

ENVIRONMENT FUND ADMINISTRATION

Success stories and lessons learnt from the jalopy programmes, electric vehicle grant scheme and electric vehicle infrastructure policies.

The Environment Fund Administration

- ▶ Who we are

- ▶ A specialized institution of the central public administration, responsible for collecting and managing the Environment Fund, with legal personality, coordinated with the Ministry of Environment.

- ▶ What we do

- ▶ Support the funding of national-scale, environment programmes.

The programmes we focus on today

- ▶ The National Auto Park Renewal Program 2017-2019 (RABLA/Jalopy)
- ▶ The Program regarding the reduction of the impact of greenhouse gases in the transport sector, through the promotion of less polluting vehicles (RABLA PLUS/Jalopy PLUS)
- ▶ Programmes destined to the development of electric vehicles charging infrastructure (Charging Stations)
- ▶ The three programs complement each other, namely one supports the purchase of EVs while the other aims at developing the charging infrastructure for those vehicles.

Objectives and benefits

The National Auto Park Renewal Program 2017-2019	The Program regarding the reduction of the impact of greenhouse gases in the transport sector, through the promotion of less polluting vehicles
supporting the acquisition of new vehicles, with fewer emissions, by granting a subsidy for the scrappage of the old vehicle;	supporting the acquisition of new electric and hybrid plug-in vehicles, which generate maximum 50g CO ₂ /km NEDC, by granting a subsidy;
improvement of the quality of the environment;	improvement of the quality of the environment by supporting the purchase of purely electric vehicles and hybrid plug-in vehicles;
decreasing the impact of pollution, caused by exhaust fumes, on the water and soil resources;	decreasing the impact of pollution, caused by exhaust fumes, on the water and soil resources;
decreasing the impact of dangerous substance leakage from the old vehicles;	decreasing the impact of dangerous substance leakage from the vehicles using conventional propulsion systems;
prevention of waste generation and achieving the targets imposed for recycling of ferrous material waste (old vehicles)	prevention of waste generation and gradually replacing the conventional powered vehicles with electric vehicles or hybrid plug-in vehicles.

Electric vehicles infrastructure development policies

- ▶ The aim of the programmes is to further develop the charging infrastructure for electric vehicles in Romania.
- ▶ The Environment Fund Administration carries out two different programmes destined to develop the charging infrastructure for electric vehicles, namely:
 - ▶ the installation of charging stations in the capital city of each county. The beneficiaries of the programme are municipalities, represented by city halls or county council;
 - ▶ the installation of charging stations on European, national and other types of roads. The beneficiaries of this programme are economic operators.

Effectiveness and Efficiency of the policies

	RABLA/JALOPY	RABLA PLUS/JALOPY PLUS	Charging Stations
Effectiveness	<ul style="list-style-type: none"> •the programme is constantly growing since 2005, when it was first launched. Through the programme over 400k new vehicles have been purchased. •from 2014 to date over 910.000 tones/km of CO2 were averted. 	<ul style="list-style-type: none"> •probably the biggest subsidy in Europe (EUR 10.000). Since 2016 to date approximately 2000 EVs were purchased through the programme. •from its beginning to date over 35.000 tones/km of CO2 were averted. 	<ul style="list-style-type: none"> •for the charging stations programme, we had a call opened in 2016 where we funded 11 charging stations. •27 municipalities submitted applications
Acceptability	<ul style="list-style-type: none"> •For natural persons, the funds are depleted within a few days since the launch. •due to the large number of interested parties, sometimes the electronic registering system froze. 	<ul style="list-style-type: none"> •the positive impact on the EV market, given the fact that we provide the biggest subsidy. 	<ul style="list-style-type: none"> •we tried to increase the interest in the programme.

Effectiveness and Efficiency of the policies

	RABLA/JALOPY	RABLA PLUS/JALOPY PLUS	Charging Stations
Implementation and Enforcement	<ul style="list-style-type: none"> • large volumes of payment claims with additional documents. • harmonizing the national legislation with the permanent changes in what regards the pollution standards of new cars. 	<ul style="list-style-type: none"> • harmonizing the national legislation with the permanent changes in what regards the pollution standards of new cars. 	<ul style="list-style-type: none"> • economic operators: we encountered little to no challenges. • the only difficulties we met were related to a document necessary for the installation of charging stations, whose drafting lengthened the process (feasibility study).
Social/distribution impacts	<ul style="list-style-type: none"> • it is a counterbalancing of the second-hand market for cars in Romania. 	<ul style="list-style-type: none"> • given the large subsidy the programme impacts the market, in the sense that a large sector of it is sustained by the programme. 	<ul style="list-style-type: none"> • stimulating the market for charging stations as well as the market for EVs
Wider impact	<ul style="list-style-type: none"> • sustaining the purchase of new less polluting cars, in the detriment of second-hand cars. • the continuous renewal of the age of the national car park. 	<ul style="list-style-type: none"> • sustaining the electric vehicles market in RO. 	<ul style="list-style-type: none"> • there were only positive impacts, as we have contributed to the rise of awareness in this sector by increasing the number of charging stations.

Key learning outcomes

	RABLA/JALOPY	RABLA PLUS/JALOPY PLUS	Charging Stations
Lessons learned	<ul style="list-style-type: none">•instate a set of regulations regarding the registration of the vehicles and new ownership.	<ul style="list-style-type: none">•the EFA had to impose a quota of 1 electric vehicle purchased per year for natural persons.	<ul style="list-style-type: none">•the placement plans for the charging stations should be more detailed, as to promptly identify the placement of the station which the beneficiary envisioned.
	<ul style="list-style-type: none">•consulting with all the interested parties in the programme.	<ul style="list-style-type: none">•the provision that the beneficiary should own the vehicle for at least 1 year after purchase for legal persons.	<ul style="list-style-type: none">•specifications as a legal person, imposed more documents.•a simplification of the documentation

► What we tackled today:

- The National Auto Park Renewal Program 2017-2019 (RABLA/Jalopy)
- The Program regarding the reduction of the impact of greenhouse gases in the transport sector, through the promotion of less polluting vehicles (RABLA PLUS/Jalopy PLUS)
- Programmes destined to the development of electric vehicles charging infrastructure (Charging Stations)

- Should you have any questions, please do not hesitate to ask.
- More information on the programmes of the EFA available at www.afm.ro