

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 on Long-range Transboundary Air Pollution

### 1. The “Rabla ” national programme

<p><b>Country:</b> <b>ROMANIA</b></p>	<p><b>Pollutant(s):</b> <i>Please indicate the pollutant(s), emissions of which are being controlled</i></p> <p>Relevant vehicle exhaust pollutants (e.g. <b>NO<sub>x</sub></b>, <b>CO</b>, <b>PM10</b> and <b>heavy metals</b>)</p>
<p><b>Protocol(s):</b> <i>Please indicate the name of the protocol(s) to the Convention, obligations under which are being fulfilled</i></p> <p>Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol)</p>	<p><b>Sector:</b> <i>Please indicate the sector (e.g. agriculture, industry, urban planning, environment, etc.), or sectors (if several) for which the strategy, policy or measure has been mainly designed</i></p> <p>Road transport – passenger cars</p>
<p><b>Type of strategy, policy or measure and the level of implementation:</b> <i>Please identify the type of strategy, policy or measure – economic e.g. incentive or disincentive (taxes, funds, subsidies, prices or caps/ceilings, payments, rebates, etc); voluntary (agreements, programmes, contracts), regulatory (legislation), or other measures (educational, informational, other)</i> <i>Please state at which level (municipal, regional, sub-national, national) the policy, strategy or measure is targeted or implemented</i></p> <p>The “Rabla” (meaning very old and used cars) national programme is a type of economic measure based on subsidies given by the Ministry of Environment through the Environment Fund Administration, to natural and legal persons. It is a scrappage programme targeted and implemented at national level.</p>	<p><b>Method used for the current analysis:</b> <i>Please identify the method used for collecting information and the analysis made</i></p> <p>The information was collected from the Environmental Fund Administration financial reports and relevant emission estimates from the national emission inventories.</p>
<p><b>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</b> <i>Please describe briefly what the measure attempts to achieve or what has been the result of its implementation. Please also describe since when it is being employed or for when its implementation is foreseen. Please explain whether implementation is/was immediate or gradual. [150 words max]</i></p> <p>The main objective is to help individuals to replace their old vehicles with new and less polluting ones. This is a national annual programme that has started back in 2005 and it is still ongoing, the current edition being the 15th one. Aside from „Rabla”, „Rabla plus” has been launched in 2016 and the main objective of this programme is targeting electric and hybrid cars.</p>	
<p><b>Background and driving forces:</b></p>	

*Please explain briefly why this strategy, policy or measure was implemented; mention the driving forces for its introduction e.g. policy development, legislation (EU, national), action plans, voluntary, incentive, or other [150 words max]*

In Romania, passenger cars sector is one of the biggest contributors to air pollution, accounting for almost 13% of national total for NOx and 12% for CO in 2017. Being a scrappage programme, „Rabla” is stimulating the removing of inefficient and polluting vehicles from the roads and the renewal of the national car fleet. This kind of national programme is also helpful in relation to air quality improvement in urban areas.

**Description of the strategy, policy or measure:**

*Please explain briefly how the strategy, policy or measure works and why it has been chosen compared to other policies/measures. Please also explain how its implementation is being monitored. [200 words max]*

This programme is a government budget programme. The financial support is assured by the Ministry of Environment through the Environmental Fund Administration (EFA). The natural and legal persons that want to benefit from this programme must fill an application at a validated car dealer which then reserves the sum in an application, afterwards they scrap their old cars followed by receiving a voucher upon the purchase of a new car. The value of the voucher amounts to about RON 6.500 (around EUR 1.400), to which one can cumulate an ecobonus worth RON 1.000 (around EUR 230), depending on the amount of CO<sub>2</sub> emissions / km generated. The "Rabla 2019" programme was launched on April 10th with the provisioned number of 50.000 vouchers. This programme is addressing an important issue for air quality and public health. The passenger cars and light duty vehicles fleet in Romania is significant old and its renewal is a priority measure for reducing emissions and improving air quality. EFA is monitoring the implementation of this programme through the following indicators: the allocated budget, number of old vehicles retired and number of new vehicles purchased.

**Costs, Funding and Revenue allocation:**

*Please state how much the implementation of the measure costs including its monitoring and how it is funded (national budget, industry, taxes, etc.) If the measure is creating revenue, please also explain how this revenue is being allocated and collected. [200 words max]*

The total amount for 2010 – 2017 was RON 2.234 million (~ EUR 475 million), allocated from the EFA budget.

**Effect and impacts on air pollution abatement:**

*Please explain briefly the effect of the policy, strategy or measure and how it has impacted the abatement of air pollution. If impacts are known, please quantify, if possible. Please highlight also other effects of the implementation of the measure e.g. with regard to compliance, the acceptance of the measure or its transposition (e.g. from a voluntary to a regulatory or another type of measure). [150 words max]*

Road traffic is one the leading cause of air pollution. In the Romanian National Emission Inventory, road traffic accounts for about 28% of national total for NOx, 14% for BC and CO, 45 % for Cu and 6% for Zn. For 2010-2016 time-period, the total reduction of emissions from passenger cars, due to the implementation of this measure, was about: 1017 ton for NOx, 9023 tons for CO and 64 tons for PM10.

**References/Further information:**

EFA's „Rabla” programme website:

[https://www.afm.ro/rabla\\_autovehicule.php](https://www.afm.ro/rabla_autovehicule.php)

Romania's National Emission Inventories:

[https://cdr.eionet.europa.eu/ro/eu/nec\\_revised/inventories/envxiukwa/](https://cdr.eionet.europa.eu/ro/eu/nec_revised/inventories/envxiukwa/)

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## 2. The “Rabla Plus” national programme

<p><b>Country:</b> <b>ROMANIA</b></p>	<p><b>Pollutant(s):</b> <i>Please indicate the pollutant(s), emissions of which are being controlled</i></p> <p>Relevant vehicle exhaust pollutants (e.g. NOx, CO, PM10 and heavy metals)</p>
<p><b>Protocol(s):</b> <i>Please indicate the name of the protocol(s) to the Convention, obligations under which are being fulfilled</i></p> <p>Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol)</p>	<p><b>Sector:</b> <i>Please indicate the sector (e.g. agriculture, industry, urban planning, environment, etc.), or sectors (if several) for which the strategy, policy or measure has been mainly designed</i></p> <p>Road transport – passenger cars</p>
<p><b>Type of strategy, policy or measure and the level of implementation:</b> <i>Please identify the type of strategy, policy or measure – economic e.g. incentive or disincentive (taxes, funds, subsidies, prices or caps/ceilings, payments, rebates, etc); voluntary (agreements, programmes, contracts), regulatory (legislation), or other measures (educational, informational, other)</i> <i>Please state at which level (municipal, regional, sub-national, national) the policy, strategy or measure is targeted or implemented</i></p> <p>The “Rabla Plus” national programme is a type of economic measure based on subsidies given by the Ministry of Environment through the Environment Fund Administration, to natural and legal persons. The programme is a national programme. Through this programme EFA wants to replace the old polluting cars with new fully-electric vehicles.</p>	<p><b>Method used for the current analysis:</b> <i>Please identify the method used for collecting information and the analysis made</i></p> <p>The information was collected from the Environmental Fund Administration financial reports and relevant emission estimates from the national emission inventories.</p>
<p><b>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</b> <i>Please describe briefly what the measure attempts to achieve or what has been the result of its implementation. Please also describe since when it is being employed or for when its implementation is foreseen. Please explain whether implementation is/was immediate or gradual. [150 words max]</i></p> <p>The „Rabla Plus” programme has been launched in 2016 and its main objective is stimulating the purchase of electric and hybrid plug-in cars, thus contributing to the reduction of air pollution and to the promotion of renewable energy usage in the transport sector. This year, the programme was officially launched on the 10<sup>th</sup> of April.</p>	
<p><b>Background and driving forces:</b> <i>Please explain briefly why this strategy, policy or measure was implemented; mention the driving forces for its introduction e.g. policy development, legislation (EU, national), action plans, voluntary, incentive, or other [150 words max]</i></p>	

In Romania, the transport sector, through personal car usage, is one of the biggest contributors to air pollution, accounting for almost 13% of the total national NO<sub>x</sub> production and 12% for CO in 2017.

By offering one of the largest subsidies in Europe for the purchase of fully-electric or hybrid cars, the "Rabla Plus" programme has proved to be a success in reducing the pollution levels, having financed over 440 fully electric or hybrid vehicles.

This kind of national programme is also helpful in relation to air quality improvement in urban areas.

**Description of the strategy, policy or measure:**

*Please explain briefly how the strategy, policy or measure works and why it has been chosen compared to other policies/measures. Please also explain how its implementation is being monitored. [200 words max]*

This programme is a government budget programme. The financial support is assured by the Ministry of Environment through the Environmental Fund Administration (EFA).

The natural and legal persons that want to benefit from this programme must submit a financing form, alongside with other documents, at the EFA in order to be analyzed and consequently approved or rejected.

The value of the voucher amounts to around EUR 10.000 for a fully electric vehicle and can reach around EUR 4000 to purchase a hybrid engine powered car, which produces less than 50g of CO<sub>2</sub>/km. The "Rabla Plus 2019" Program was launched on April 10th having provisioned that through this year's call up to 50,000 vouchers will be allocated.

This programme is addressing an important issue for air quality and public health. The passenger car fleet and light duty vehicle fleet in Romania are significant old and their renewal is a priority measure for reducing emissions and improving air quality.

EFA is monitoring the implementation of this programme by measuring the quantity of CO<sub>2</sub> arising through using electrical or hybrid plug-in vehicles and comparing it to the quantity of CO<sub>2</sub> arising from using conventional fueled vehicles.

**Costs, Funding and Revenue allocation:**

*Please state how much the implementation of the measure costs including its monitoring and how it is funded (national budget, industry, taxes, etc.) If the measure is creating revenue, please also explain how this revenue is being allocated and collected. [200 words max]*

The total amount for 2016 – 2019 was RON 200 million (~ EUR 42 million), allocated from the budget of the EFA.

**Effect and impacts on air pollution abatement:**

*Please explain briefly the effect of the policy, strategy or measure and how it has impacted the abatement of air pollution. If impacts are known, please quantify, if possible. Please highlight also other effects of the implementation of the measure e.g. with regard to compliance, the acceptance of the measure or its transposition (e.g. from a voluntary to a regulatory or another type of measure). [150 words max]*

Road traffic is one the leading cause of air pollution. In the Romanian National Emission Inventory, road traffic accounts for about 28% of national total for NO<sub>x</sub>, 14% for BC and CO, 45 % for Cu and 6% for Zn.

For 2010-2016 time-period, the total reduction of emissions from passenger cars, due to the implementation of this measure, was about: 1017 ton for NO<sub>x</sub>, 9023 tons for CO and 64 tons for PM10.

**References/Further information:**

EFA's „Rabla Plus” programme website:

[https://afm.ro/vehicule\\_electrice.php](https://afm.ro/vehicule_electrice.php)

Romania's National Emission Inventories:

[https://cdr.eionet.europa.eu/ro/eu/nec\\_revised/inventories/envxiukwa/](https://cdr.eionet.europa.eu/ro/eu/nec_revised/inventories/envxiukwa/)

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### 3. The “Charging Stations for electric vehicles” national programme

<p><b>Country:</b> ROMANIA</p>	<p><b>Pollutant(s):</b> <i>Please indicate the pollutant(s), emissions of which are being controlled</i></p> <p>Relevant vehicle exhaust pollutants (e.g. NOx, CO, PM10 and heavy metals)</p>
<p><b>Protocol(s):</b> <i>Please indicate the name of the protocol(s) to the Convention, obligations under which are being fulfilled</i></p> <p>Protocol to Abate Acidification, Eutrophication and Ground-level Ozone (Gothenburg Protocol)</p>	<p><b>Sector:</b> <i>Please indicate the sector (e.g. agriculture, industry, urban planning, environment, etc.), or sectors (if several) for which the strategy, policy or measure has been mainly designed</i></p> <p>Road transport – charging infrastructure for electric and hybrid vehicles</p>
<p><b>Type of strategy, policy or measure and the level of implementation:</b> <i>Please identify the type of strategy, policy or measure – economic e.g. incentive or disincentive (taxes, funds, subsidies, prices or caps/ceilings, payments, rebates, etc); voluntary (agreements, programmes, contracts), regulatory (legislation), or other measures (educational, informational, other)</i> <i>Please state at which level (municipal, regional, sub-national, national) the policy, strategy or measure is targeted or implemented</i></p> <p>The “Charging Stations for electric vehicles” national programme is a type of economic measure based on subsidies given by the Ministry of Environment through the Environment Fund Administration, to natural and legal persons. The programme is a national programme. Through this programme EFA aims at creating a solid, dependable country-wide charging infrastructure for electric vehicles. The project aims at installing charging stations both in capital cities of each county as well as alongside highways and national roads.</p>	<p><b>Method used for the current analysis:</b> <i>Please identify the method used for collecting information and the analysis made</i></p> <p>The information was collected from the Environmental Fund Administration financial reports and relevant emission estimates from the national emission inventories.</p>
<p><b>What is the main objective of the strategy, policy or measure? When has it been implemented/or will be implemented?</b> <i>Please describe briefly what the measure attempts to achieve or what has been the result of its implementation. Please also describe since when it is being employed or for when its implementation is foreseen. Please explain whether implementation is/was immediate or gradual. [150 words max]</i></p> <p>The Program regarding the reduction of greenhouse gases in the transport sector, by promoting the development of charging infrastructure for vehicles using alternative fuel: charging stations for electric vehicles, has been launched in 2016 and its main objective is to create the favorable conditions for the development of charging stations in order to reduce the impact of the transport sector on the environment.</p>	

During the call in 2016, 39 legal persons, 9 bodies of the state authorities (local and central) applied, requesting funding for 260 charging stations. Presently, the EFA has a call open for funding charging stations in county seat cities.

**Background and driving forces:**

*Please explain briefly why this strategy, policy or measure was implemented; mention the driving forces for its introduction e.g. policy development, legislation (EU, national), action plans, voluntary, incentive, or other [150 words max]*

In Romania, the transport sector, through personal car usage, is one of the biggest contributors to air pollution, accounting for almost 13% of the total national NOx production and 12% for CO in 2017.

With the EFA supporting the purchase of electric cars, the need for charging stations for those vehicles arose. Accordingly, the EFA drafted a financing guide for the programme and launched a call both for state institutions and economic operators.

This kind of national programme is also helpful in relation to air quality improvement in urban areas, where the large majority of the financed charging stations have been installed.

**Description of the strategy, policy or measure:**

*Please explain briefly how the strategy, policy or measure works and why it has been chosen compared to other policies/measures. Please also explain how its implementation is being monitored. [200 words max]*

This programme is a government budget programme. The financial support is assured by the Ministry of Environment through the Environmental Fund Administration (EFA).

The natural and legal persons that want to benefit from this programme must submit a financing form, alongside with other relevant documents at the EFA in order to be analyzed and consequently approved or rejected.

The value of the subsidy was divided keeping in mind the power capacity of each charging station, accordingly (for the 2016 call):

- RON 11.250 for a charging station with normal power;
- RON 157.500 for a charging station with high power DC charging;
- RON 13.500 for a charging station with high power AC charging.

For the county seat cities in 2019, the amount financed by the EFA is RON 190.000 per charging station.

This programme is addressing an important issue for air quality and public health. Taking into consideration the trends in alternative-fueled vehicles, the EFA took the first step in the development of an according infrastructure in order to stimulate the acquiring of more electric vehicles.

EFA is monitoring the implementation of this programme through the following indicators: the number of charging stations installed through the project put in balance with the number of electric and hybrid vehicles registered. Furthermore, EFA is monitoring the programme by calculating the quantity of CO2 which has been avoided by the usage of an electric car instead of a traditional combustion engine car.

**Costs, Funding and Revenue allocation:**

*Please state how much the implementation of the measure costs including its monitoring and how it is funded (national budget, industry, taxes, etc.) If the measure is creating revenue, please also explain how this revenue is being allocated and collected. [200 words max]*



The total amount for 2016 was LEI 35 million (~ EUR 7.36 million), allocated from the EFA budget.

**Effect and impacts on air pollution abatement:**

*Please explain briefly the effect of the policy, strategy or measure and how it has impacted the abatement of air pollution. If impacts are known, please quantify, if possible. Please highlight also other effects of the implementation of the measure e.g. with regard to compliance, the acceptance of the measure or its transposition (e.g. from a voluntary to a regulatory or another type of measure). [150 words max]*

Road traffic is one the leading cause of air pollution. In the Romanian National Emission Inventory, road traffic accounts for about 28% of national total for NOx, 14% for BC and CO, 45 % for Cu and 6% for Zn.

**References/Further information:**

EFA's „Rabla Plus” programme website:

[https://afm.ro/vehicule\\_electrice.php](https://afm.ro/vehicule_electrice.php)

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