



REPUBLIC OF CROATIA
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**UNITED NATIONS ECONOMIC
COMMISSION FOR EUROPE**

Marco Keiner
Director, Environment Division
8-14 Palais des Nations
CH-1211 Geneva 10
Switzerland

SUBJECT: Template to facilitate the submission of examples/good practices of air pollution related policies, strategies and measures

Dear Mr. Keiner,

regarding to your email of 21 August 2015 please find enclosed template with examples/good practices of air pollution related policies, strategies and measures.

Sincerely

ASSISTANT MINISTER
M. Sc. Marija Šeulac Domac

cc: Permanent Mission of the Republic of Croatia to the United Nations Office in Geneva



III. Template to facilitate the submission of examples/good practices of strategies, policies and measures employed to implement obligations under any of the Protocols to the Convention

Country: <i>Croatia</i>	Sector: <i>Energy efficiency in transport</i>
Type of strategy, policy or measure: <i>Economic and regulatory (legislation)</i>	Level: <i>National, municipal, regional</i>
<p>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</p> <p><i>The 3rd National Energy Efficiency Action Plan</i> The 3rd National Energy Efficiency Action Plan for the period from 2014 to 2016 contains 9 measures aimed at achieving energy efficiency in the transport sector. Some of the measures are, for instance, aimed at intermodal cargo transport, promotion of integrated urban transport, financial support for energy efficient vehicles (purchase of hybrid and electric vehicles and remodelling/purchase of CNG vehicles), development of alternative fuels infrastructure and intelligent transport management.</p> <p><i>Regulation on unit charges, corrective coefficients and detailed criteria and benchmarks for determination of the special environmental charge for motor vehicles</i> (entered into force on 1 January 2015) Special environmental charge for motor vehicles was to date calculated and paid in accordance with the Regulation on unit charges, corrective coefficients and detailed criteria and benchmarks for determination of the special environmental charge for motor vehicles (OG 2/04) on the basis of the decision adopted by the Environmental Protection and Energy Efficiency Fund. Based on that Regulation the amount of compensation depended on the category of vehicle and the type of engine and motor fuel, displacement or engine power and age of the vehicle itself, without directly taking into account the emissions from vehicles. The new Regulation aims to achieve a fairer payment method, following the principle of who pollutes more should pay a higher amount and one of the goals is to calculate fees based on CO₂ emissions and the emission levels of vehicles. Also the goal of this measure is to direct customers' demand to environmentally friendly and energy-efficient vehicles.</p>	
<p>Background and driving forces: Emissions from the transport sector (road, air , rail and water) are the result of evaporation and fuel combustion. Road transport is the major source of Pb, NO_x, CO and particulate matter. In Croatia road transport accounts for 36 % NO_x emissions, of which passenger cars account for 54 %, and heavy-duty vehicles for 31% of emissions. In the transport sector during the period from 2005 to 2010, fuel consumption increased by an average annual rate of 4.8 % t. In Croatia, in 1990 there were approximately 1.24 million vehicles and in 2010 a number of vehicles increased to 1.7 million. The structure of the fleet in 2010 was as follows: 81 % passenger cars, 7 % trucks, 2 % heavy-duty vehicles and 10 % mopeds and motorcycles. The average age of the existing vehicle fleet is around 11 years.</p>	
<p>Description of the strategy, policy or measure: In accordance with the guidelines in the EU transport strategy of March 2011 (White paper Roadmap to a single European transport area – towards a competitive and resource efficient transport system), which places transport into the context of the new EU development strategy, and guidelines from the 3rd National Energy Efficiency Action Plan, the MENP prepared the Transportation emissions reduction programme for the period 2013 – 2020. This programme, in compliance with the Energy Strategy, envisages measures to reduce emissions from transport and to achieve the goal of a 10% share of RES in all modes of transport.</p>	

Costs, Funding and Revenue allocation:

Regarding the 3rd National Energy Efficiency Action Plan the Ministry of Environmental and Nature Protection contributes to the implementation of the goals with the Environmental Protection and Energy Efficiency Fund which co-finances the measures for enhancing energy efficiency in transportation through 3 programmes: co-financing the purchase of electric, plug-in hybrid and hybrid vehicles for the public, companies and trades co-financing Eco driving training and co-financing other energy measures . The purchase of new vehicles of category M1 and N1 were co-financed. Amount of co-financing depends on the type of vehicle - for electric vehicles the amount is 70.000 HRK, for hybrid 'plug in' vehicles 50.000 HRK and for hybrid vehicles with emissions of 100g CO₂/km is 30.000 HRK. In the first half of 2015, the Fund approved co-financing of 506 vehicles with 18.4 million HRK. Due to great interest of the public and companies, in September the Fund ensured further 7.5 million HRK and the second public invitation was closed on 6 October 2015.

Regarding the Regulation on unit charges, corrective coefficients and detailed criteria and benchmarks for determination of the special environmental charge for motor vehicles amount of the fee that is ultimately paid will not be significantly changed, but will be distributed more fairly. As the Regulation came into force in 2015 exact figures and amounts will be known in 2016.

Effect and impacts on air pollution abatement:

The co-financing of electric and hybrid vehicles in Croatia has a gradual and direct impact on reducing emissions from traffic. Since emissions from traffic are the major source of air pollution and greenhouse gas emissions the measures will have an impact on the increase in air quality and reduction of overall greenhouse gas emissions at the national level.

The Regulation on unit charges, corrective coefficients and detailed criteria and benchmarks for determination of the special environmental charge for motor vehicles aims to achieve a fairer payment method, following the principle of who pollutes more should pay a higher amount and one of the goals is to calculate fees based on CO₂ emissions and the emission levels of vehicles. Also the goal of this measure is to direct customers' demand to environmentally friendly and energy-efficient vehicles.

References/Further information:

<http://www.mzoip.hr/en/>

<http://www.fzoeu.hr/en/home/>

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Additional comments: *Please include any additional information you may wish to provide here.*