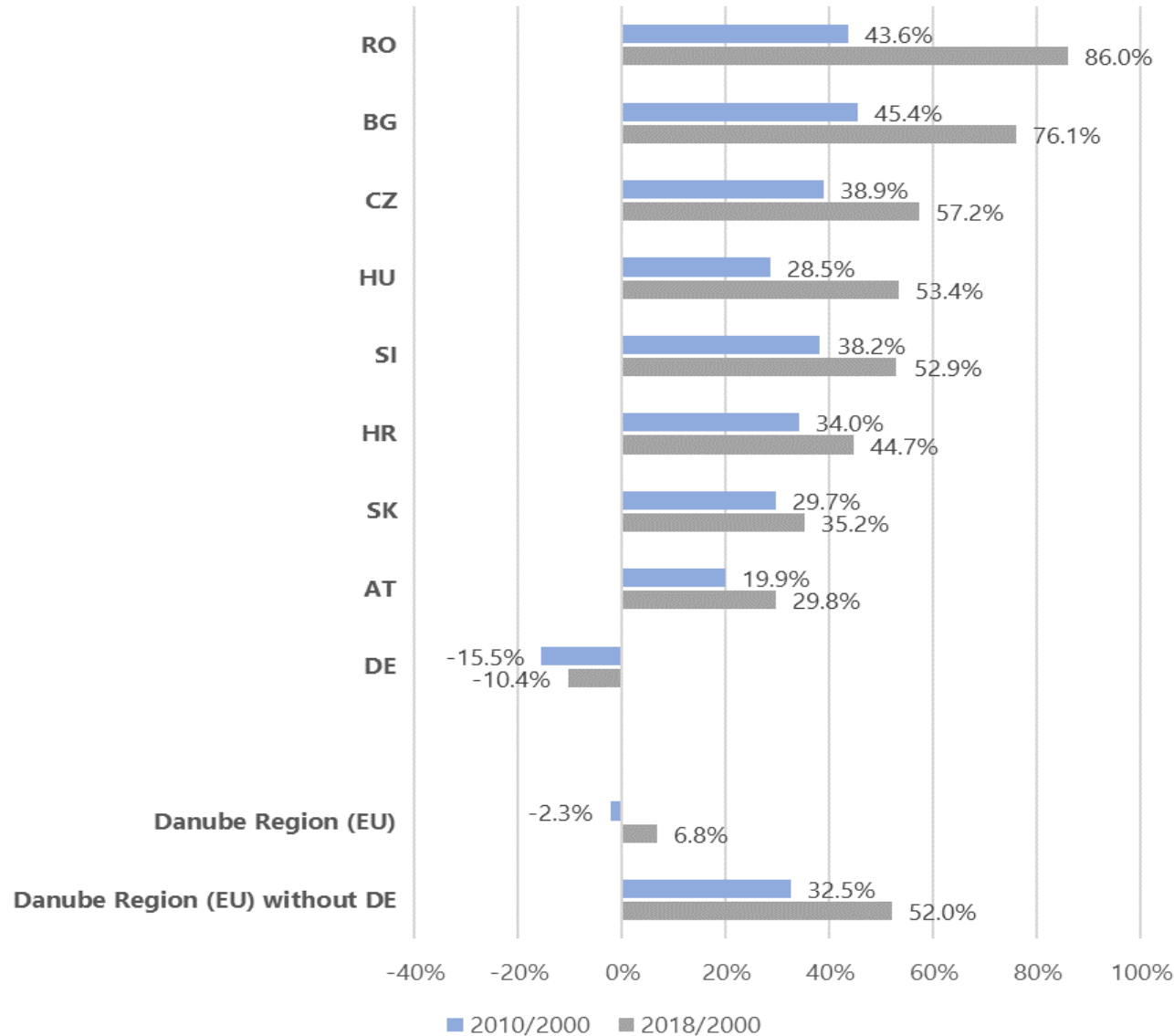
THE MOST IMPORTANT HIGHLIGHTS FROM NECPS

*National Energy and Climate Plans in
the Danube Region*


Online workshop

May 20, 2021 10:00 - 12:00 a.m.

Introduction

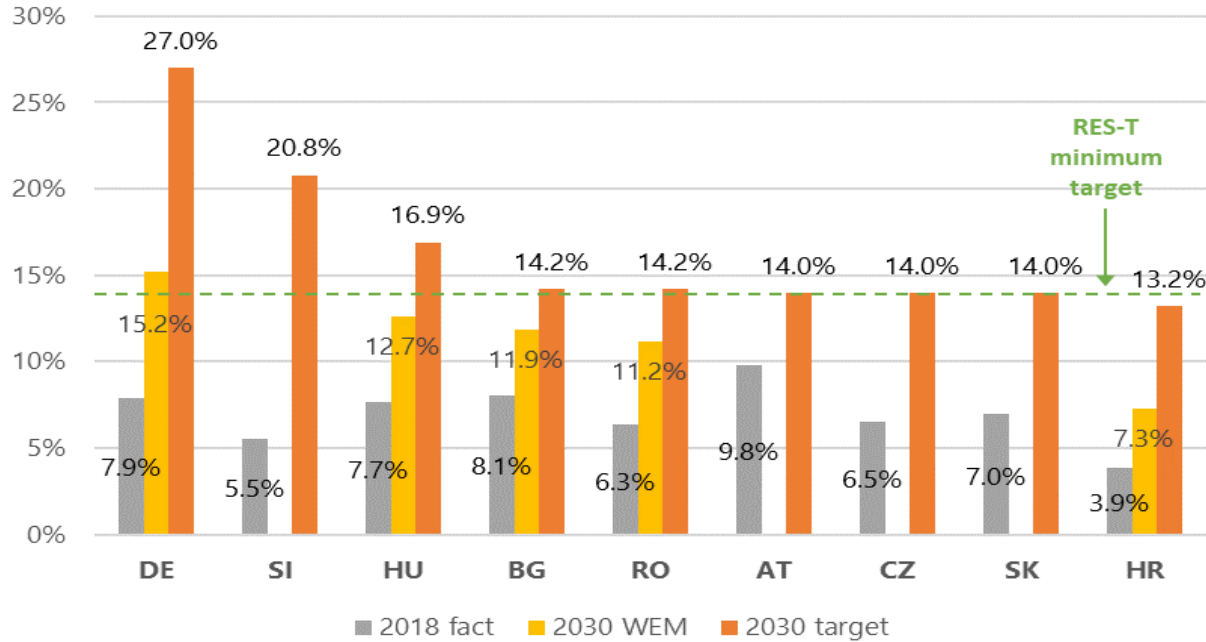


- Transportation is the only sector to see a rise in emissions over the last two decades.
- In the Danube Region transport sector emissions grew faster than the EU average.

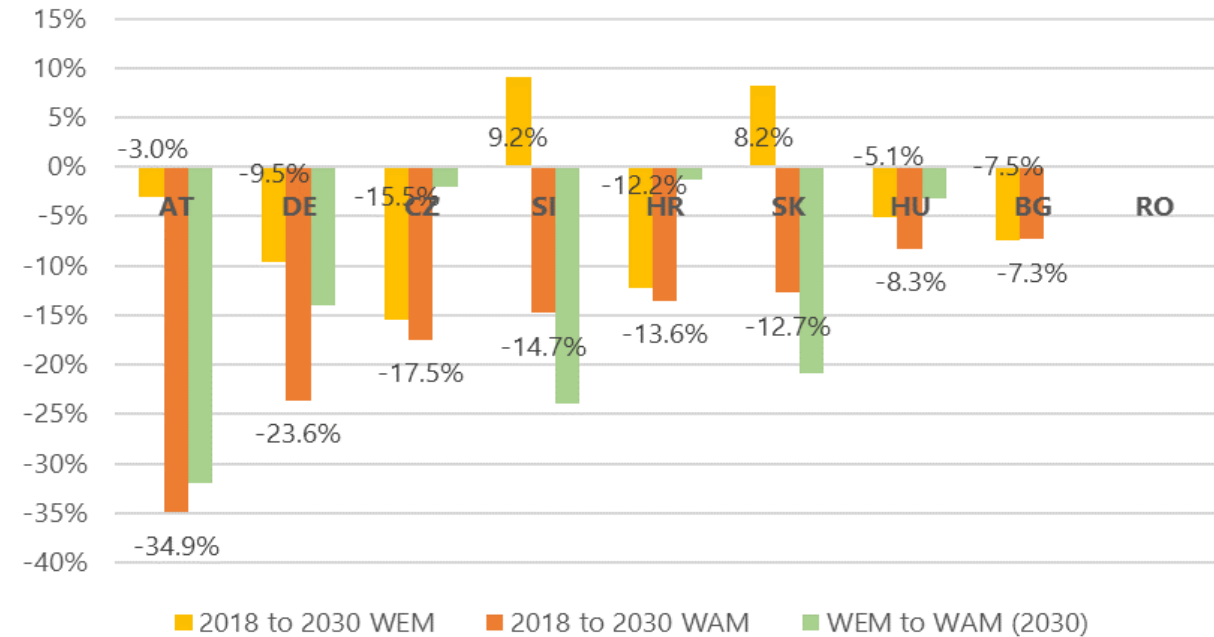
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- Improved fuel efficiency is not enough to offset the effect of the rising demand.
 - Renewable energy is crucial to limit the emission of the transport sector.

Targets of the transport sector

Planned share of renewable energy in the transport sector



Expected effects on transport related GHG emissions



- The majority of countries did not commit a higher value than the obligatory minimum RES-T target, regardless of the current proportion of RES-T

- Countries estimate a declining GHG trend in WEM scenarios and strong reductions in WAM, which seems very optimistic compared to trends in the past

How to achieve the targets?

Goal category	Goal	Infrastructure investments	Financial incentives	Regulatory obligations	Information, awareness
Fuel Switch	Electric vehicles (road)	EV charger network	Purchase subsidy Tax/fee allowances CO ₂ -based taxes, tolls	Green public procurement obligations Restriction for purchase on use of ICEs	Promoting EVs
	Biofuels	-	-	Biofuel mandates	-
	Electrification of railways	Network development	-	-	-
Modal Shift	To public transportation	Network development	Taxation, tolls and fees of car use	-	-
	To non-motorised modes	Bicycle roads, B+R		-	Promoting cycling and healthy mobility
	To rail (freight transport)	Network development		-	-
Efficiency Improvement	Energy efficiency	-	Taxation, tolls and fees of car use	Emission standards Restriction for purchase or use of ICEs	Eco-driving trainings

STRUCTURE OF THE ANALYSIS

- 3 main policy goals
- 4 main type of policy measures
- One measure can affect more goals at the same time

EVALUATION

- Based on a modified version of the policy cycle approach (M. Ramesh and Michael P. Howlett, 1995)

not in target/no information	proposed but no targets or measures
policy formulation / decision making	implementation

Infrastructure investments

Infrastructure investments	AT	BG	CZ	DE	HR	HU	RO	SI	SK
EV charger network	Implementation	Implementation	Implementation	Implementation	Implementation	Implementation	Proposed, but no targets, measures	Implementation	Implementation
Electrification of railways	Implementation	Policy formulation / decision making	Implementation	Implementation	Not in target / No information	Implementation	Proposed, but no targets, measures	Policy formulation / decision making	Policy formulation / decision making
Railway development	Implementation	Not in target / No information	Not in target / No information	Implementation	Policy formulation / decision making	Proposed, but no targets, measures	Proposed, but no targets, measures	Policy formulation / decision making	Policy formulation / decision making
Bicycle infrastructure	Implementation	Not in target / No information	Implementation	Implementation	Policy formulation / decision making	Policy formulation / decision making	Not in target / No information	Implementation	Proposed, but no targets, measures
Pedestrian infrastructure	Implementation	Not in target / No information	Not in target / No information	Not in target / No information	Not in target / No information	Not in target / No information	Not in target / No information	Proposed, but no targets, measures	Not in target / No information

Not in target / No information
 Proposed, but no targets, measures
 Policy formulation / decision making
 Implementation

EV chargers in densely populated areas

- Supporting the construction of private e-charging stations in apartment buildings (AT)
- Adopting regulation for embedding e-charging points in dense residential areas (SI)

Electrification of regional railways:

- Test of battery-electric and fuel cell technologies (AT)

Improving pedestrian infrastructure

- Only Austria and Slovenia include pedestrian infrastructure in plans for non-motorised transport modes

Financial incentives

Financial incentives	AT	BG	CZ	DE	HR	HU	RO	SI	SK
Purchase subsidy for EVs	Implementation	Proposed, but no targets, measures	Implementation	Implementation	Implementation	Implementation	Implementation	Implementation	Implementation
Purchase subsidy for public transport vehicles	Implementation	Proposed, but no targets, measures	Implementation	Implementation	Policy formulation / decision making	Implementation	Proposed, but no targets, measures	Policy formulation / decision making	Policy formulation / decision making
Allowances (taxes, tolls, fees) for EVs	Implementation	Proposed, but no targets, measures	Implementation	Implementation	Implementation	Implementation	Policy formulation / decision making	Policy formulation / decision making	Not in target / No information
CO ₂ -based taxes, tolls and fees	Implementation	Not in target / No information	Not in target / No information	Policy formulation / decision making	Policy formulation / decision making	Not in target / No information	Not in target / No information	Policy formulation / decision making	Not in target / No information
Subsidising rail transport	Policy formulation / decision making	Not in target / No information	Not in target / No information	Implementation	Implementation	Not in target / No information	Not in target / No information	Proposed, but no targets, measures	Not in target / No information

Not in target / No information
 Proposed, but no targets, measures
 Policy formulation / decision making
 Implementation

Targeting the purchase subsidies

- Limit on purchase price (DE, SI, HU)
- Limit based on emission (g/km) (RO)

Targeting the allowances

- Emission based taxation, fees and tolls (AT, DE, HR, SI)
- Special depreciation allowance for company cars (DE)

Subsidising rail against air transport via taxation (DE)

- Reduced VAT for long-distance rail tickets (7%)
- Increased tax on air tickets, prohibition of dumping prices (below taxes and fees)

Regulatory obligations

Regulatory obligations	AT	BG	CZ	DE	HR	HU	RO	SI	SK
Green public procurement obligations	Implementation	Not in target / No information	Policy formulation / decision making	Policy formulation / decision making	Implementation	Not in target / No information	Proposed, but no targets, measures	Proposed, but no targets, measures	Policy formulation / decision making
Biofuel mandates (general)	Implementation	Implementation	Implementation	Not in target / No information	Implementation	Implementation	Proposed, but no targets, measures	Implementation	Implementation
Promotion of advanced biofuels	Proposed, but no targets, measures	Implementation	Implementation	Policy formulation / decision making	Proposed, but no targets, measures	Proposed, but no targets, measures	Proposed, but no targets, measures	Proposed, but no targets, measures	Implementation
Restriction on purchase and use of conventional vehicles	Implementation	Policy formulation / decision making	Not in target / No information	Not in target / No information	Proposed, but no targets, measures	Not in target / No information	Proposed, but no targets, measures	Not in target / No information	Policy formulation / decision making
Restricted areas	Not in target / No information	Proposed, but no targets, measures	Implementation	Not in target / No information	Proposed, but no targets, measures	Not in target / No information	Not in target / No information	Not in target / No information	Policy formulation / decision making

Not in target / No information
 Proposed, but no targets, measures
 Policy formulation / decision making
 Implementation

Generation change for biofuels

- Limiting the share of first generation biofuels (DE)
- Obligatory blending rates for advanced biofuels (BG, CZ, DE, SK)

Restriction on purchase of conventional vehicles

- Prohibition on imports of motor vehicles with Euro 3 and Euro 4 ratings (BG, RO)
- Newly registered taxis and rental vehicles must operate emissions-free from 1 January 2025 (AT)

Information, awareness campagins

Information, awareness	AT	BG	CZ	DE	HR	HU	RO	SI	SK
Sustainable transport (general)								Proposed, but no targets, measures	
E-mobility	Policy formulation / decision making	Proposed, but no targets, measures		Proposed, but no targets, measures					
Cycling	Policy formulation / decision making			Policy formulation / decision making					Policy formulation / decision making
Eco-driving trainings	Proposed, but no targets, measures				Policy formulation / decision making				

Not in target / No information
 Proposed, but no targets, measures
 Policy formulation / decision making
 Implementation

Plans of the non-EU countries

Goal category	Goal	BA	ME	MD	RS	UA
Fuel Switch	Electric vehicles (road)	<i>without measure</i>	<i>EV charger network</i>	Taxation		<i>without measure</i>
	Biofuels	<i>without measure</i>	<i>without measure</i>	<i>without measure</i>	<i>without measure</i>	<i>without measure</i>
	Electrification of railways		<i>without measure</i>			
Modal Shift	To public transportation	<i>without measure</i>	<i>without measure</i>	<i>without measure</i>	<i>without measure</i>	Network development
	To non-motorised modes	<i>without measure</i>	Cycling and pedestrian infrastructure	Cycling infrastructure		
	To rail (freight transport)		Infrastructure development			Network development
Efficiency Improvement	Renewal of car fleet	Emission standards Taxation	<i>without measure</i>	Taxation		Emission standards Taxation
	Other	Road infrastructure development	Subsidy for new public transport vehicles	Road infrastructure development	Eco-driving trainings Regulation of tyres	

- Less detailed documents: strategic goals rather than specific measures
- Most targets and measures aim to improve energy efficiency:
 - Replacing old vehicles
 - Road development
- Sharp contrast to measures in EU countries (electromobility)

Commitment vs. expectations

- Most countries are committed to the minimum RES-T target required by regulation
- But expects to return the trend of growing GHG emission (with existing measures)

Electromobility is (considered to be) the key

- Most common measures: development of charging networks, purchase subsidies and allowances for EVs.
- Rail and bicycle infrastructure development is also considerable.

What DR countries can learn from each other

- Incentivizing modal-shift could be more essential part of the plans.
- The development plans for non-motorised transport modes could also cover pedestrian infrastructure.
- Emission-based taxation and pricing (tolls and fees) should replace tax allowance and subsidy systems.
- Implement support schemes for advanced biofuels and related blending requirements.
- Consumer awareness campaigns should be widespread and fundamental to sustainable mobility strategies.

Thank you for your attention!

Disclaimer: Opinions expressed in this presentation are those of the authors. They do not necessarily represent REKK's or the Danube Region Strategy's views.

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