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For strong and inclusive energy and climate plans

Objectives:

- **Build capacity** of Local Authorities and Civil Society Organisations to engage in the development and implementation of NECPs
- Ensure **dissemination of good practices** and promote well designed, climate friendly sectoral policies
- **Improve the understanding** of economic and social benefits of climate mitigation actions through quantitative modelling tools

Focus Countries: Spain, Italy, Poland, Hungary, Romania

Partners:

- Brussels: CMW, EEB, T&E, ENC, Climact
- Local: Polish Green Network (PL), ISD Foundation (PL), Ecodes (ES) Legambiente (IT), Clean Action Group (HU), GEC Bucovina (RO), Adept Fundatia (RO)



Assessment of final NECPs

Driving forward the green transition and promoting economic recovery through integrated energy and climate planning

NECPs provide foundation for Green Deal

- **Energy Efficiency: gap 2.8 / 3.1pp for PEC/ FEC**

▼ gap remains, but reduced

- Commission will put forward measures aiming at filling gap:
 - monitoring full implementation of existing legislation by MS
 - Renovation wave, Energy Efficiency First principle, Ecodesign
 - Review EED and EPBD

- **Renewable energy: 33.1-33.7%**

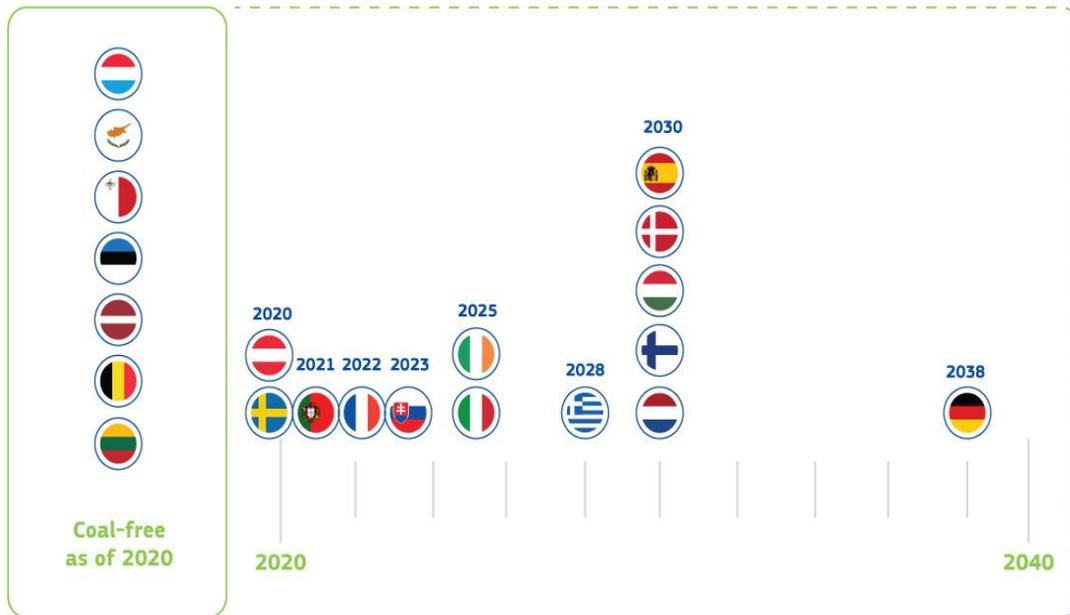
▲ above target, but distribution uneven

- Use recovery potential to increase to higher RES for $\geq 55\%$ GHG reduction through:
 - Full implementation of relevant measures
 - Energy System, Offshore Renewables Strategy, TEN-E
 - Review RED II

Further assessment shows *mixed* results:

Update on transition-related issues in the EU

Coal phase out commitments as per National Energy and Climate Plans (NECPs)



Phase out under consideration



No phase out planned



- Just transition and energy poverty
- Internal energy market: more flex needed
- Fossil fuel subsidies: only three MS provide complete information
- Security of supply: new approach needed
- R&I: disconnect with energy and climate objectives
- Regional dimension potential remains
- Environmental policy links are better

Overview of COM recommendations

Member State	Overall assessment	GHG	RES	EE	Energy security	Internal market	R&I&C	Regional cooperation	Investment	Energy subsidies	Air quality	Just transition & energy poverty
AT	Largely addressed	Partially addressed	Largely addressed	Partially addressed	Not addressed	X	Largely addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed
BE	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Largely addressed	X	Partially addressed	Fully addressed	Partially addressed	Not addressed	Partially addressed	Largely addressed
BG	Partially addressed	X	Largely addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed
CY	Largely addressed	Largely addressed	Partially addressed	Not addressed	Largely addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Largely addressed	Largely addressed
CZ	Partially addressed	X	Partially addressed	Not addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Largely addressed	Partially addressed	Largely addressed	Partially addressed
DE	Largely addressed	Fully addressed	Largely addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed	Fully addressed	Partially addressed	Largely addressed	Fully addressed	Partially addressed
DK	Partially addressed	Not addressed	Partially addressed	Partially addressed	X	Partially addressed	Partially addressed	Largely addressed	Fully addressed	Largely addressed	Partially addressed	Partially addressed
EE	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Largely addressed	Partially addressed
EL	Partially addressed	X	Largely addressed	Partially addressed	Largely addressed	Largely addressed	Partially addressed	Partially addressed	X	Partially addressed	Partially addressed	Partially addressed
ES	Largely addressed	X	Largely addressed	Partially addressed	Fully addressed	Largely addressed	Partially addressed	Partially addressed	X	Largely addressed	X	Largely addressed
FI	Partially addressed	Partially addressed	Largely addressed	Partially addressed	Largely addressed	X	Partially addressed	Fully addressed	X	Largely addressed	Partially addressed	Partially addressed
FR	Largely addressed	X	Largely addressed	Largely addressed	Not addressed	Partially addressed	Partially addressed	Largely addressed	X	Largely addressed	X	Largely addressed
HR	Partially addressed	X	Not addressed	Not addressed	X	Partially addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed

Overview of COM recommendations

Member State	Overall assessment	GHG	RES	EE	Energy security	Internal market	R&I&C	Regional cooperation	Investment	Energy subsidies	Air quality	Just transition & energy poverty
HU	Partially addressed	X	Partially addressed	Largely addressed	Partially addressed	Not addressed	Not addressed					
IE ¹	Largely addressed	largely addressed	largely addressed	Partially addressed	Fully addressed	X	Partially addressed	Largely addressed	X	Partially addressed	Partially addressed	Partially addressed
IT	Largely addresses	X	Largely addressed	Partially addressed	Partially addressed	Partially addressed	Not addressed	Partially addressed	X	Largely addressed	Fully addressed	Partially addressed
LT	Largely addressed	Partially addressed	Largely addressed	Largely addressed	Largely addressed	Largely addressed	Largely addressed					
LU	Partially addressed	Partially addressed	Partially addressed	Partially addressed	X	X	Partially addressed	Largely addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed
LV	Partially addressed	Not addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Not addressed	Largely addressed	X	Largely addressed	Partially addressed	Partially addressed
MT	Partially addressed	Not addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	X	Partially addressed	Not addressed	Fully addressed	Partially addressed
NL	Partially addressed	X	Partially addressed	Partially addressed	Partially addressed	X	Largely addressed	Fully addressed	Largely addressed	Partially addressed	Partially addressed	Partially addressed
PL	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Largely addressed	Partially addressed	Partially addressed	Fully addressed	X	Partially addressed	Partially addressed	Partially addressed
PT	Largely addressed	Partially addressed	Largely addressed	Largely addressed	X	Partially addressed	Largely addressed	Largely addressed	Largely addressed	Largely addressed	Partially addressed	Partially addressed
RO	Partially addressed	X	Partially addressed	Partially addressed	Largely addressed	Largely addressed	Not addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed
SE	Largely addressed	Partially addressed	Largely addressed	Partially addressed	Largely addressed	X	Partially addressed	Fully addressed	Partially addressed	Largely addressed	Largely addressed	Not addressed/ X ²
SI	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Largely addressed	Not addressed	Partially addressed	Partially addressed	Partially addressed	Partially addressed	Not addressed	Partially addressed
SK	Partially addressed	X	Partially addressed	Largely addressed	Largely addressed	Partially addressed	Not addressed	Partially addressed				

Guidance on implementation of the NECPs:

GHG

RES

EE

IEM

Energy
security

R&I&C

Reg coop

citizens

investment
needs

just
transition

energy
poverty

energy
subsidies

air quality.

Links with EU recovery

- The final NECPs constitute a strong basis to design climate and energy-related aspects of the national Recovery and Resilience Plans.
- In particular, mature investment projects outlined in the NECPs, as well as key enabling reforms that address investment and other barriers, would need to be frontloaded as much as possible.
- EC assessment outlines, for each Member State, **three key areas for climate and energy-related investment and reform measures** to be reflected in the national Recovery and Resilience Plans.

Conclusions and next steps:

- Final NECPs - foundation for Green Deal and higher climate ambition
- Gaps closure is first step, notably via areas where COM will take action
- Assessment against background of recovery needs and Green Deal
- NECPs provide input for RRP and will be used in assessment thereof
- Mid-2021 legislative package in line with climate ambition step up

Thank you

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Slide 4 and 5: EU-level NECP Communication COM (2020) 564



NECP evaluation: are the final plans fit for purpose?

Agnese Ruggiero
Carbon Market Watch

NECP Process

- **December 2018:** Submission of draft NECPs to European Commission
- **June 2019:** European Commission's recommendations to Member States
- **June – December 2019:** Finalisation of plans
- **December 2019 – April 2020:** Submission of final NECPs
- **September 2020:** European Commission's aggregate analysis of final NECPs
- **October 2020:** European Commission's country-specific assessment of NECPs
- **2021:** Implementation of the plans
- **2023:** NECPs' first revision

NECPs aggregate assessment

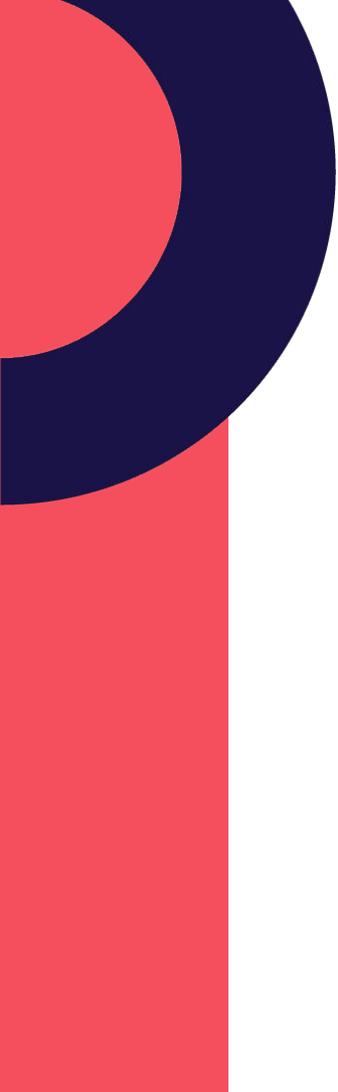
EU 2030 targets:

- Greenhouse gas emission reduction: **-40%**
- Energy efficiency: **32.5%**
- Renewable Energy: **32%**

MS' commitment in NECPs:

- GHG emission reduction: **~ 41%**
- Energy efficiency: **29.4%-29.7%**
- Renewable energy: **33.1%-33.7%**

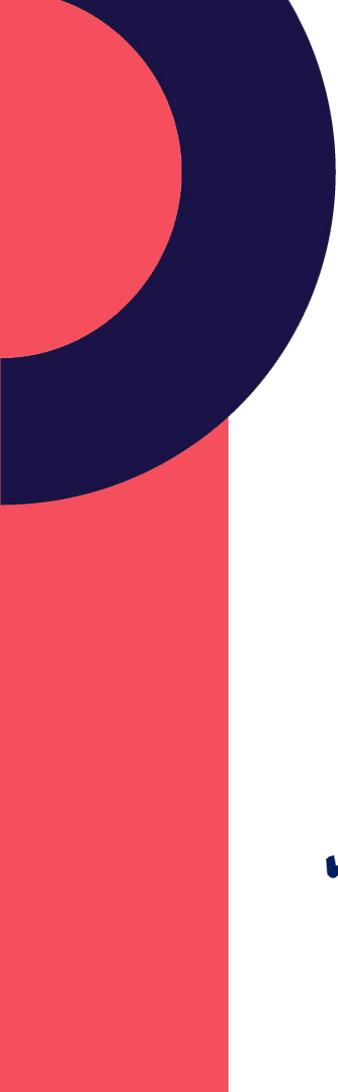




Key findings

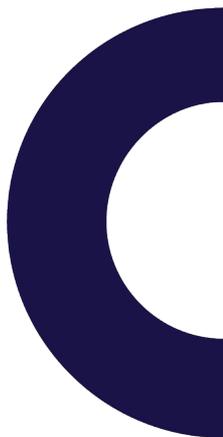
Final NECPs in IT, ES, PL, HU, RO





1. Low compliance with EC's recommendations

Not all EC's recommendations were taken into account.

- **Romania, Poland** and **Hungary** did not increase their ENERGY EFFICIENCY and RENEWABLE ENERGY targets as much as was recommended by the Commission.
 - No improvement or extra effort in greenhouse gas emission reduction
 - **Italy** made no changes to targets in the final plan
- ✓ Only **Spain** goes beyond mandatory targets on all 3 dimensions
- 

2. *Transport plays a crucial role*

More importance given to **railway sector**

- **Romania:** large plan to expand and modernise rail transport

Measures to tackle emissions from road transport and **boost clean mobility** are included in the plans albeit timid.

The roll-out of electric vehicles is a popular measure but often targets are low (or not specified)

- **Italy:** target of 4 million electric cars by 2030, which could at least 6 million.
- **Poland's** e-Bus project is set to deliver 1/4 of buses than originally planned

Negative developments:

- **Romania:** the development of new LNG infrastructure was not included in the draft plan but was introduced only in the final.

3. *Energy efficiency in buildings* *is key*

Many measures to tackle emissions and **energy efficiency** losses in buildings

- Romania, Hungary and Spain mention their **long-term renovation strategies** in their NECPs
- Italy: Ecobonus scheme for deep renovations

Several programs aim to boost **renewables** uptake in buildings

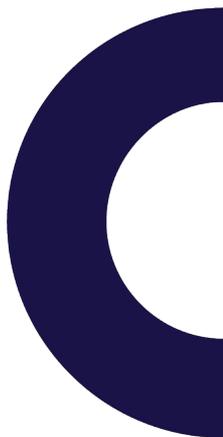
- **Casa Verde** in Romania
- **My Electricity** in Poland (prosumer rooftop PV)
- **Green District Heating** program in Hungary

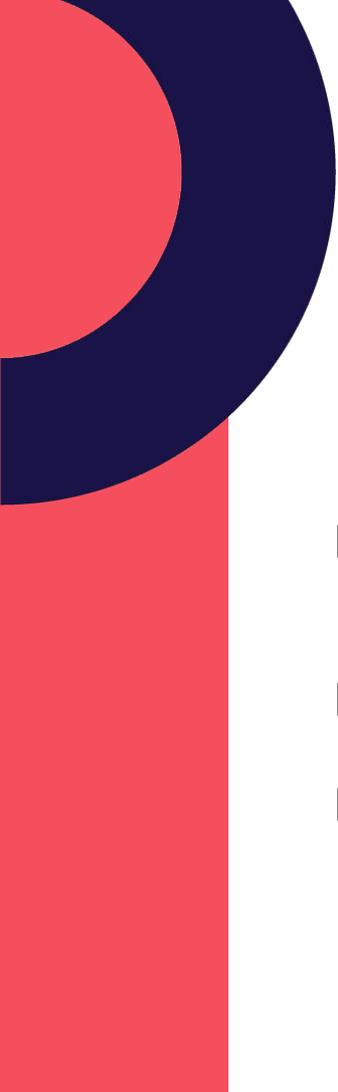
However, in some countries still heavily rely on **biomass for heating**:

- **Poland:** by 2030, biomass boilers are expected to provide more than 3 times as much heat as heat pumps



4. Agriculture is largely overlooked

- **Very few measures** to address emissions from agriculture included in the plans
 - Most measures to tackle emissions in agriculture are linked to the **Common Agricultural Policy**
 - Some good practices can be found at local level, especially for more sustainable cultivation techniques and measures to address livestock emissions.
-
- Support for **local organic farming** in Castile and Leon (ES)
 - School **lunch programs** to change consumption habits (ES)
- 



5. Public participation needs improving

While some form of public consultation was conducted for the draft plans, often **no consultation** was carried out on **the final NECPs**

- **Italy:** public consultation, technical workshops and strategic environmental assessment
 - **Spain:** several rounds of public consultation. Last one delayed due to Covid
 - **Hungary:** Serious lack of transparency and public participation
- 

Conclusions and recommendations

The **final NECPs** represent a **slight improvement** compared to the drafts but still fall short of the required ambition and commitment that is needed to fight climate change.

The increased 2030 target announced by the European Commission clearly shows that the **plans are definitely not enough to reach 55%** by 2030, let alone 60% or 65%.

The **NECPs should be revised** to ensure that every member state contributes to the **enhanced 2030 climate ambition** and they are fit to drive a green **post-Covid recovery**.

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The NECPs: Good practices in the Buildings Sector

Barbara Mariani

Senior Policy Officer for Climate

European Environmental Bureau



The NECPs: Good practices in the Buildings Sector

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2. Italy

3. Spain

Key policies for buildings & climate

- ❑ **Energy Efficiency Directive**
- ❑ **Energy Performance of Buildings Directive (EPBD) 2018/844/EU**, requiring, amongst other, that all new buildings must be nearly zero-energy buildings (NZEB) from 31 December 2020.
- ❑ **Renewable Energy Directive**
- ❑ **EU Strategy for Heating & Cooling**
- ❑ **ALSO: Ecodesign, Construction product standards, resource & materials efficiency etc.**

Poland

Poland's' final
NECP figures

	2030
Reduction in greenhouse gas (GHG) emissions in the ESR sectors (Effort Sharing Regulation) compared to 2005	7%
Share of renewables in energy end-use	➔ 21-23%
Improvement in energy efficiency	➔ 23%
Share of renewable energy in electricity generation	32%
Yearly growth in renewable energy in heating and cooling	➔ 1,1% (each year up to 2030)
Share of renewable energy in transport	14%

Source : Own elaboration based on PL NECP, 2020

Poland's NECP: the Buildings Sector

No specific target to address GHG emissions in Buildings

- Increasing the share of **insulated residential buildings** in the total housing stock to 70% in 2030 (from 5.8% in 2015); reducing the number of people living in substandards conditions to 3.300.000 in 2030 from 5.360.000 in 2011; since beginning of 2019, new buildings occupied and owned by public authorities have to be nearly zero-energy, and before the end of 2020, all new buildings should be zero-energy (EPBD).
- **"My Electricity" Programme:** governmental grants programme which supports the development of **prosumer rooftop PV installations**, financed by the National Fund for Environmental Protection and Water Management (NFOŚiGW). Main objective: increase the production of energy from photovoltaic micro-sources in Poland. The programme was announced in July 2019 and started in September 2019.
- Expected outcome: cut CO2 emissions by at least 800.000 tonnes per year - to add 1 GW of renewable energy generation capacity.

Poland's NECP: the Buildings Sector

The Clean Air Programme

A nation-wide public grant scheme to support **building renovations and replacements of heat sources**. The programme was launched in 2018 and has been included in the final NECP.

- Main objective: improve Poland's dramatic **air pollution** by funding the replacement of **especially polluting heat sources** in more than three million single-family homes in the country over 10 years (more than 75% of all single-family homes in Poland, which are mostly poorly insulated and energy-inefficient). Reduce Poland's annual CO2 emissions by 30.2 million tonnes - Poland's 2018 emissions were 322.5 million tonnes of CO2. **Cut annual final energy consumption by 21.8 TWh** (Poland's total electricity consumption currently stands at 175 TWh).



Need for faster implementation, cut red tape, speed up approval procedures and overcome distributional bottlenecks.

Italy

Italy's final NECP
figures

	2030
Reduction in greenhouse gas (GHG) emissions in the ESR sectors (Effort Sharing Regulation) compared to 2005	33%
Share of renewables in energy (final consumption)	➔ 30%
Improvement in energy efficiency (final energy consumption)	➔ 39.7%
Share of renewable energy in electricity generation	55%
Yearly growth in renewable energy in heating and cooling	➔ 33.9%

Italy's NECP: the Buildings Sector

Overarching goal: the building sector is supposed to achieve an overall emission reduction of 35 MtCO₂, decreasing from 87Mt today to 52Mt.

ECOBONUS: introduced in 2006, provides **incentives up to 50% of the cost for deep renovations and energy efficiency projects**. A large majority of the population has benefited from tax rebates for renovation projects of buildings. Between 2007 and 2019, around **four million requests** were filed for a total value of **41.7 billion euros**, of which 24.1 billion were given back in rebates. Tax rebates for energy efficiency are still in force and included in the final NECP.

- In 2018, most energy savings were achieved through **replacement of doors and windows** and insulation of floors and roofs, as well as through **replacement of heating systems**. Estimated **yearly deep renovations rate is 0.26%**. The final NECP is set to increase the yearly renovation rate to 0.7% for the 2021-2030 period (about 34.000 buildings a year). Following the Covid-19 pandemic, the Ecobonus now foresees a **110% rebate** for building renovations.

Italy's NECP: the Buildings Sector

Non-repayable grants to municipalities

Municipalities receive a **lump sum** to invest in energy efficiency projects and in sustainable development projects. The grants are allocated to municipalities according to the number of inhabitants registered at the municipality by 1 January 2018. Grants to municipalities were established via a decree in April 2019.

- The money can be used for **renovation of public buildings aimed at increasing energy efficiency, including public lighting, energy savings works in public buildings, and installation of renewable energy sources**. A maximum amount of 500 million euros/year set to be spent with the help of the **EU Cohesion and Development Fund** dedicated to energy efficiency and sustainable development projects.



Grants are too small and inadequate to meet the renovation needs of each municipality. Moreover, they cannot be cumulative over time, thus limiting the size of the projects.

Spain

Spain's final NECP figures

	2030
Reduction in greenhouse gas (GHG) emissions compared to 1990	23%
Share of renewables in energy end-use	42%
Improvement in energy efficiency	39.5%
Share of renewable energy in electricity generation	74%

Source : Own elaboration based on ES NECP, 2020

Spain's NECP: the Buildings Sector

Overarching goal: achieve a highly energy-efficient and decarbonised building stock by 2050.

- **National Housing Plan 2018-2021:** a governmental funding mechanism that aims to support rental housing, urban rehabilitation and renovation. It seeks to facilitate access to **housing for the most vulnerable groups**, and to boost employment in the construction sector.
- Sets requirements for **reducing energy demand for heating and cooling as a condition for accessing funding.**
- The housing plan will be financed through the **general state budget.** Thus, its financing will depend on budgetary availability and government's priorities. The plan foresees the **cooperation of financing between State and Regions.** Consequently, Regions with greater funds will benefit more from the plan.



- **Lack of indicators to measure impact of the measure, need to increase financial support, cooperation public/private investors, coordination between State and regions, involvement of citizens.**

Conclusions

- Assessment of the buildings sector in the NECPs is challenged by wide variety of targets, measures, baselines, available data and overall comparability is very difficult
- Strong regulatory framework and guidance at European level (for instance in the implementation of the EED and the EPBD) facilitates policy choices.
- Some national policy measures lack consistency with overall environmental objectives (no objectives to phase out oil, gas and coal in the heating system, strong concerns on use of biomass)
- Unpredictability of regulatory framework and incentives schemes can play against long-term strategies to decarbonize the buildings sector
- Lack of public/private partnerships
- Replicability of good practices at local level remains a challenge
- Involvement of citizens still insufficient

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Examples of good practices in transport

Cristina Mestre
T&E



Transport in a nutshell

- ❖ Highest share of emissions in Europe
- ❖ Several EU legislations to tackle transport:
 - Renewable Energy Directive – transport fuels
 - CO2 standards for cars and trucks
 - Infrastructure: AFID, EPBD.

CTP will shake up all these laws – proposals expected in Q2 2021

These are drivers - More to be done at national level

Low emissions zones

Example of Spain's NECP

Spain reflects in its NECPs the inclusion of low emissions zones (LEZ) and zero emissions zones (ZEZ) in the center of cities with population higher than 50K.

□ Key example: Madrid Central/Madrid 360. In 6 months (Nov 2018 to March 2019), the measure had recuded CO2 emissions by 14% and NOx by 38%.

More details about implementation in cities to be decided in the draft Climate Change law

Main benefits	Main challenges	Other examples
<ul style="list-style-type: none">- Easy implementation- Co-benefits- Replicability	<ul style="list-style-type: none">- Political willingness- Citizens/private sector acceptability	<ul style="list-style-type: none">- Milan- London

The boost of electromobility

Example of Romania's NECP

Electromobility is seen as a solution in many countries to reduce emissions and comply with the EU car CO2 standards. In Romania, the boost will be based on:

- Plans for expanding the public national charging points network
- Incentivisation of private investment for infrastructure
- Installation of “grid-to-vehicle” and “vehicle-to-grid”

Main benefits	Main challenges	Other examples
<ul style="list-style-type: none">- Co-benefits- Replicability	<ul style="list-style-type: none">- Heavy investments- Public perception	<ul style="list-style-type: none">- Spain- Norway- Poland (municipal fletes)

Cleaning the public transport

Example of Poland's NECP

The “Zero emission public transport” measure revisits a 2017 project to deliver electric buses to Polish municipalities.

- Government Policy to produce and provide electric buses to municipalities
- 3000 vehicles will be delivered to cities in 2030 – less than originally planned!
- Produced in Poland
- Funded by government and EU funds

Main benefits	Main challenges	Other examples
<ul style="list-style-type: none">- Co-benefits- Replicability- Job creation	<ul style="list-style-type: none">- Highly dependant on funds- Political willigness	<ul style="list-style-type: none">- Any examples?



Important to mention

Transport fuels

The assessment has shown that some countries are still highly dependant on unsustainable fuels, be it renewable or fossil. A key example is the overreliance on biofuels, or some plans to increase and promote the use of gas.



Conclusions

- EU laws provide the driver (ESR, CO2 standards, etc)
- National measures are essential to deliver on these drivers
- Different competences: Budget, taxation, etc.
- Local measures are essential:
 - Cycling, safe spaces, public transport
- Citizen behaviour is key – big dependance on private vehicles

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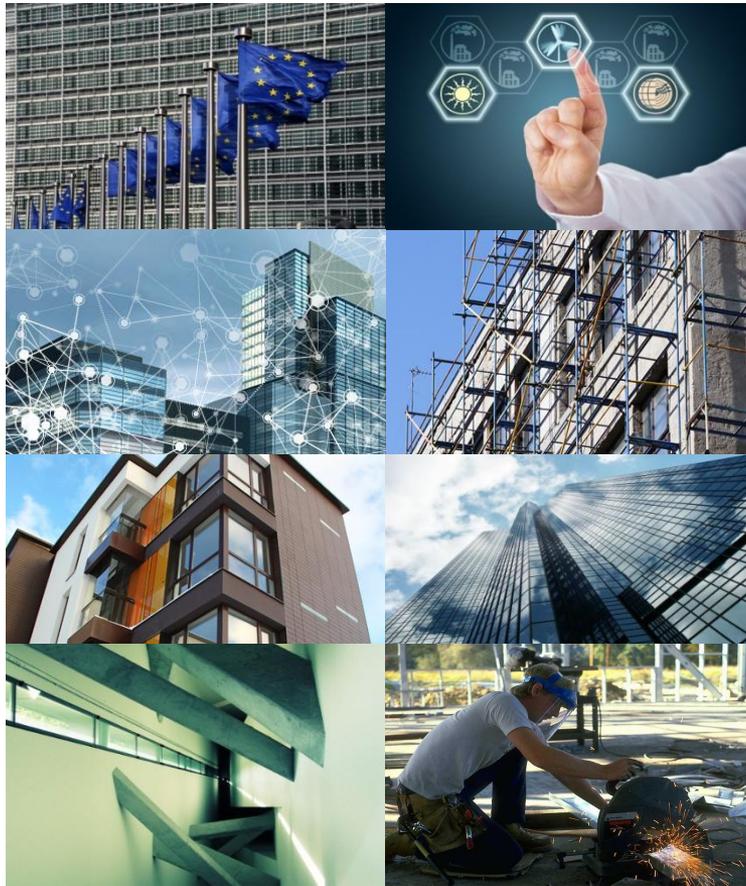
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Buildings: Barriers for implementation of best practices

Arianna Vitali Roscini

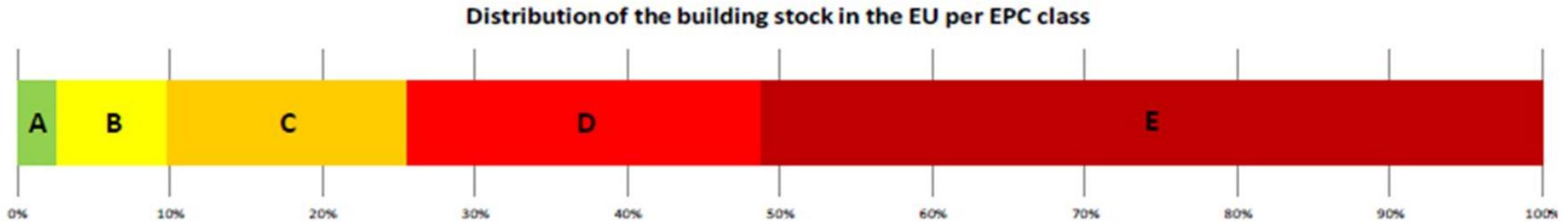
Senior Policy Advisor, BPIE

Webinar: The NECPs and post-covid recovery plans: what are the main takeaways in the buildings and transport sectors
14th October 2020



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Buildings: overview of the challenge

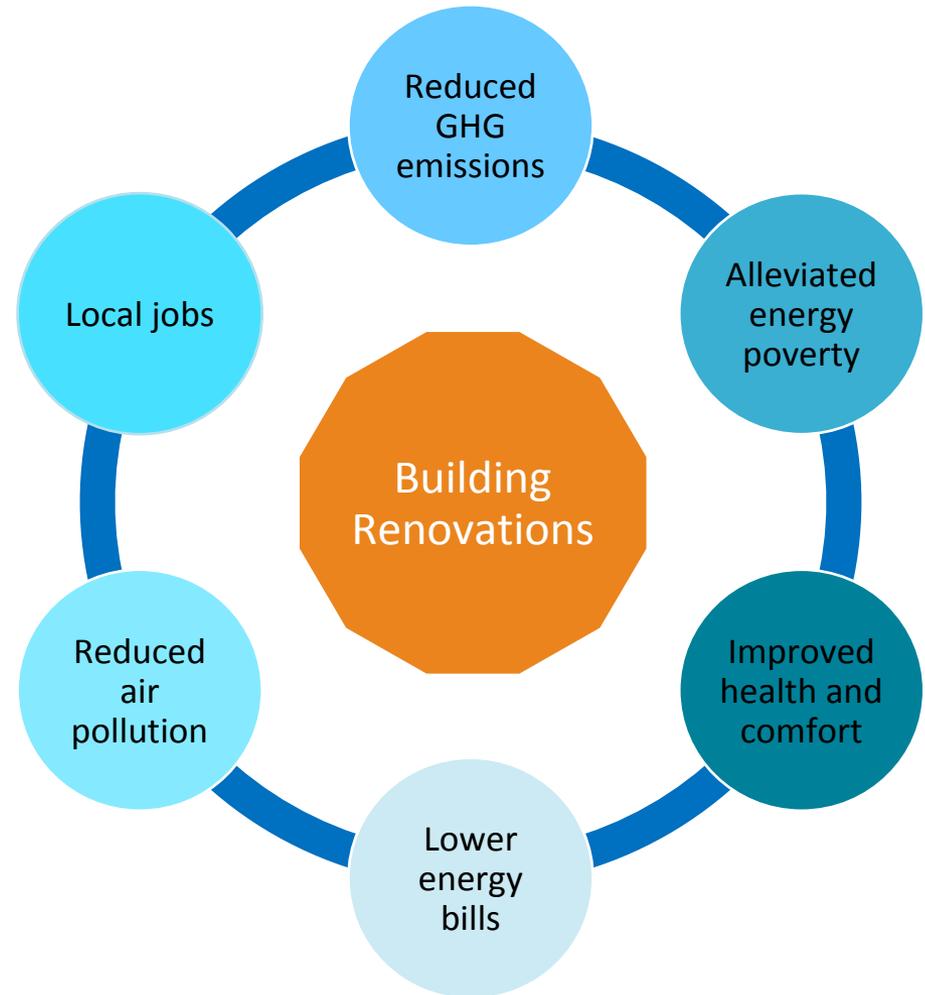


- 97% of the building stock is inefficient
- 1% new built each year
- 1% renovation rate on average in the EU, of which only 0,2% are deep renovations

Source: BPIE Factsheet, available [here](#); and Navigant Report, available [here](#)

Highlights of barriers: Lack of quantification and monetisation of multiple benefits

- It is difficult to integrate multiple benefits in renovation decisions or include them in cost-benefit analyses.
- Added value of renovation investment is underestimated, including from a societal perspective.



Highlights of barriers: renovations are a complex process and citizens need support



- Lack of **tailored advice** for renovations, specifically directed to the building, its use and occupants.
- Not only lack of **financing**, but also a lack of **user-friendly information** on how to access grants or loans.
- **Qualified and skilled** planners, installers and construction workers are crucial for good quality renovations.



A long-term and shared strategic vision for the building sector must be spelled out



- Long-term goals coupled with clear milestones and strategies which provide security for investors and the construction sector are necessary both at the EU and national level.

- A consistent and effective renovation policy needs strong and lasting cooperation among different levels of governance (EU, national and local levels).



Thank
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Barriers for implementation of best practices in transport – the case of Hungary

András Lukács

President, Clean Air Action Group (Hungary)

**WEBINAR: The NECPs and post-covid recovery plans:
what are the main takeaways in the buildings and
transport sectors?**

14 October 2020



for strong and inclusive
energy & climate plans



This project has received funding from the European
Union's LIFE programme under grant agreement no.
LIFE17 GIC/AT/000039

2020: Subsidy for purchasing about 2000 e-cars

Gov't Expands Electric Car Subsidy Scheme After Successful First Scheme

MTI-Hungary Today 2020.09.07.



Given the success of the 5 billion forints (EUR 14m) subsidy scheme for electric vehicle purchases, the government has decided to expand the programme, with an extra 882 million forints now available for bids that meet the various criteria, László Palkovics, the minister of innovation and technology, told MTI on Saturday.

<https://hungarytoday.hu/hungary-electric-cars-support-palkovics/>

Further subsidies for e-cars

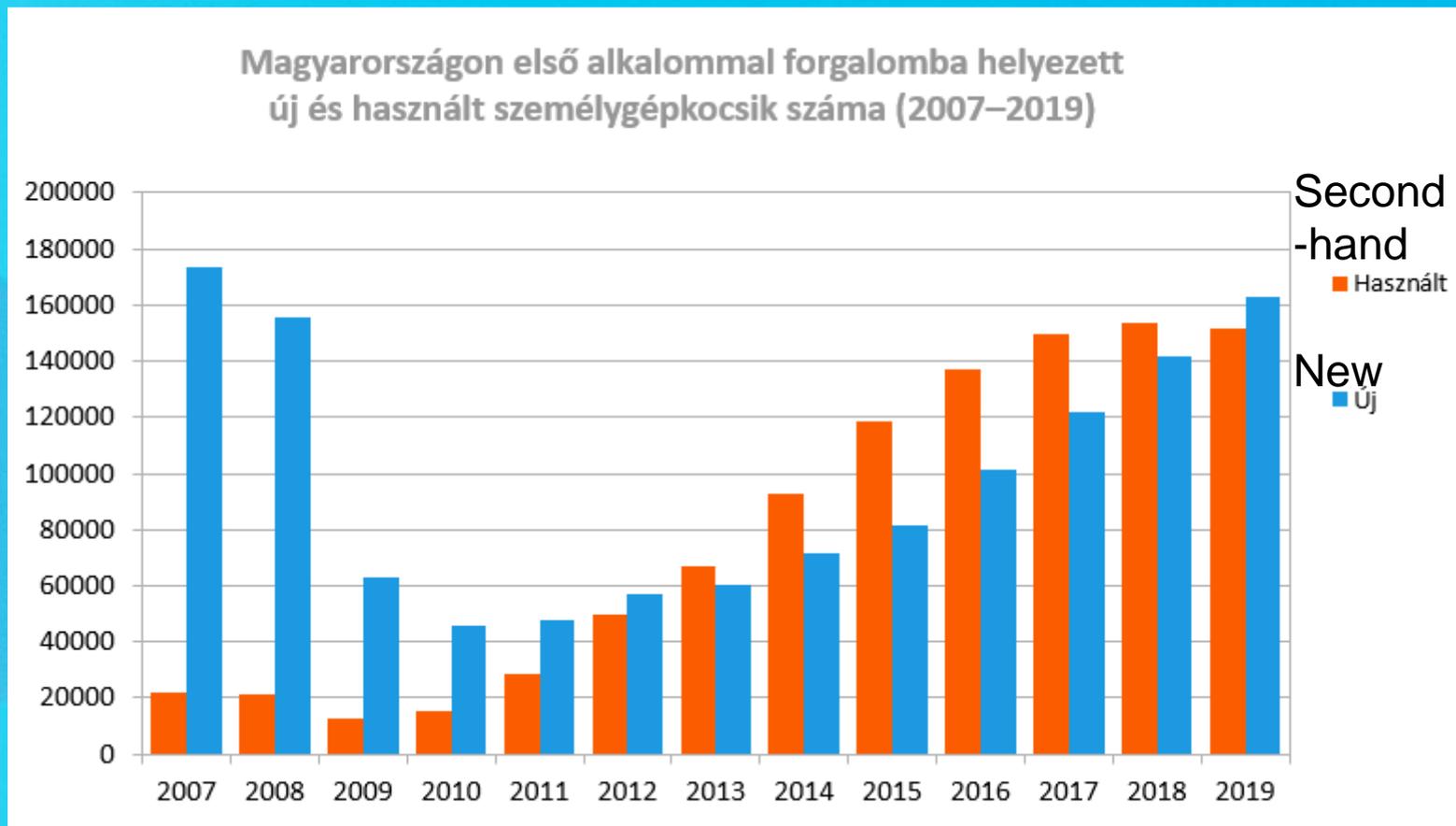
- **No registration tax**
- **No annual car tax**
- **No parking fees in most cities
(also for PHEV)**

Not always the best use of taxpayers' money



Photo by András Lukács

Newly registered cars in Hungary

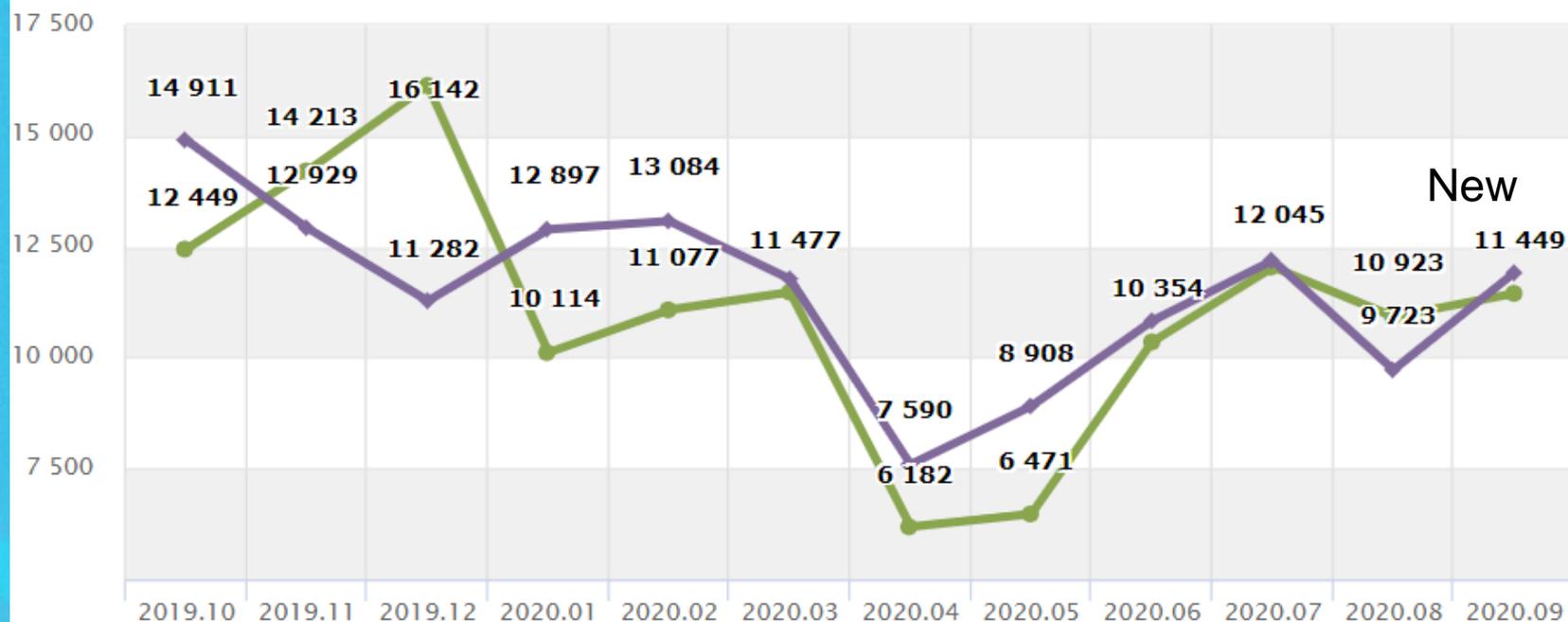


https://www.ksh.hu/docs/hun/xstadat/xstadat_eves/i_ode007.html

Newly registered cars in Hungary during the last 12 months

Új és használt szgk. forgalomba helyezés Magyarországon - elmúlt 12 hónap

New ■ Új szgk. ■ Használt szgk. Second-hand



<https://carinfo.hu/>

Figure 17 - Overall cost coverage ratio for road passenger transport in the EU28, Switzerland, Norway the US, Canada and Japan

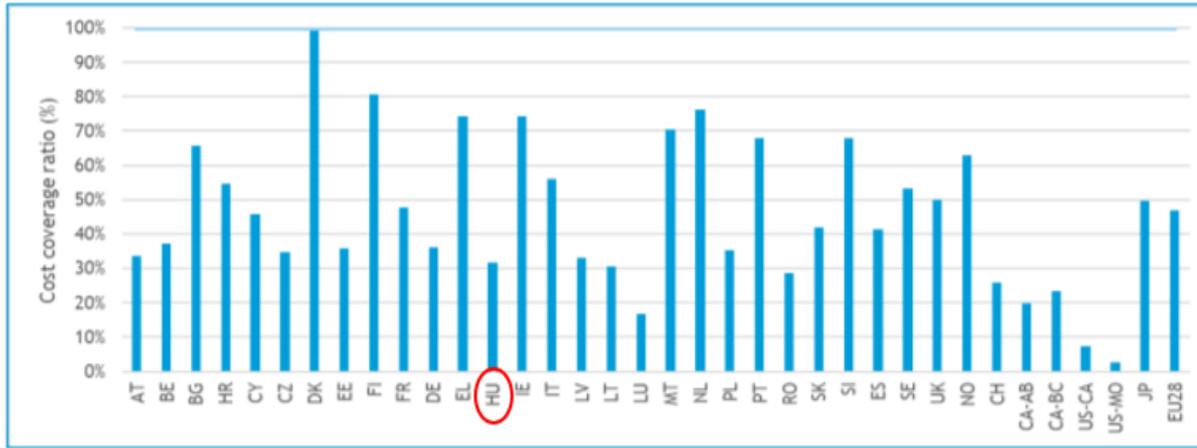
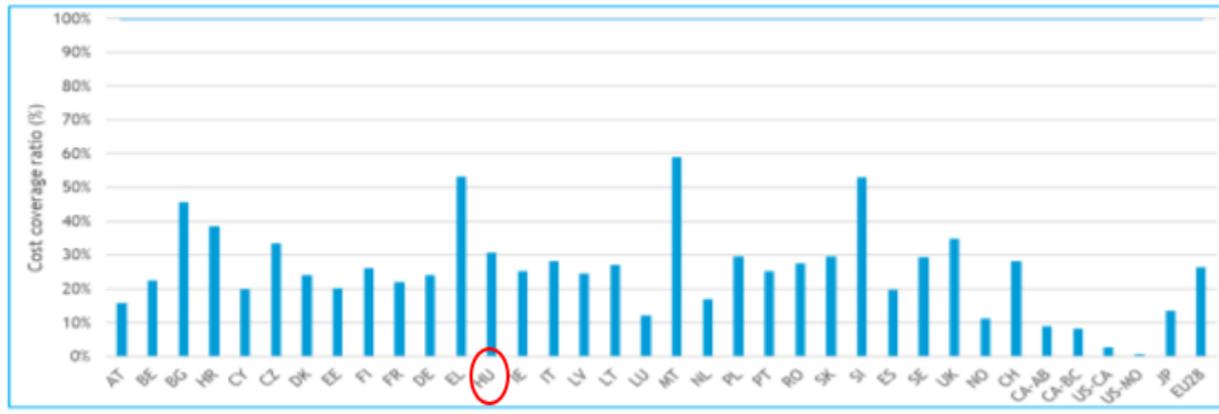


Figure 27 - Overall cost coverage ratio for road freight transport in the EU28, Switzerland, Norway, the US, Canada and Japan



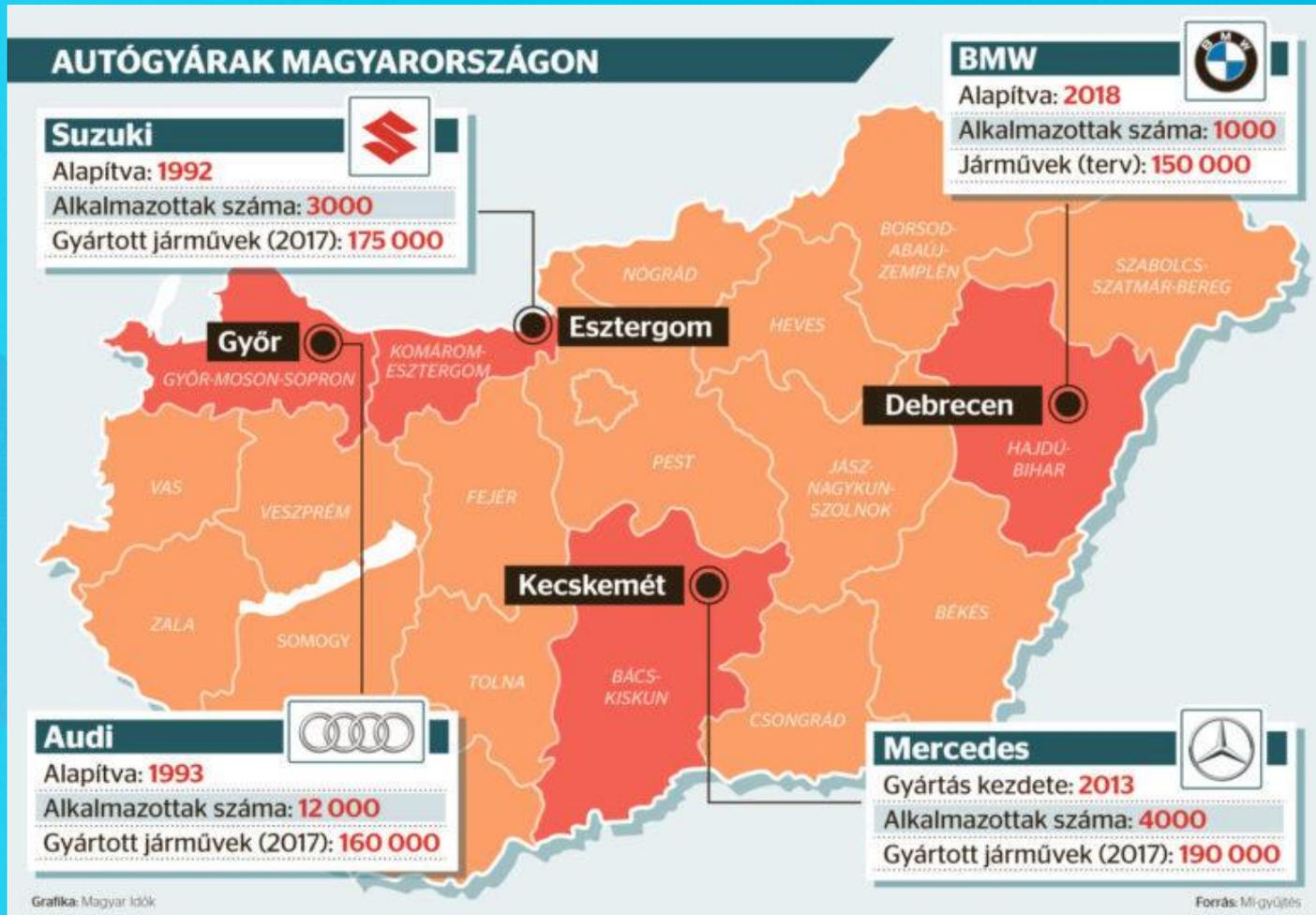
<https://ec.europa.eu/transport/sites/transport/files/studies/internalisation-state-of-play-isbn-978-92-76-01413-3.pdf>

**Subsidy for electric cars:
≈0.02% of the GDP**

**Subsidy for the current road transport:
≈10% of the GDP**

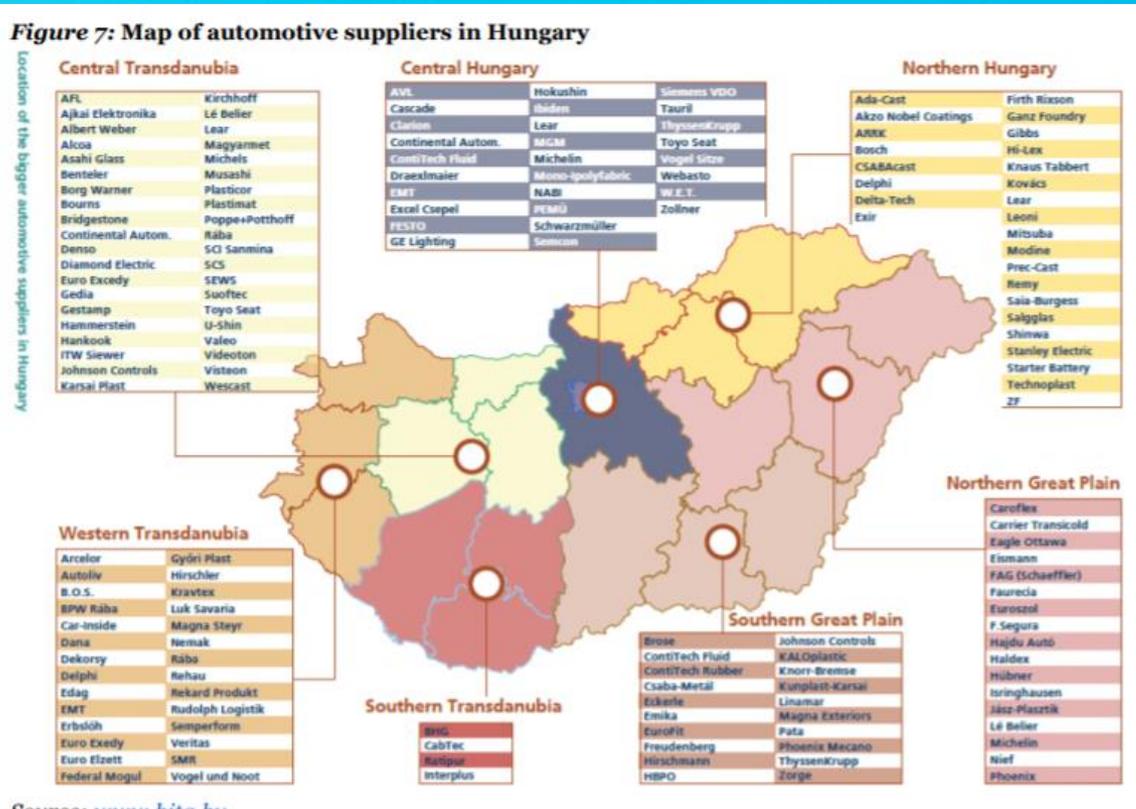
Main barriers to implementation

Car factories in Hungary



https://gondola.hu/cikkek/110563-A_mi_autoink__Audi__Mercedes__Suzuki.html

9% of GDP, 25% of exports



Source: www.bta.hu

<http://www.ceeweb.org/wp-content/uploads/2017/08/Car-case-study-V4-countries.pdf>



<https://kepek.444.hu/2015/10/02/van-egy-csodas-koolajfinomitonk-es-mar-50-eves>



“...Brussels wants to move in precisely the opposite direction: climate goals pursued to the point of absurdity...”

Viktor Orbán, Prime Minister
21 September 2020



<http://abouthungary.hu/speeches-and-remarks/pm-orban-in-magyar-nemzet-together-we-will-succeed-again/>

In this respect, the previous governments have not been much better.

AN EU BUDGET TO ADDRESS THE CLIMATE CRISIS

Climate Change

Biofuels

Energy Savings

Make polluters pay

An EU budget to address the climate crisis

The EU budget is one of the most important financial tool in the hands of national governments. It's also the number one financial instrument at disposal of EU institutions to boost climate action across the bloc. It could and it should ensure EU money are spent on renewable energy and sustainable solutions instead of fossil fuels.

The EU budget- or Multiannual Financial Framework (MFF) – is still being negotiated and some key decisions that will affect how EU funds drive climate change mitigation are still open. As part of the project "An MFF for the Climate", supported by the European Climate Initiative (EUKI), the EEB together with CAN Europe, Green Budget Germany and Clean Air Action Group (Hungary), has been following the negotiations with the aim of building a bridge between EU institutions, governments and civil society. Our aim is to ensure the next budget works for people and the environment. For this reason, we're calling on EU institutions to allocate more money to climate action and to make all funds conditional on the level of ambition laid out by governments in their Partnership Agreements (PAs) – legally binding documents which are a precondition for receiving EU money.

On behalf of the Heinrich Boell Foundation, the EEB wrote a report summarising the current state of play and highlighting the need for a green budget as the main tool to implement the promises set out in Europe's overarching strategy to decarbonise our economy, known as the European Green Deal.



A budget to address the climate emergency

Size: 470.43 KB Format : PDF

Preview

The coalition carried out a survey across Europe, asking some of the most prominent national NGOs their views on EU spending and their expectations for the future. Some of these views were presented at a conference in Brussels, where members of civil society met representatives of EU institutions to discuss the next steps for the adoption of the 2021-2027 budget. Here you can find an extract from the survey by Clean Air Action Group.



<https://eeb.org/work-areas/climate-energy/an-eu-budget-to-address-the-climate-crisis/>

Supported by:



Federal Ministry
for the Environment, Nature Conservation
and Nuclear Safety



European
Climate Initiative
EUKI

based on a decision of the German Bundestag

EU funding for the Climate

Towards a climate-neutral EU: funding and incentives for a transformative European Green Deal and Recovery Plan

European Environmental Bureau and Clean Air Action Group (Levegő Munkacsoport) has started in October 2020 a new project with the participation of CEEWeb (membership across CEE), Economic Policy Institute (BG), Centre for Transport and Energy (CZ), Green Liberty (LV), Polish Green Network (PL), Focus Eco Center (RO), Umanotera (SI) and Centre for Sustainable Alternatives (SK). The project is supported by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU). This project aims to have an impact on the Multiannual Financial Framework (MFF), i.e. the EU budget for the period 2021–27) and the Recovery and Resilience Facility by providing inputs to policy process work, exchanging views, increasing awareness on the necessity of making this EU budget climate–proof and developing targeted recommendations for improving the use of EU funds.



EU funding for the Climate

- > The project partners
- > Timetable of the activities
- > Partnership Agreement Proposals of NGOs
- > Project news
- > Useful links

Ne égeds el!



<https://www.levego.hu/en/campaigns/eu-funding-for-the-climate/>

The project is supported by:



Thank you
for your attention.

PlanUp EU webinar

Post-covid recovery plans:
what should they include for transport
and buildings to accelerate the green
transition?

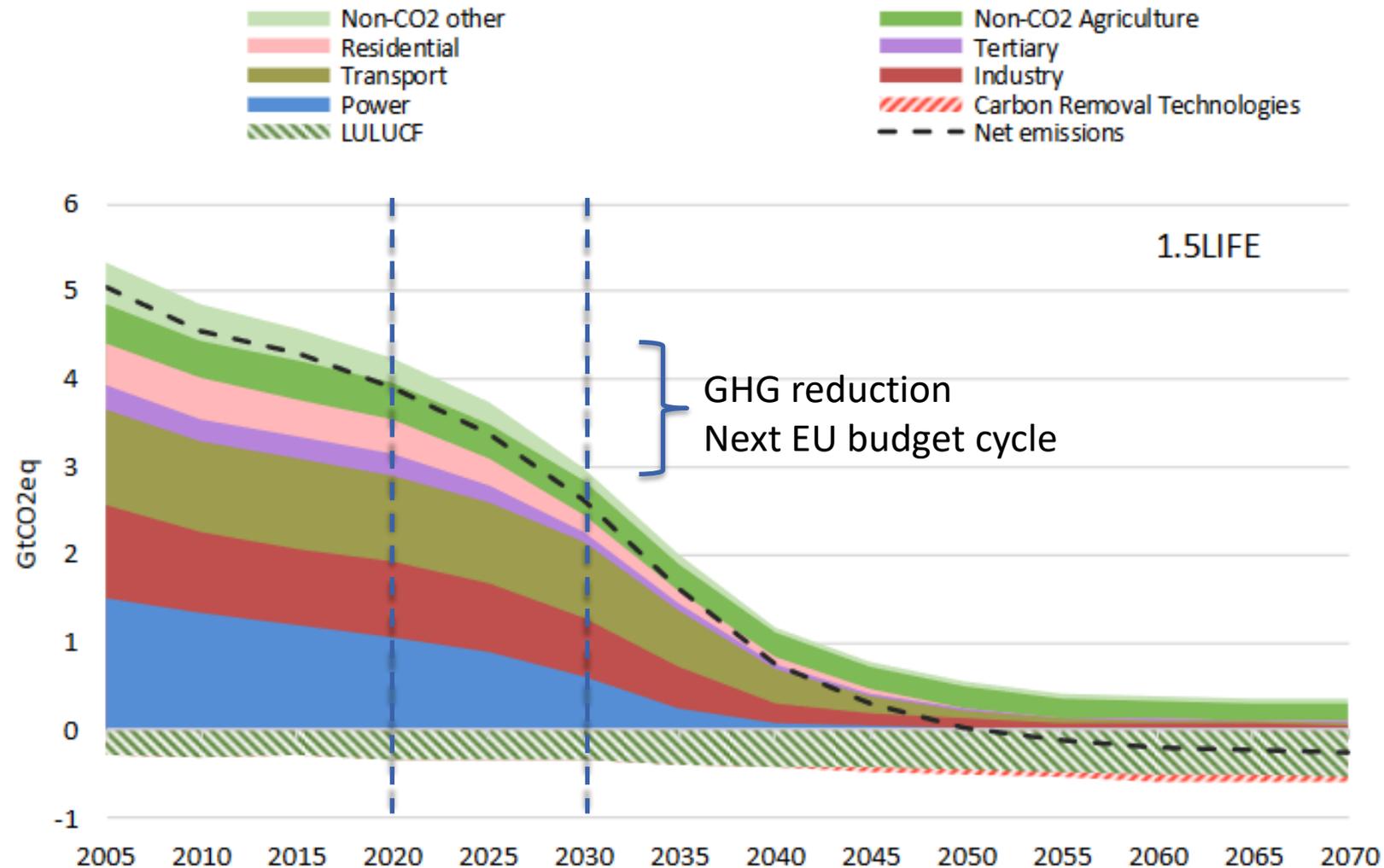
15 October 2020



EU funds to the recovery!

How EU funds spending plans can increase NECP ambition

Markus Trilling
Climate Action Network (CAN) Europe
Finance and Subsidies Policy Coordinators
markus@caneurope.org
www.caneurope.org

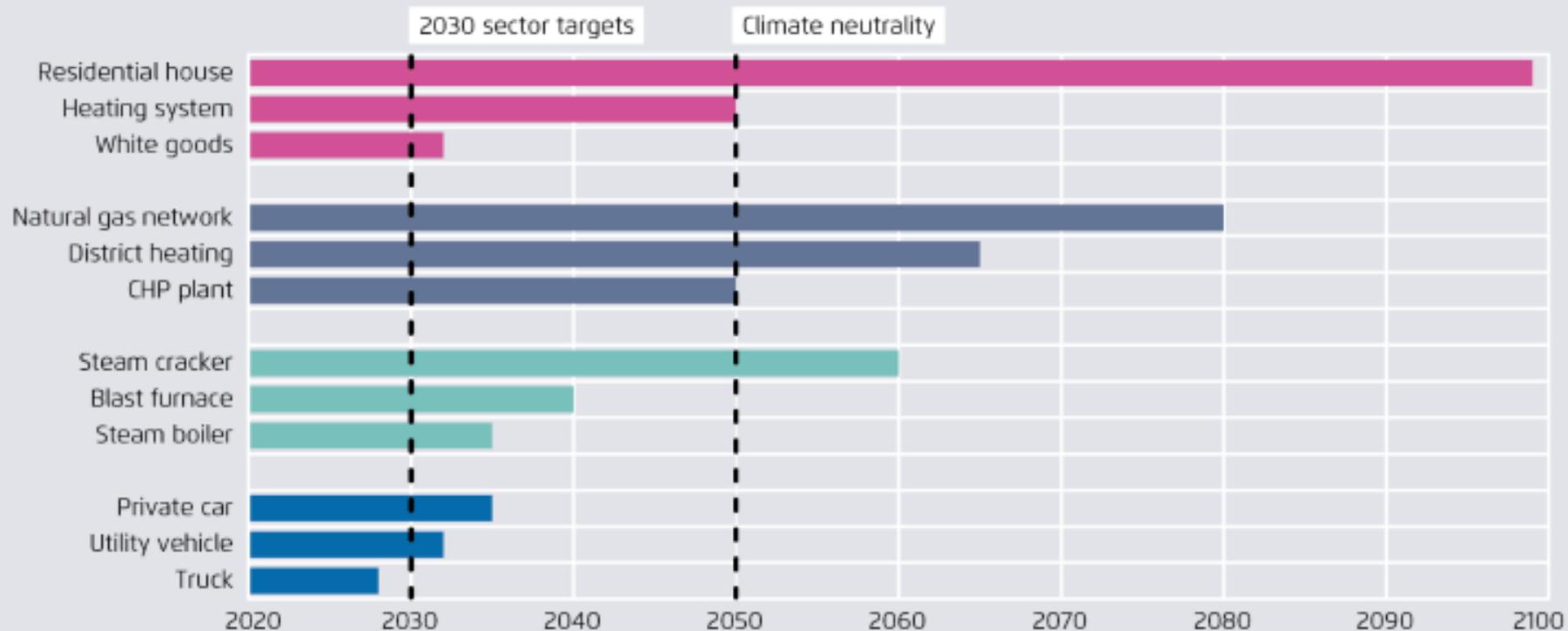


MFF 2021-2027 (2030)

Source: PRIMES, GAINS, GLOBIOM.

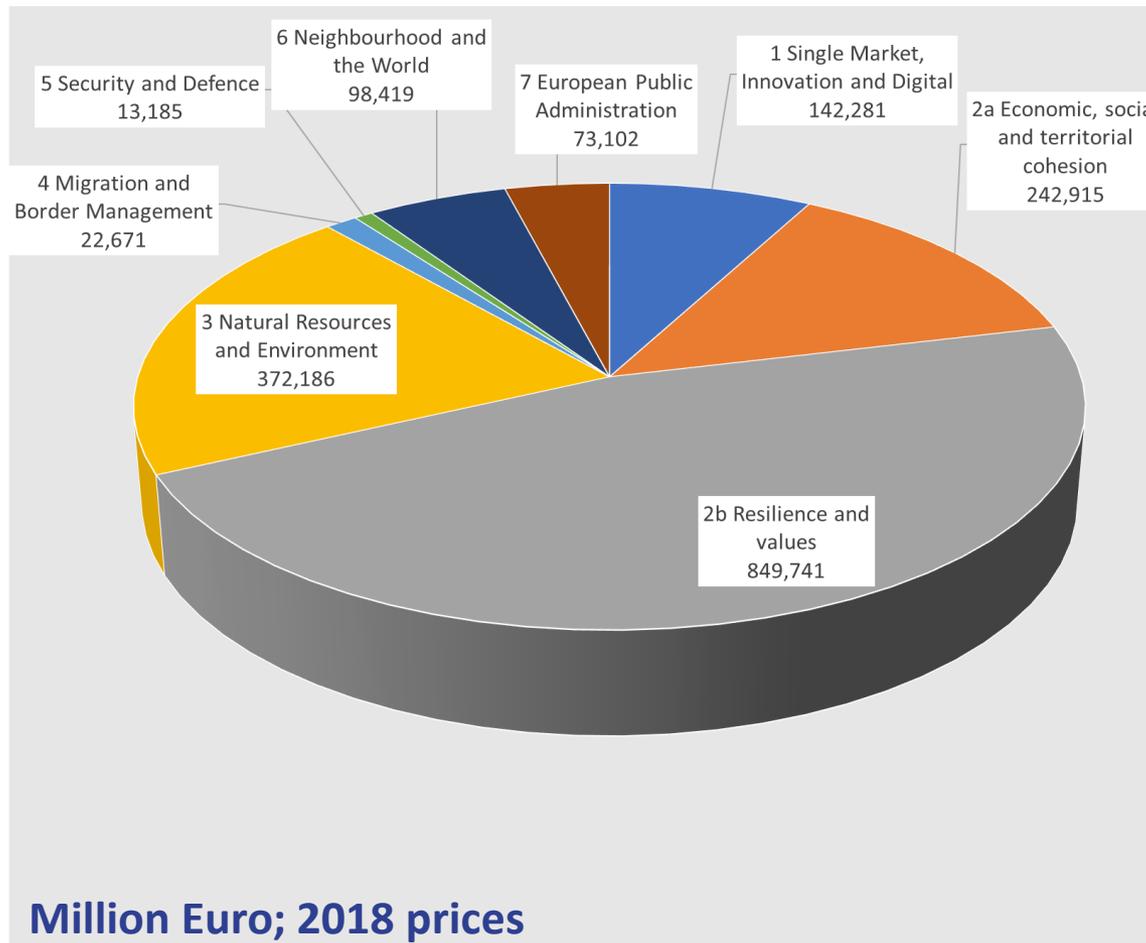
Operating lifetimes of individual goods and technologies built in 2020

Figure



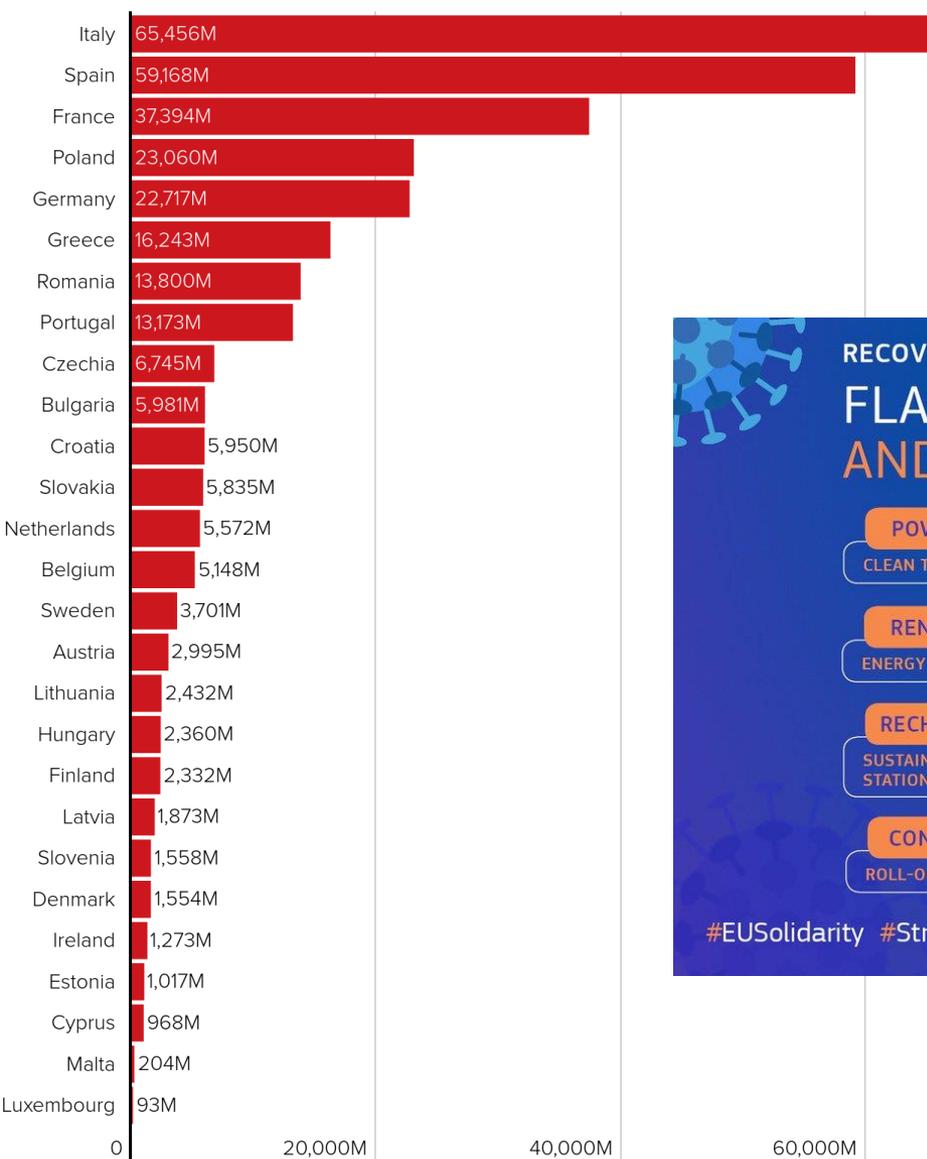
Agora Energiewende, 2020

EU budget 2021-2027 incl. NextGenerationEU; EURO 1.824.000.000.000



RECOVERY GRANTS BY COUNTRY

Estimated Recovery and Resilience Facility grants, in millions of euros.



The figures represent the sum of the 2021-2022 and the 2023 commitments.

SOURCE: European Commission

Recovery and Resilience Facility

RECOVERY AND RESILIENCE FACILITY
FLAGSHIP AREAS FOR INVESTMENTS AND REFORMS

- POWER UP**
CLEAN TECHNOLOGIES AND RENEWABLES
- MODERNISE**
DIGITALISATION OF PUBLIC ADMINISTRATION
- RENOVATE**
ENERGY EFFICIENCY OF BUILDINGS
- SCALE-UP**
DATA CLOUD CAPACITIES AND SUSTAINABLE PROCESSORS
- RECHARGE AND REFUEL**
SUSTAINABLE TRANSPORT AND CHARGING STATIONS
- RESKILL AND UPSKILL**
EDUCATION AND TRAINING TO SUPPORT DIGITAL SKILLS
- CONNECT**
ROLL-OUT OF RAPID BROADBAND SERVICES

#EUSolidarity #StrongerTogether



<i>All figures are in billion EUR 2018 prices</i>	Climate coefficient in the legal basis	<i>Total Climate contribution</i>
Horizon Europe	35%	28 315
ITER	100%	5 000
InvestEU Fund	30%	2 520
Connecting Europe Facility	60%	11 038
ERDF	30%	60 101
Cohesion Fund	37%	15 746
REACT EU	25%	11 875
Recovery and Resilience Facility	37%	248 825 ¹
CAP 2021 - 2022 ²	26%	26 468
CAP 2023 - 2027	40%	96 857
EMFF	30%	1 629
LIFE	61%	2 935
Just Transition Mechanism ³	100%	19 000
NDICI	25%	17 700
OCT	20%	89
Pre-Accession Assistance	16%	2 010
Total		550 108

Article 15

Recovery and resilience plan

(c) an explanation of how the measures in the plan are expected to contribute to the **green transition** or to the challenges resulting from it, and whether they account for **an amount that represents at least 37% of the plan's estimated total cost**, by using the methodology for climate tracking [...]

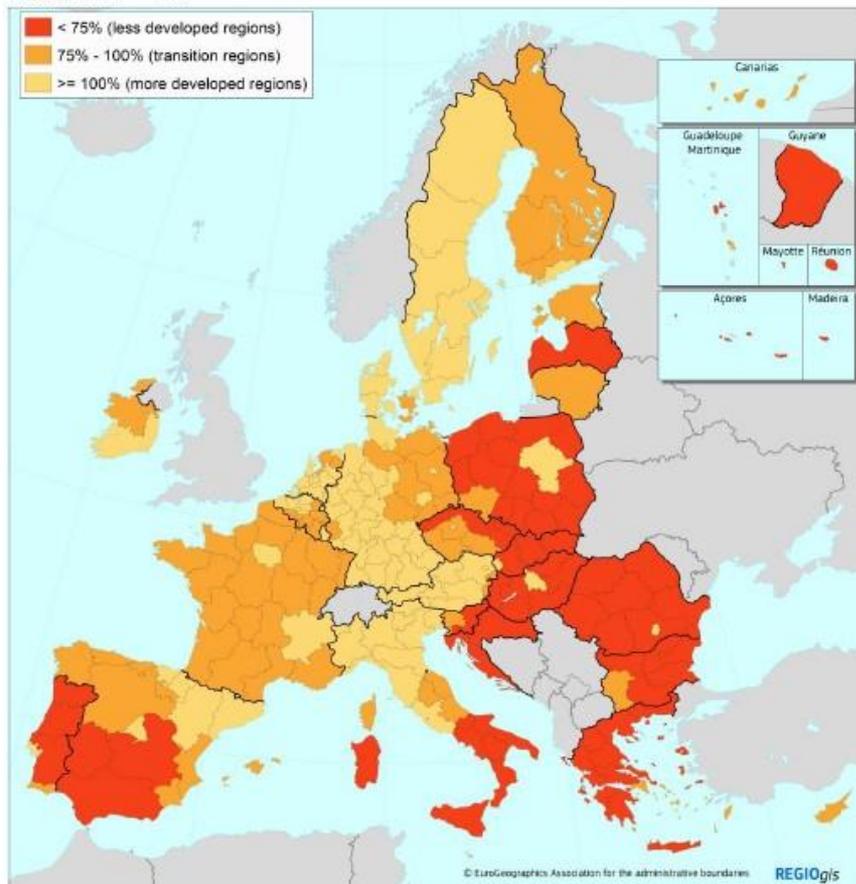
Source: EC – non-paper September 2020



Cohesion Policy funding 2021-2027*

GDP/head (PPS) by NUTS2 region, average 2014-15-16

Index, EU-27 = 100



	LD	TR	MD
Allocation (EUR bns 2018 prices)	198.6	45.9	34.8
Population (MM inhab)	123.6	112.5	208.4

Country	2021-2027	2014-2020	Absolute change (euro billions)	Relative change (%)
POLAND	64.4	83.9	-19.5	-23.3
HUNGARY	17.9	23.6	-5.7	-24
CZECH	17.8	23.5	-5.6	-24
GERMANY	15.7	19.8	-4.1	-20.6
SLOVAKIA	11.8	15.1	-3.3	-21.7
LITHUANIA	5.6	7.4	-1.8	-24
PORTUGAL	21.2	22.8	-1.6	-7
ESTONIA	2.9	3.8	-0.9	-24
FRANCE	16	16.9	-0.9	-5.4
LATVIA	4.3	4.9	-0.6	-13
CROATIA	8.8	9.3	-0.5	-5.5
SLOVENIA	3.1	3.4	-0.3	-9.2
MALTA	0.6	0.8	-0.2	-24
IRELAND	1.1	1.2	-0.2	-12.6
SWEDEN	2.1	2.1	0	0
NETHERLANDS	1.4	1.4	0	0
AUSTRIA	1.3	1.3	0	0
DENMARK	0.6	0.6	0	0
LUXEMBOURG	0.1	0.1	0	0
CYPRUS	0.9	0.9	0	1.8
BELGIUM	2.4	2.4	0.1	0
FINLAND	1.6	1.5	0.1	5.1
BULGARIA	8.9	8.3	0.7	8
GREECE	19.2	17.8	1.4	8
SPAIN	34	32.4	1.6	5
ROMANIA	27.2	25.2	2	8
ITALY	38.6	36.2	2.3	6.4

*based on EC proposal from May 2018, 2018 prices

Specific objectives for the ERDF and the Cohesion Fund

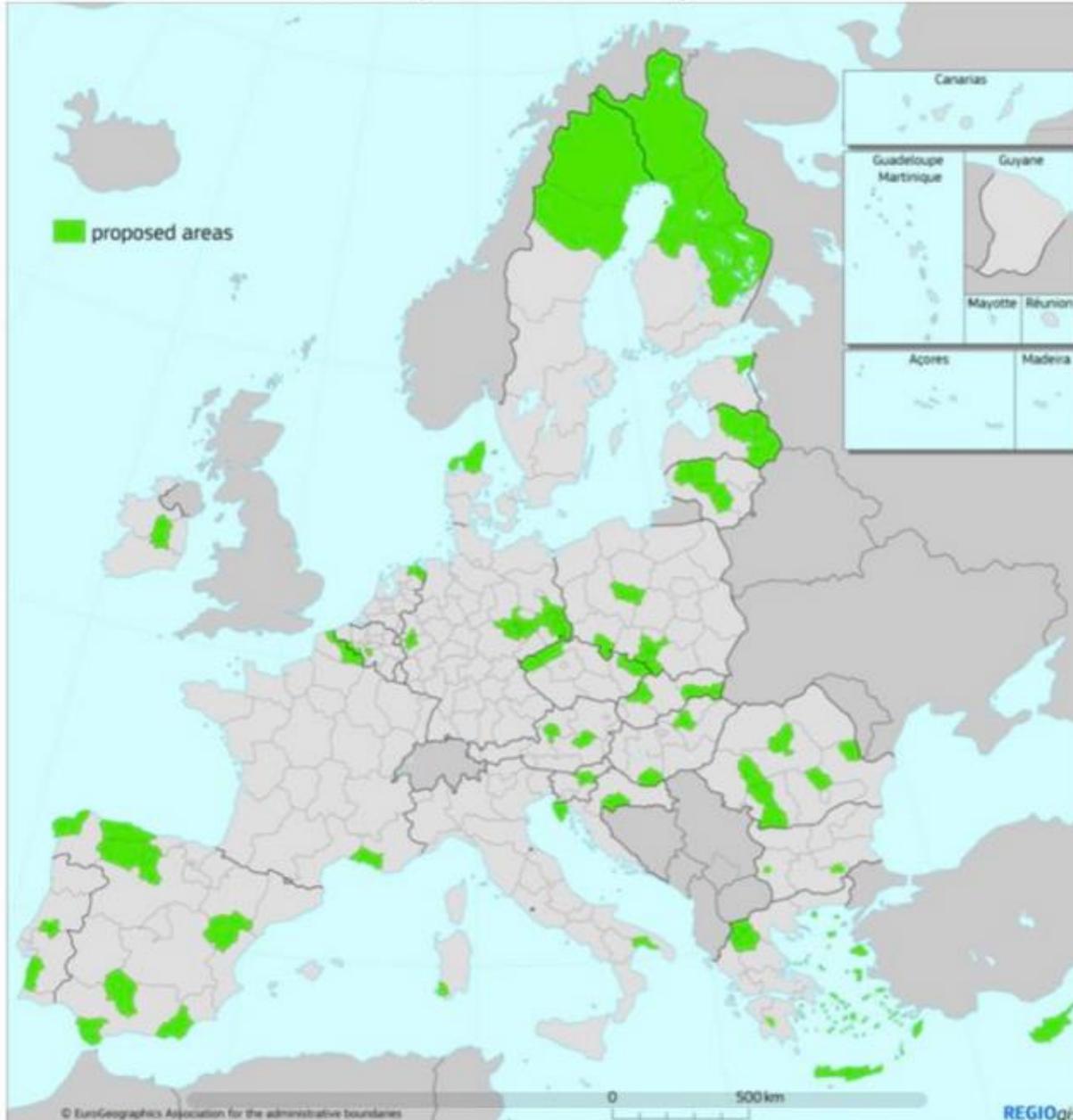
(b) 'a **greener, low-carbon** Europe by promoting **clean and fair energy transition**, green and blue investment, the **circular economy, climate adaptation** and risk prevention and management ('PO 2') by:

- (i) promoting energy efficiency measures;
- (ii) promoting renewable energy;
- (iii) developing smart energy systems, grids and storage at local level;
- (iv) promoting climate change adaptation, risk prevention and disaster resilience;
- (v) promoting sustainable water management;
- (vi) promoting the transition to a circular economy;
- (vii) enhancing biodiversity, green infrastructure in the urban environment, and reducing pollution;
- (viii) Sustainable Urban Mobility

Thematic concentration of ERDF support:

- 30% earmarking for 'PO 2' in all regions/MS

Just Transition Fund territorial eligibility – Preliminary Commission analysis



Allocation Just Transition Fund		M EUR, 2018 prices
BE	166	0.95%
BG	1,178	6.73%
CZ	1,493	8.53%
DK	81	0.46%
DE	2,254	12.88%
EE	322	1.84%
IE	77	0.44%
EL	755	4.32%
ES	790	4.52%
FR	937	5.36%
HR	169	0.97%
IT	937	5.35%
CY	92	0.53%
LV	174	1.00%
LT	249	1.42%
LU	8	0.05%
HU	238	1.36%
MT	21	0.12%
NL	567	3.24%
AT	123	0.71%
PL	3,500	20.00%
PT	203	1.16%
RO	1,946	11.12%
SI	235	1.35%
SK	417	2.39%
FI	424	2.42%
SE	142	0.81%
Total	17,500	100.00%



EURO billion	Structural Funds	Common Agricultural Policy	Recovery & Resilience Facility* (grants)	Just Transition Fund*	Modernisation Fund**	ETS auction revenue**	SUM
Austria	1.1	8.5	3.0	0.1		0.2	12.90
Belgium	2.7	4.1	5.1	0.2		0.4	12.50
Bulgaria	9.8	7.7	6.0	1.2	0.3	0.4	25.40
Croatia	8.7	4.7	6.0	0.2	0.2	0.1	19.90
Cyprus	0.9	0.5	1.0	0.1		0.03	2.53
Czechia	19.8	7.9	6.7	1.5	2.8	0.6	39.30
Denmark	0.5	6.6	1.6	0.1		0.2	9.00
Estonia	2.9	0.7	1.0	0.3	0.1	0.1	5.10
Finland	1.7	6.2	2.3	0.4		0.2	10.80
France	16.8	61.5	37.4	0.9		0.8	117.40
Germany	18.4	42.3	22.7	2.3		2.9	88.60
Greece	20.4	18.6	16.2	0.8		0.5	56.50
Hungary	20.7	11.7	6.3	0.2	0.3	0.2	39.40
Ireland	1.2	10.6	1.3	0.1		0.1	13.30
Italy	42.1	35.1	65.5	0.9		1.4	145.00
Latvia	4.3	3.3	1.9	0.2	0.1	0.04	9.84
Lithuania	6.1	5.5	2.4	0.2	0.2	0.1	14.50
Luxembourg	0.1	0.3	0.1	0.01		0.02	0.53
Malta	0.8	0.2	0.2	0.02		0.02	1.24
Netherlands	1.3	5.6	5.6	0.6		0.5	13.60
Poland	72.2	31.2	23.1	3.5	1.9	1.9	133.80
Portugal	22.5	8.2	13.2	0.2		0.3	44.40
Romania	29.2	20.6	13.8	1.9	3.0	0.7	69.20
Slovakia	12.4	4.7	5.8	0.4	0.8	0.2	24.30
Slovenia	3.1	1.7	1.6	0.2		0.1	6.70
Spain	35.4	41.9	59.2	0.8		1.3	138.60
Sweden	1.9	6.3	3.7	0.1		0.1	12.10

*in 2018 prices; ** average of 2018 and 2019 actual auction revenues, amounts in 2021 to 2027 will depend on the quantity and price of auctioned allowances.

Source: CAN Europe, based on EC NECP assessments, https://ec.europa.eu/energy/content/individual-assessments-and-summaries_en

And now?

Quite some EU funds with 'green transition' potentials,

and even more EU funds spending plans, ...

... drafted at national, regional, local level, ...

... negotiated with the European Commission ...

The Way Forward





**EU funds spending plans ...
... what gets in ... ?**

Strategic delivery on climate objectives

- European Green Deal and transition towards climate neutrality
 - National Energy and Climate Plans (NECP)
 - European Semester and Country Specific Recommendations (see 2019, 2020 Annexes on Cohesion and Just Transition)
 - European Climate Law

Strategic delivery on climate objectives

National Energy and Climate Plans (NECP):

- Do current NECPs represent **the maximum possible ambition** in GHG emission reduction, of sustainable Renewable Energy and Energy Savings potential, on nature-based solutions, in fossil fuel and nuclear phase out?
- Anticipate and adapt to **new 2030** targets ...
- ... enabled by EU funds!

2020

2021



Recovery and Resilience Plans timeline

From now on	15 October 2020	1 January 2021	30 April 2021
Interaction with Commission Services – under the coordination of SG Task Force and ECFIN	Member States can submit their draft plans	Expected entry into force of the Regulation – official submission of the plans can start	Deadline for the formal submission of the plans

Table 1: Green and digital impact

Please indicate if 0%, 40% or 100% of the reform/investment contributes to the objective. For reforms/investments and the climate objective, Member States should use the methodology for climate tracking applied for cohesion policy funds, in particular as set out in Table 1, Table 4 and Table 6 of Annex I to [Common Provision Regulation COM(2018) 375] and justify their choice, in particular for reforms. For reforms/investments and environmental objectives, they are invited to follow the same methodology. In both cases, please indicate the relevant intervention field for every reform/investment by choosing the most appropriate one. If several ones can be applied, the Member State should motivate why they choose the selected one. For green objectives, Member States are invited to indicate that the do not significant harm (DNSH) principle is respected defined in Regulation 2020/852 (Taxonomy Regulation).

Short title	Green objectives				Digital objectives	Transition challenges	
	Climate	Environmental	Intervention field	DNSH		Green	Digital
	Tag	Tag					
Component 1: (Reform 1: xxxx)	0%/40%/100%	0%/40%/100%	###	yes			
Component 1: (Investment 1: xxxx)	0%/40%/100%	0%/40%/100%	###	yes			
Component 1: ...							
Component 2: ...							
Component 3: ...							

PROGRAMMING of Structural Funds

- The **principles and priorities of cohesion policy** are distilled through a process of consultation between the Commission and the EU countries.
- Each Member State produces a **Partnership Agreement**, which outlines the country's strategy and proposes a list of programmes.
- In addition to this Member States also present **operational programmes (OP)** which cover entire Member States and or regions. **OP contains regional or sectoral objectives, measures and financial allocations.** The programmes present the priorities of the country and/or regions or the cooperation area concerned.
- The Commission negotiates with the national authorities on the final content of the Partnership Agreement, as well as each **programme**.
- Workers, employers and **civil society bodies can all participate in the programming and management of the OPs.**

PARTNERSHIP

Member States are required to:

- Ensure that partners are involved in all stages of the process, from planning to evaluation
- Be transparent in the selection of partners
- Provide sufficient information to partners and give them sufficient time to make their voice heard in the consultation process
- Support capacity building of partners
- Create platforms for mutual learning and exchange of good practice



- Significant EU financial resources for all MS to boost the ecological transition;
- Transformational nature of EU funds spending plans not ensured
 - role of European Commission and stakeholder

FEEDBACK

THE FLOOR IS YOURS



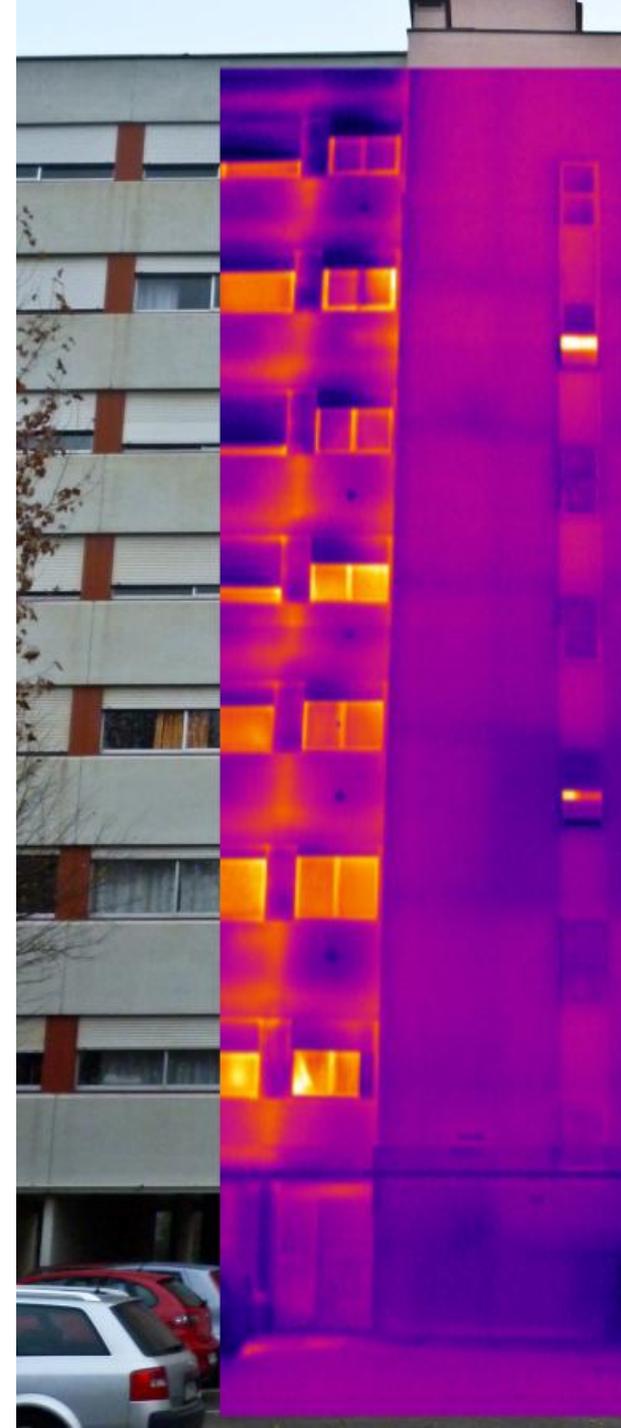
Climate Action Network (CAN) Europe is Europe's leading NGO coalition fighting dangerous climate change. With over 170 member organisations active in 38 European countries, representing over 1.500 NGOs and more than 47 million citizens, CAN Europe promotes sustainable climate, energy and development policies throughout Europe

THE CHALLENGES FOR BUILDING RENOVATION IN ITALY

Energy consumption of buildings has rise since year 2000 with impacts in terms of pollution and greenhouse gas emissions.

Average expenditure of households for heating homes varies between 800 and 1,500 euros per year.

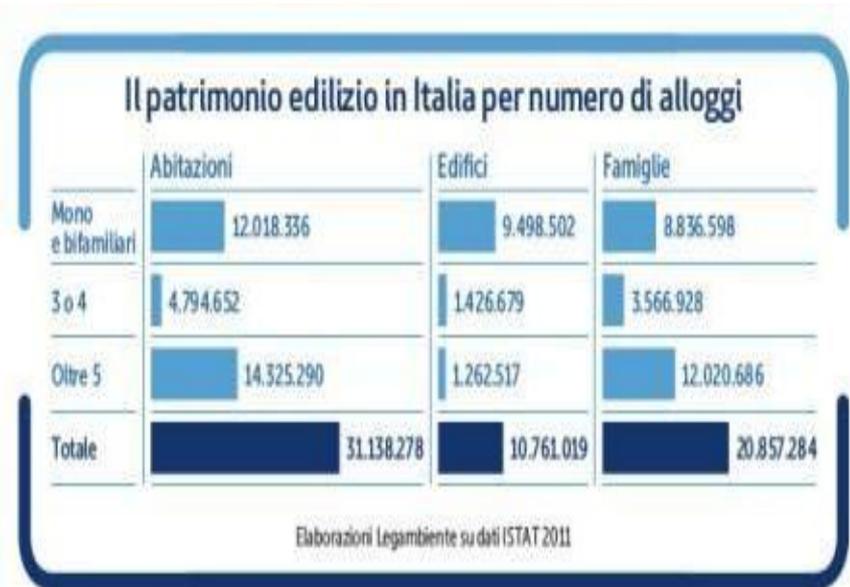
More than 2 million families live in a situation of energy poverty, with difficulties in paying their heating bills.



In Italy there are over 10 million residential buildings, the highest consumption are in condominium ones, with more than 4 dwellings.

The buildings with more than four dwellings are 1.2 million, with more than 14 million dwellings.

The largest share of housing in Italy was built between 1946 and 1990, in a period when there were no standards for energy performance of buildings.



POLICIES FOR THE RENOVATION OF BUILDINGS IN ITALY

Tabella degli interventi di riqualificazione in edilizia con detrazione

Anno	Recupero edilizio (41%-36%-50%)			Riqualificazione energetica (55%-65%-50%)		
	Numero domande presentate	Importi complessivi (milioni €)	Importi detraibili (milioni €)	Numero domande presentate	Importi complessivi (milioni €)	Importi detraibili (milioni €)
1998	240.413	3.385	1.388	-	-	-
1999	254.989	3.590	1.472	-	-	-
2000	273.909	4.392	1.581	-	-	-
2001	319.249	5.119	1.843	-	-	-
2002	358.647	5.750	2.070	-	-	-
2003	313.537	5.666	2.040	-	-	-
2004	349.272	4.888	1.760	-	-	-
2005	342.396	6.848	2.465	-	-	-
2006	371.084	6.313	2.588	-	-	-
2007	402.811	7.938	2.858	106.000	1.453	799
2008	391.688	7.365	2.651	247.800	3.500	1.925
2009	447.728	8.070	2.905	236.700	2.563	1.410
2010	494.006	8.808	3.171	405.600	4.608	2.534
2011	779.400	13.408	5.184	280.700	3.309	1.820
2012	883.600	16.325	7.248	265.380	2.883	1.586
2013	1.317.627	24.345	12.172	335.961	3.612	2.203
2014	1.374.216	25.390	12.695	294.281	3.066	1.993
2015	1.193.926	22.059	11.030	331.128	3.088	2.007
2016	1.349.546	24.934	12.467	360.267	3.309	2.151
2017	1.319.640	24.382	12.191	421.991	3.724	2.033
2018	1.361.545	25.156	12.578	334.846	3.331	1.855
2019	1.391.683	25.713	12.856	348.649	3.250	1.788
TOTALE	15.530.911	279.842	127.213	3.969.303	41.696	24.104

Elaborazione su dati Cresme, 2019

In Italy, tax deductions have been introduced since 1998 for the renovation of buildings (36-65%). 15 millions of interventions and almost 4 million with energy objectives.

The efficiency measures, however, concerned mostly the replacement of technologies without targets for reducing household consumption.

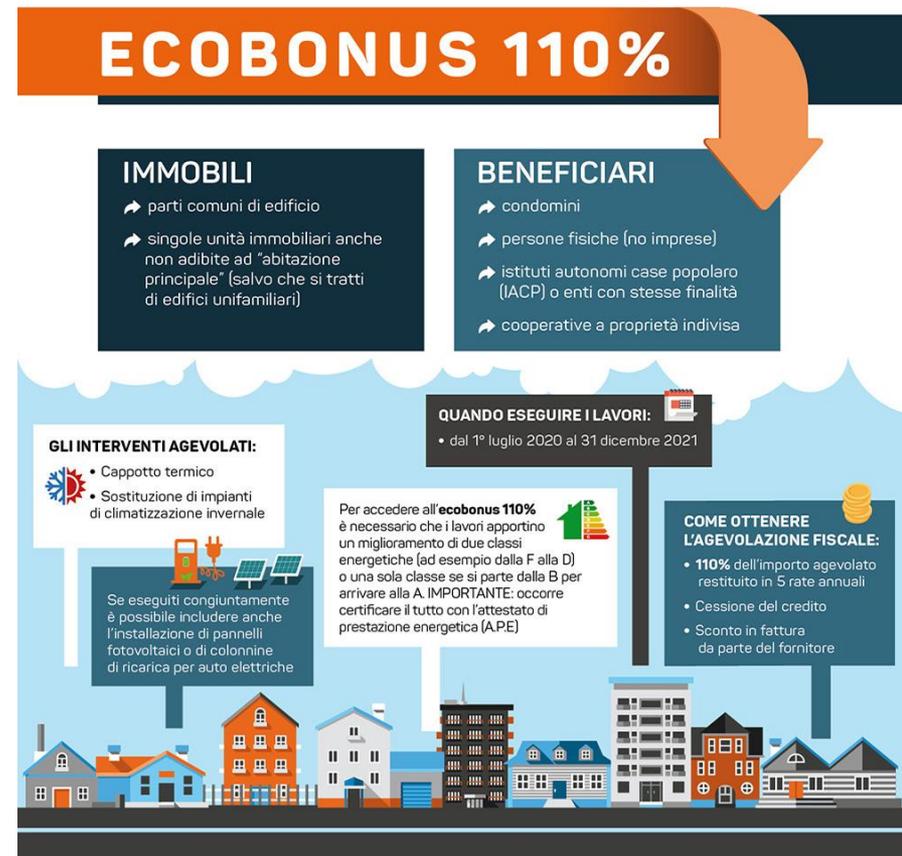
The new SUPERBONUS for building renovation

Introduced a new tax deduction:
110% of the costs for interventions on
condominiums and residential
buildings.

Incentivized interventions
(even if separately)

- Thermal insulation of walls
- Replacement of heating and cooling systems
- Installation of solar photovoltaic panels

Possibility of transferring the
deduction to banks and utilities



Limits of the measure:

- Pushes the installation of gas boilers.
- Limited reduction in energy consumptions required (minimum two classes).
- No specific policy for situations of energy poverty.
- No integrated approach.
- It doesn't push attention to efficiency and management savings.
- Relevant costs for public budget.



La campagna per la riqualificazione dei condomini di Legambiente

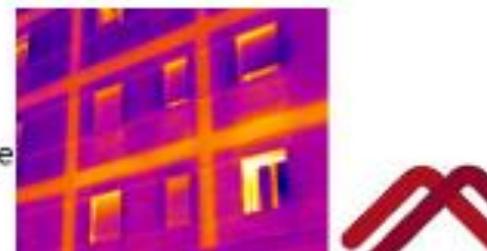


Guide e materiali informativi



Iniziative con i cittadini
Condomini aperti

Analisi termografiche



Civico 5.0

UN ALTRO MODO DI VIVERE IN CONDOMINIO

The transformation of transport and mobility in Spain

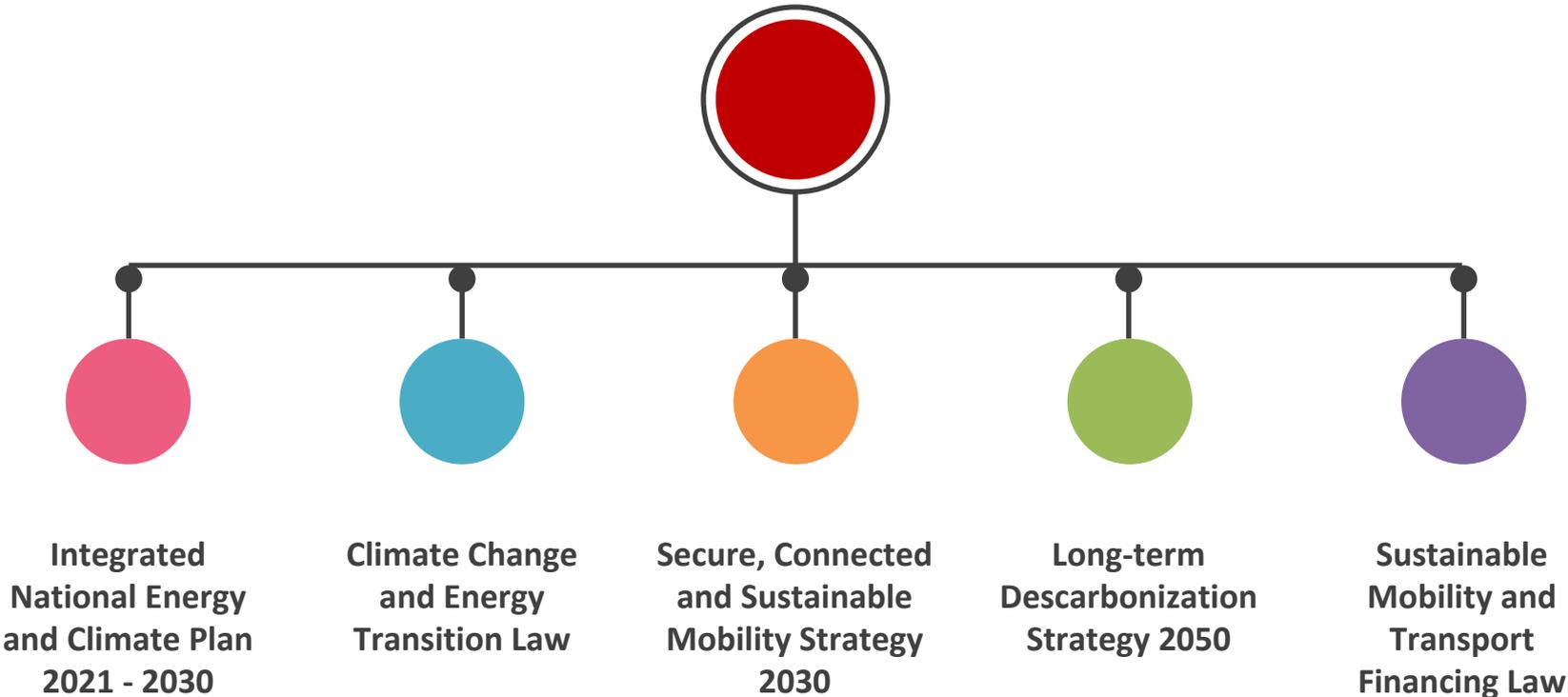
Objetives, measures and policies in the
recovery, transformation and resilience plan

Mónica Vidal Sánchez

Public policies and climate governance director's

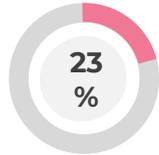


Strategic framework scheme

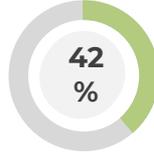


Strategic framework scheme

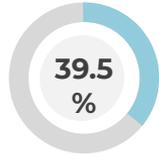
Integrated National Energy and Climate Plan 2021 - 2030



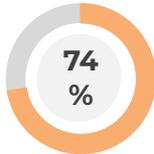
Reduction in greenhouse gas (GHG) Emissions compared to 1990



Share of Renewables in energy end-use



Improvement in energy efficiency



Share of renewable energy in Electricity generation

Some measures:

- Low Emissions Zones
- 5 million electric vehicles (includes purchase plans)
- Traffic reduction in urban environments by 35% until 2030 and in the inter-urban areas around 1.5% per year.
- Boost to the shared vehicle

In 2030, as a result of measures provided for in the NECP, such as the change in mobility models and the increase in electrification, it is expected to reach a 28% renewable energy in transport-mobility, as well as a reduction in emissions of more than 30% in that same decade.

Strategic framework scheme

Transport and mobility in the Climate Change and Energy Transition Law

Goals to reduce greenhouse gas emissions, renewable energy and energy efficiency. *Most likely they will increase to follow the line of European ambition.*

Promotion of mobility without emissions (main measures):

- Ban on the sale of internal combustion vehicles in 2040.
ECODES is trying to bring this target forward to 2035.
- Establishment of Low Emission Zones in cities of more than 50,000 no later than 2023.
ECODES intends to move forward to 2022 and include smaller cities.
- Obligation to install charging points according to the sales of the service stations, with a minimum power of 50kW.
ECODES advocates that the Law guarantees, at least, one recharging point every 150km in the entire national and autonomous highway network.

Other measures to include (ECODES promotes):

- Measures to promote zero-emission mobility in the heavy transport of goods and passengers.
- Obligation to develop Transportation Plans to Work that include teleworking.
- Active mobility.
- Pedestrianization and cycling infrastructure.
- Charging points with more power.
- Promotion of intermodality through integrated systems.
- Electrification of the "last mile".
- Promotion, implementation and promotion of the railroad, as an increase in competitiveness in the transport of goods and passengers, and as a backbone of the national territory to combat depopulation.

Strategic framework scheme

Secure, Connected and Sustainable Mobility Strategy 2030

Six challenges:

- Decarbonization
- Climate Change
- New technologies
- Demographic challenge and depopulation
- Digitization
- Intermodality

More than one hundred and fifty lines of action and concrete measures

03



01

Three basic principles: Secure, sustainability in the social, economic and environmental aspects, and conectivity

02

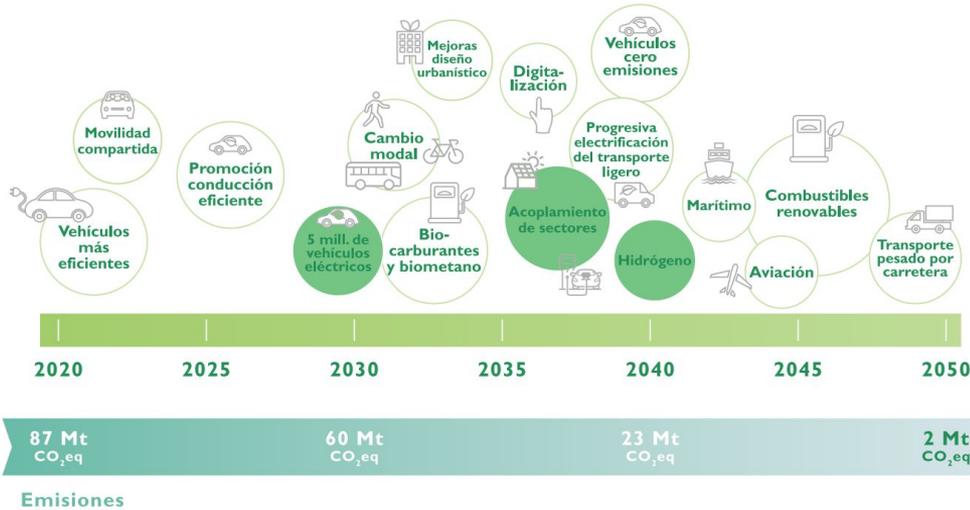
Nine development axes

Mobility as a right, an element of social cohesion and economic growth.

Strategic framework scheme

Long-term Decarbonization Strategy 2050

It marks the lines to follow to achieve that **the emissions of Greenhouse Gases (GHG) in Spain are neutral no later than 2050**, while including the opportunities offered by decarbonization in terms of employment, attraction of investments, economic activation, modernization and improvement of business and industrial competitiveness.



To move towards **climate neutrality** in this sector as of 2030, and reach a GHG emissions level of as low as only 2 MtCO₂, in 2050, the lines of work that will have a more relevant role are:

- Energy efficiency measures and changes in mobility models and needs. It will continue to promote the modal shift from individual to collective means of transport.
- Electrification will continue to be a key technology in the road sector for light vehicles.
- Renewable fuels will be especially important for heavy freight transport by road, aviation and navigation.
- Renewable gases and sector coupling can provide significant benefits in the future, such as renewable hydrogen, an important energy vector to decarbonize certain modes.
- Digitization will allow a better use of all energy resources.
- Urban planning should be integrated with the transport sector.

Recovery, Transformation and Resilience Plan of Spain



1. The bulk of the effort will be made in the period 2021-2023. "We will focus on projects that can be launched in the next three years," the president maintained. The amount comes from the Next Generation EU instrument with a total amount of 140,000 million for Spain.
2. **Investment for a green and digital Spain will account for 70% of investments.** Specifically, the ecological transition chapter will take 37% . And the chapter of a "Digital Spain", 33%.
3. **800,000 jobs**
4. **27,000 million of funds allocated to the 2021 Budgets.**
5. **Four axes for the plan:** "a green Spain", "a digital Spain", " Spain without gender gaps" and "a cohesive and inclusive Spain".
6. **Ten "lever policies" or driving forces:**
 - urban and rural agenda (16% of resources);
 - resilient infrastructure and ecosystems (12%);
 - fair and inclusive energy transition (9%);
 - Public administration of the XXI century (5%);
 - modernization and digitization of the industry-services ecosystem and SMEs, promoting entrepreneurship (17%);
 - Pact for science and innovation and reinforcement of the National Health System (17%);
 - Continuing education and training, capacity building (18%);
 - reinforcement of the welfare state (6%);
 - development of the culture and sports industry (1.1%)
 - and modernization of the tax system.

Recovery, Transformation and Resilience Plan of Spain

Good examples of transport and mobility measures

1

Sustainable, safe and connected mobility crash plan in urban and metropolitan environments. It includes the establishment of low emission zones; the massive deployment of charging infrastructure as a key to promoting the electric vehicle a driving effect on the capital goods industry and the development of new business models, and the reinforcement of public transport and modernization of the park with clean vehicles, taking advantage of the national manufacture of electric vehicles, so that attractive alternatives for travel are generated and operating costs are reduced for public transport management entities.

Recovery, Transformation and Resilience Plan of Spain

Good examples of transport and mobility measures

2

Sustainable, safe and connected mobility. Transport infrastructures are essential elements for the development of territories and social and territorial cohesion, as well as for increasing productivity, improving competitiveness and the economy's export capacity, so it is essential that they are reliable, sustainable, resilient and of quality. A major plan for the modernization, digitization, security and sustainability of key transport and intermodal infrastructures and the development of the main European corridors will be launched.

Recovery, Transformation and Resilience Plan of Spain

Good examples of transport and mobility measures

3

Electrical infrastructures, promotion of smart grids and deployment of flexibility and storage. It foresees the impulse to the deployment and the technological update of the electrical energy transmission and distribution networks with a view to the integration of renewable energies, demand management, the development of the independent aggregator and distributed energy resources and the progressive electrification of mobility and the building sector. It will also favor the deployment of storage technologies to accelerate progress on the decarbonization path, while promoting new business models and innovative projects in smart sector integration.

Recovery, Transformation and Resilience Plan of Spain

Good examples of transport and mobility measures

4

Renewable hydrogen roadmap and its sectoral integration. This is a country's commitment to renewable hydrogen with the aim of decarbonising the economy, reducing energy costs for industry, the service sector and households, and promoting competitiveness. It includes its development along the entire value chain in an innovative way, the generation of its own knowledge and technological capabilities, the promotion of pilot and commercial projects and the accompaniment of sectors that demand hydrogen, decarbonising the current consumption of hydrogen of fossil origin. and taking advantage of its potential as an energy vector for sectoral integration and support for the electricity system.

Recovery, Transformation and Resilience Plan of Spain

Good examples of transport and mobility measures

5

Industrial Policy Spain 2030: the objective will be to promote the modernization and productivity of the Spanish industry-services ecosystem, through the digitization of the value chain, boosting productivity and competitiveness of key strategic sectors in the ecological transition and digital transformation. Spain is well positioned in many essential sectors such as telecommunications, construction, transport, automotive, water, waste, renewable energy, power electronics, etc. This strategy includes the following sub-plans: (i) Digitalization plan for four strategic sectors: health, automotive, tourism and commerce, in addition to food and agriculture; (ii) Plan for modernization and sustainability of the industry (iii) Plan to promote the “green” tractor industries and digitization; (iv) Circular Economy Strategy.

Recovery, Transformation and Resilience Plan of Spain

Good examples of transport and mobility measures

6

Adaptation of the tax system to the reality of the 21st century. Along with the creation of a Tax on certain digital services and a Tax on Financial Transactions. Different projects will be launched to improve environmental taxation, as well as adjustments to existing taxes to reinforce their effectiveness, eliminate some dysfunctions and adapt incentives to boost economic activity and employment. It is about launching fiscal and price signals that guide towards investments and management aimed at sustainability.

Recovery, Transformation and Resilience Plan of Spain

Not so good example of transport and mobility measures

1

Plan to promote the value chain of the Automotive Industry, towards a Sustainable and Connected mobility.

(June 16, 2020)

The Plan has a budget of 3,750 million euros and includes short-term impact measures, which will be implemented and executed in this year 2020, and medium-term strategic measures, which will be implemented and executed from next year 2021 and which they may be financed with the support of European funds for recovery.

- Within this Plan is the “vehicle fleet renewal program” which, with an endowment of 250 million euros, finances the purchase of all kinds of vehicles, not just zero or low emissions. The purchase of vehicles up to 120gCO₂ / km is allowed (the European reduction target for 2020-2021 is 95gCO₂ / km).

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RENOVATION WAVE & RECOVERY

THE NECPS AND POST-COVID RECOVERY PLANS

Davide Sabbadin

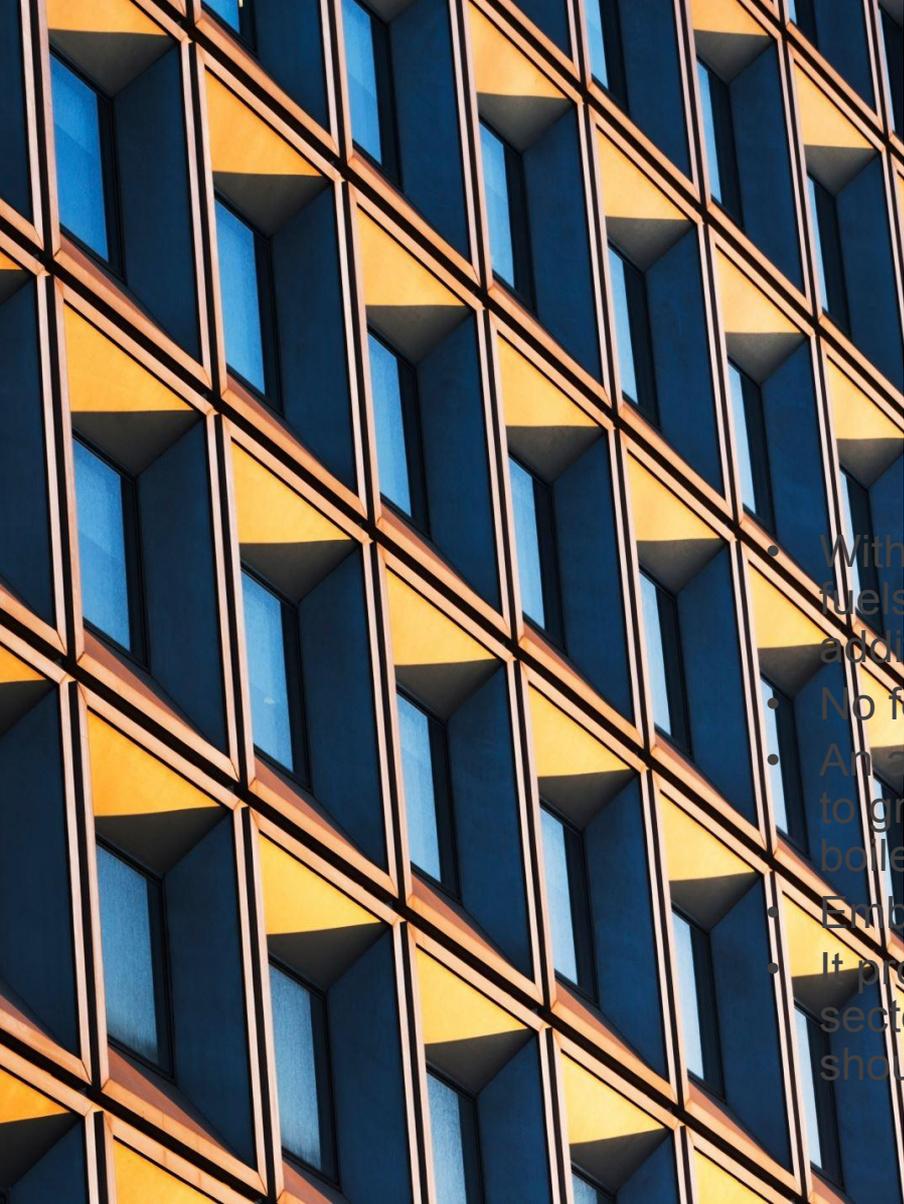




RENOVATION WAVE

Some positive news but...

- The commission released the Renovation Wave on 14th Oct 2020
- It promises new financial incentives, targets, and measures to renovate old, energy-guzzling buildings across Europe.
- Aims at making 35 million homes and public buildings more energy-efficient and create jobs
- Proposes to make minimum energy efficiency standards for buildings legally-binding and address energy poverty,



RENOVATION WAVE

It's built on shaky ground

- With 80% of Europe's heating being generated by fossil fuels – mostly gas – climate action in this area will require additional efforts to achieve 55-65% targets
- No fossil fuels phase-out target or pathway is there
- An ambitious renovation wave must be coupled with a plan to gradually phase out the installation of new gas and oil boilers
- Embedded emissions in buildings are not tackled
- It promotes the use of decarbonised gas in the building sector, when we know its availability is still limited and it should therefore be utilised to decarbonise other sectors

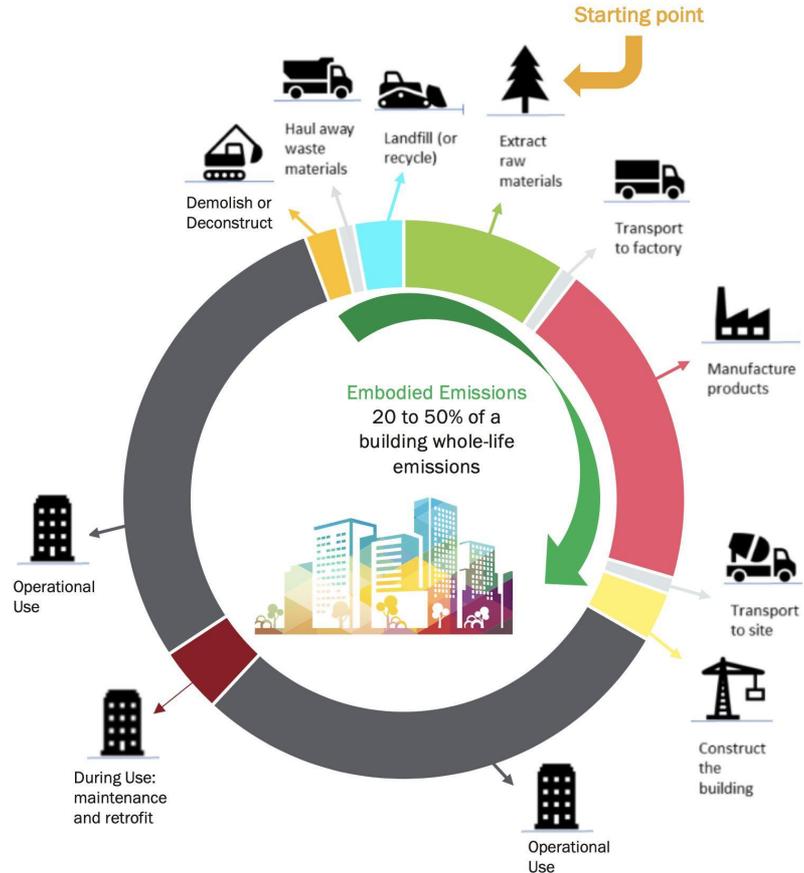
EMBODIED EMISSIONS

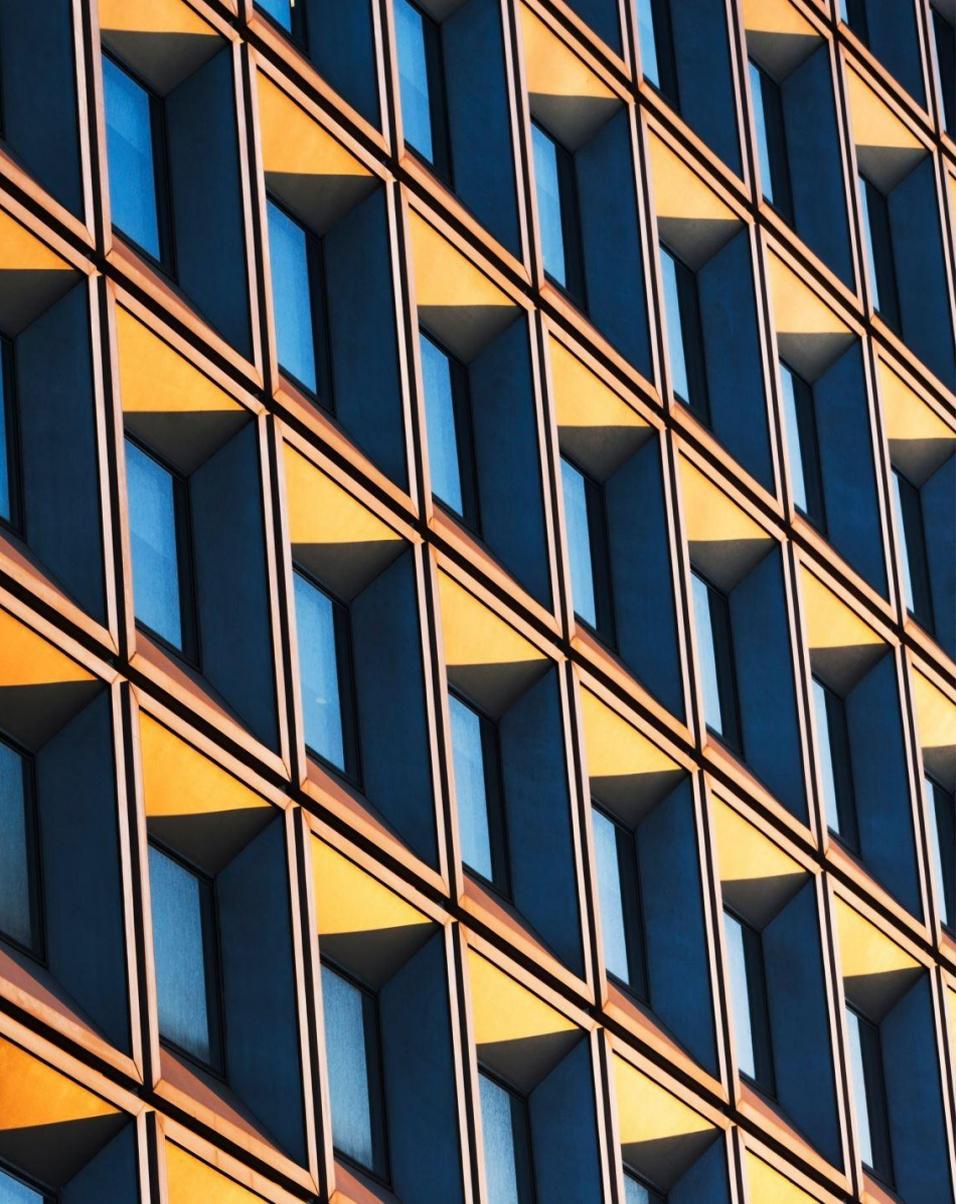
The elephant around the room

- The growing relevance of embodied emissions in the European Building stock is not properly addressed in the Renovation Wave and is largely overlooked in NECPs
- Measures are needed to make sure that renovations take place with the lowest carbon intensive products such as recycled and bio-based materials.



EMBODIED EMISSIONS GROWTH





WE NEED AMBITION

To achieve 60%

on is 10 years away from breakthrough
ology uptake

ng still very problematic

ry not even formally compelled to climate
lity and has 30-60yrs investment cycles.

ulture emissions not addressed properly

stic heating is the low-hanging fruit

heating energy consumption by 2030 might not
efficient

NO REGRET OPTIONS

Two revealing letters

The first and foremost no-regret action to undertake at national level is **adopt a pathway to phase-out fossil fuels in H&C**

- This will achieve massive CO₂ savings
- This will decrease dramatically fuels imports
- This will cut sharply bills for citizens and public authorities
- This will boost renovations and create jobs
- This will accelerate research and innovation



DECARBONISATION PATHWAYS

Following Netherland's example

There are several pathways to achieve decarbonisation in heating but all of them share some policy key measures

1. Focus on energy efficiency first
2. Promote renewable efficient technologies with subsidies (i.e. linking the subsidies to energy labels)
3. Phase-out fossil technologies from local/national building code permitting procedures.
4. Create market conditions (skills, dissemination, availability) to make the change happen



HEAT FOR ALL

We need inclusive change

- *Every European citizen deserves to be moving from the problem to the solution side of heating. We need policies for all.*



REFURBISH DISTRICT HEATING

Immediate actions

- 12% of the heating share in EU
- Apply efficiency first
- Full recovery of residual heat
- Ground heat pumps large potential
- Immediate phase out of coal
- Sustainable biomass can only be a temporary solution



FOCUS ON CONDOMINIUMS

Immediate actions

- Target standardised buildings to promote city-nation wide standardised action.
- Innovate decision making process
- Engage dwellers in participation
- Assist low income families



PROMOTE SHARED RES

Immediate actions

- Joint renewable productions on site or remote is now possible.
- Bankable projects: allow for access to distributed energy production to all citizens
- Increases acceptance of RES installations
- Can be coupled with low income help schemes
- Needs kick off via dedicated measures.



CARBON FOOTPRINT OF HEATING

Table 1. Carbon footprint estimates for non-electric space and water heating.^{21,23-39}

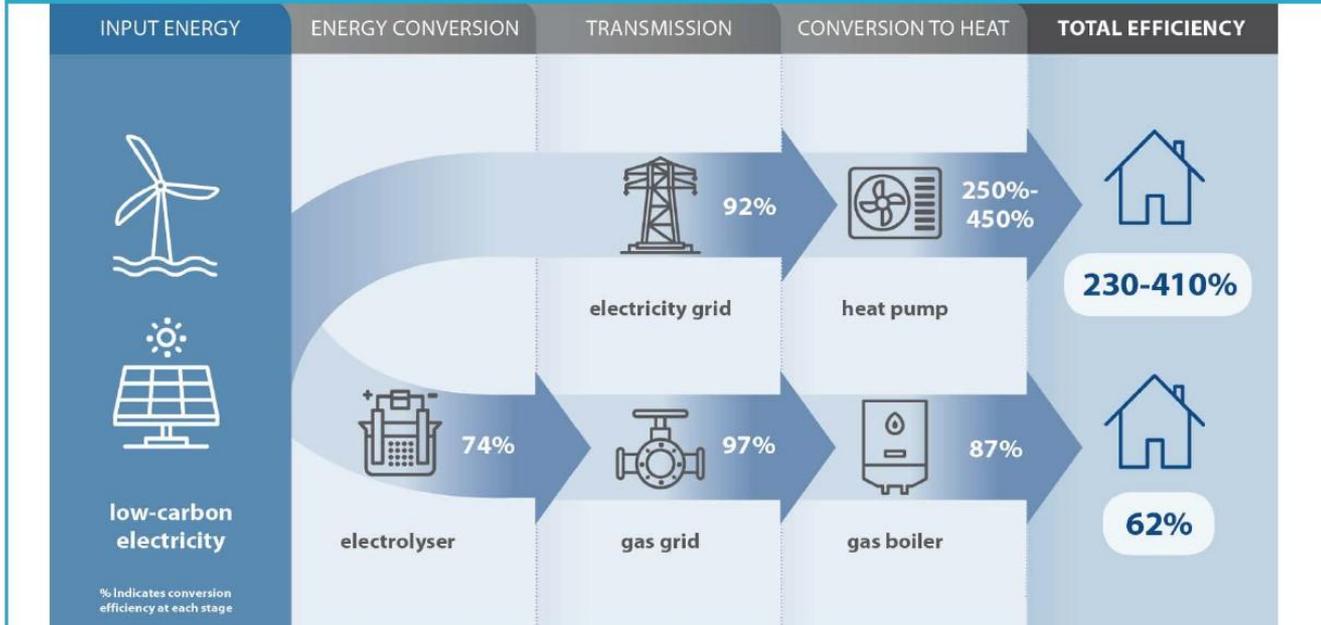
Technology	Footprint range (gCO ₂ e/kWh)	Number of estimates
Oil boilers	310-550	3
Gas boilers	210-380	4
Gas micro-CHP	220-300 ²²	4
GAHP	150-200 ⁴⁰	2
Bio-sourced gases	20-100 ⁴¹	9
Biomass boilers	5-200 (most below 100) ⁴²	
Geothermal	10	
Solar thermal	10-35	

Table 2. Carbon footprint estimates for electric heating technologies under the three electricity supply scenarios outlined in Box 2.^{35,49-58}

Technology	Electricity footprint estimate	Footprint range (gCO ₂ e/kWh)	Number of estimates
Electric heaters	Current (370)	~370	Personal Communication ⁵⁹
	Reduced (250)	~250	
	Low (100)	~100	
Ground source heat pumps	Current (370)	70-190	11
	Reduced (250)	50-125	
	Low (100)	20-50	
Air source heat pumps	Current (370)	90-250	11
	Reduced (250)	60-170	
	Low (100)	30-70	

FOCUSED USE OF GREEN H2

Figure 1.2. Relative efficiency of heating: electricity in heat pumps vs. electrolytic hydrogen in boilers



Source: CCC analysis.

Notes: The diagram shows the indicative efficiency of using a given amount of zero-carbon electricity in delivering heat for buildings. Whilst in practice each of the efficiency numbers could vary, this would not be sufficient to change the conclusion that heat pumps provide a much more efficient solution for providing heat from zero-carbon electricity than use of electrolytic hydrogen in a boiler.

HEAT FOR ALL

Different inclusive incentive schemes for all Europeans

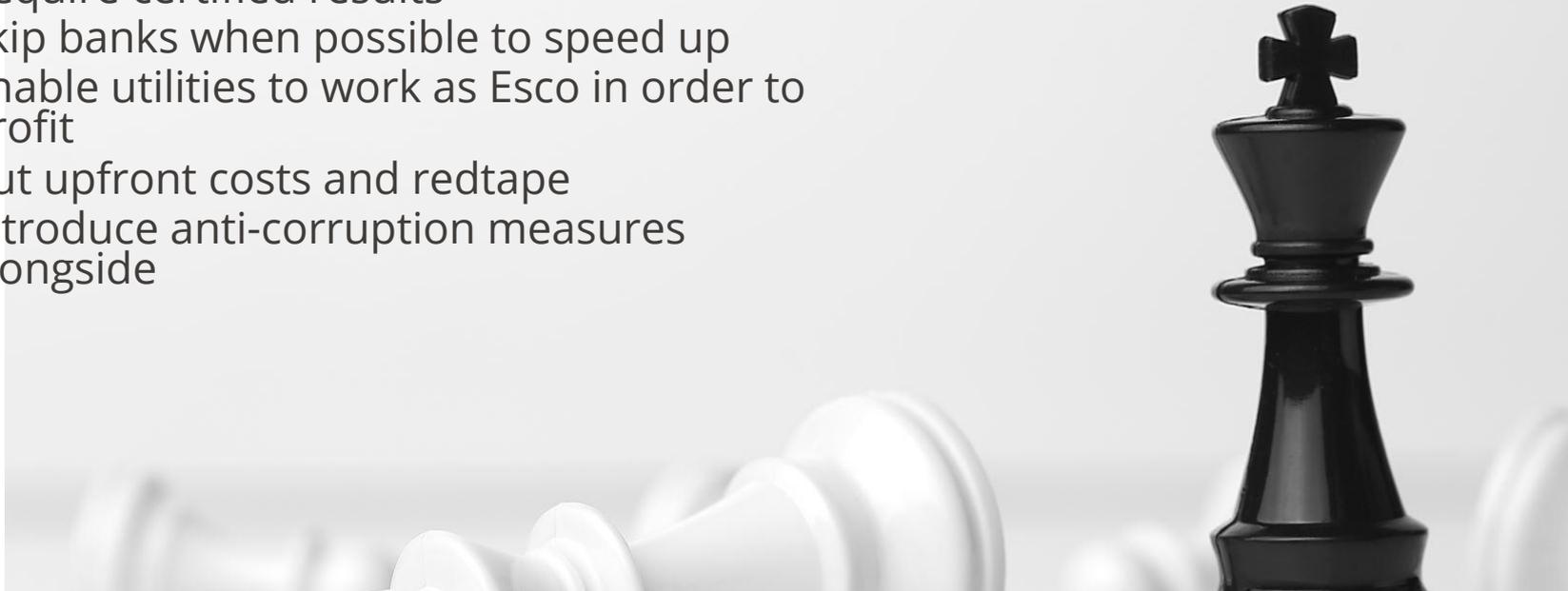
- A loan is not for everyone
- Upfront cost is the main problem
- Shorten ROI to encourage deep renovations
- Tailor to large buildings for energy poverty and larger impact
- Provide rural areas with incentives: individual homes can suffer energy poverty too



TIPS

Learning from experience

- Prevent oligopoly and price rise
- Set caps on different typologies of actions
- Finance through one-stop-shops
- Require certified results
- Skip banks when possible to speed up
- Enable utilities to work as Esco in order to profit
- Cut upfront costs and redtape
- Introduce anti-corruption measures alongside



THANK YOU

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European
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Plan Up Webinar

NECPs and post-covid recovery plans

15/10/2020

Geert Decock

 **TRANSPORT &
ENVIRONMENT**



Key issues:

- mandatory minimum energy performance standards in EPBD
- minimum levels of renewables in buildings in RED
- District-level approaches to renovation
- EU-level funding from Resilience and Recovery Fund



Focus areas of the Renovation Wave

- a) tackling energy poverty and worst-performing buildings;
 - b) renovating public buildings, and
 - c) decarbonising heating and cooling.
- 

What measures should be promoted by the Renovation Wave/ Recovery Fund/...?

Renovation Wave is not focused on electromobility
... and that is ok!

Some recognition of complementarity:

With the same intervention [to improve energy performance], buildings can [...] be equipped with recharging points for e-mobility

T&E ideas on buildings and electromobility

- Combine funds from Recovery Plan for renovation of buildings with roll-out of EV charging
- Enable the 'right to plug' - set a 2035 target for comprehensive cabling of all buildings with shared parking
 - Combining renovation with ducting+cabling
 - #RechargeEU voucher-based initiative - similar to the WIFI4EU initiative - for cabling shared parking

Grid impacts of rapid roll-out of EV charging? Can buildings keep pace with rapid growth of EVs?

Evolution of EV charging: slow vs rapid charging?

Grid connections now?
Varies between Member States

What roll-out with existing grid connection?

Costs involved in ducting, cabling, switchboard, grid connection upgrade?