
INTEGRATING **CLIMATE CHANGE** INTO THE TRANSPORT SECTOR

BRIEFING PAPER





KEY ISSUES

Greenhouse gases emissions from the transport sector increased by 21% between 2014 and 2016.

The national vehicle fleet is constantly growing with old gasoline and diesel passenger vehicles - more than 40% of the vehicles are over 20 years old. The old vehicles which are not in use stay on the streets and their disposal is becoming a serious concern.

Road transport is a significant contributor to the local air pollution. Moreover, as traffic levels are predicted to increase, road transport will continue to be a significant contributor to greenhouse gas emissions.

The existing policies don't provide an enabling environment for enhanced procurement of energy efficient vehicles and new vehicle technologies as hybrid or electric vehicles.

LEGAL & STRATEGIC FRAMEWORK

LEGAL FRAMEWORK

[Law on Vehicles \(2016\)](#)

[Law on Amendments to the Law on Vehicles \(2019\)](#)

[Law on Motor Vehicle Tax \(2019\)](#)

[Energy Law \(2018\)](#)

The Legal framework for the renewable energy sources (RES) in transport is partially harmonized with the Directive 2009/28/EC, including the adoption of sustainability criteria for biofuels and bio liquids. However, this directive is valid until 2021 and the new Legal framework will be harmonized with the Directive EU 2018/2001, which includes adoption of stricter criteria for biofuels and bio liquids.

STRATEGIC FRAMEWORK

[National Transport Strategy 2018-2030 \(2018\)](#)

[National Energy and Climate Plan \(under development\)](#)

Incorporates the transport sector in terms of:

- Energy saving targets in the final energy consumption in the transport
- Share of renewable energy sources in transport (biofuels and electrification)
- Electrification of transport
- Electric vehicles as providers of increased flexibility services to the power system
- Reduction of greenhouse gas emissions

For more information regarding the country's legal, strategic and institutional framework for climate change at the national level, international agreements that the country has adopted, as well as the integration of climate change in sectoral policies and national reporting, please refer to the [General Booklet](#) and/or visit the [link](#).

OVERVIEW

Latest analysis within the [Third Biennial Update Report \(3rd BUR\)](#), shows that if the proposed measures and policies are implemented, the greenhouse gases emissions from the transport sector could be reduced up to 28% in 2040 compared to a development without policies and measures.

To help the policy makers, two case studies on transport were also conducted under the 3rdBUR. The [Study on the transport sector: analysis of policies and measures \(STUTRA\)](#) shows detailed scientific analysis of the most appropriate mitigation policies and measures. According to the Study, policies and measures in the transport sector should be focused on *increasing the energy efficiency* and *electrification of transport*. The Study [“Transport in Skopje - realities and challenges”](#) analyzes the impact of the transport on the air pollution in Skopje and proposes policies and measures for reducing the emissions at the local level.

Estimated trajectory in the transport sector in terms of RES share is planned to be achieved using biofuels - *RES share of biofuels in the transport sector* is estimated to reach around 10% in 2030 and 2040. Additionally, *electric vehicles* can contribute to an *increase of RES share* in transport by 8%, *reaching 17% in 2030*, according to the analysis from the Energy Strategy and the 3rdBUR. Besides being one of the best options for the decarbonization of transport, electric vehicles can also contribute to the greater integration of renewable energy sources and reduction of local pollution.



KEY MESSAGES/RECOMMENDATIONS

REPLACEMENT OF OLD VEHICLES WITH ENERGY-EFFICIENT ONES WILL CONTRIBUTE TO THE INCREASED ENERGY EFFICIENCY OF THE SECTOR ROAD TRANSPORTATION

ELECTRIFICATION OF ROAD TRANSPORT IS THE BEST OPTION FOR DECARBONIZATION OF THE TRANSPORT AND REDUCTION OF LOCAL POLLUTION

ELECTRIC VEHICLES CAN ALSO INCREASE THE PENETRATION OF RENEWABLE ENERGY SOURCES. VEHICLES ARE PARKED 80-95% OF THE TIME, AND IF CONTINUALLY PLUGGED IN THE GRID, THEY CAN BE USED FOR ENERGY STORAGE AND BALANCING OF THE ELECTRIC GRID

FINANCIALLY INCENTIVIZING THE PURCHASE OF ELECTRIC VEHICLES WILL HELP TO RENEW THE OLD VEHICLE FLEET AND WILL DECREASE THE ENERGY CONSUMPTION IN IN THE TRANSPORT SECTOR

SHIFTING FROM CAR TO BUS AND PROMOTING MORE BIKING / WALKING IN URBAN AREAS ARE ALSO IMPORTANT MEASURES FOR DECARBONIZATION AND REDUCTION OF LOCAL POLLUTION

The document was prepared in the framework of the project “Strengthening Institutional and Technical Macedonian Capacities to Enhance Transparency in the Framework of the Paris Agreement” implemented with financial and technical support from GEF and UNDP.
