

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Albania	Fiscal	Carbon tax	Under Investigation	Introduction of a carbon tax.	Fuel Efficiency - Technical
Albania	Fiscal	Taxes on second hand cars	Under Investigation	Increasing taxes for second hand cars.	Fuel Efficiency - Technical
Albania	Investment	Roading infrastructure development	Under Investigation	Investment in roading infrastructure.	Fuel Efficiency - Onroad
Albania	Unknown	Non-motorised modes	Under Investigation	[No information provided]	Modal Shift
Albania	Unknown	Reducing road-based transport	Under Investigation	Increasing the modal share of less carbon intensive modes for both passengers and goods	Modal Shift

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Albania	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 82)		-	-
Albania	Cars	Third National Communication to the UNFCCC (p. 82)		-	-
Albania	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 82)		-	-
Albania	Cars, Road Freight	Third National Communication to the UNFCCC (p. 82)		-	-
Albania	Cars	Third National Communication to the UNFCCC (p. 82)		-	-

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Fiscal	Alternative Fuels Conversion Programme	Active	<p>This programme commenced in January 2000, intending to provide subsidies for the conversion of heavy commercial vehicles and buses (greater than 3.5 tonnes gross vehicle mass) to compressed natural gas (CNG) or LPG, or the purchase new vehicles running on these fuels.</p> <p>Uptake of CNG buses has been significant - 718 buses (by Feb 2005) and more than \$200 million invested by transport authorities.</p> <p>Uptake of trucks has been much slower (362 by Feb 2005). This element of the programme has been reviewed and now focuses on large truck fleet operators - agreements are in place with five major truck fleet operators to evaluate the business case for alternative fuels.</p> <p>The programme has now been expanded to include a scoping study into the feasibility of a wide-scale rollout of hydrogen buses in Australia. Note that the primary objective of the programme is to test commercial viability of new technologies, rather than achieve significant greenhouse gas abatement.</p> <p>NOTE: quantitative estimate includes CNG Infrastructure programme below</p>	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Fiscal	Fiscal incentives for ethanol and biodiesel	Active	<p>The production of biofuels is encouraged through the payment of production grants of 38 cents per litre for fuel ethanol and biodiesel. Production grants for fuel ethanol commenced in September 2002 and were extended in 2004 for a further eight years to June 2011. In the 2003-04 Federal Budget, the Government announced broadly similar treatment for biodiesel commencing from September 2003. These arrangements ensure that the effective rate of excise tax for biofuels is zero until 1 July 2011.</p> <p>NOTE: quantitative estimate is in fact for the "350ML Biofuels Target" but it quoted here because it is the principle mechanism by which the CO₂ savings will be achieved and also includes the effects of the "Biofuels Capital Grants" programme</p>	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Voluntary Agreement	Extended National Average CO ₂ Emissions target	Planned	Negotiations are underway with the motor vehicle industry to develop the NACE target to cover cars, vans, four wheel drives and light commercial vehicles up to 3.5 tonnes and will include diesel and LPG vehicles. Only petrol passenger cars are included in the current NACE targets (see below). It had been expected that this process would be completed by the end of 2004, but it appears no progress has been made.	Fuel Efficiency - Technical
Australia	Voluntary Agreement	National Average CO ₂ Emissions (NACE) target.	Active	A voluntary agreement between Government and industry to improve the fuel efficiency of petrol passenger cars by 18% between 2002 and 2010 (to 6.8 litre per 100 km). NOTE: the abatement potential indicated for this measure includes the effects of the "Fuel consumption labelling scheme" (and the associated "Green Vehicle Guide") and the "Australian Government Fleet Target" as well as the NACE target.	Fuel Efficiency - Technical

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Investment	Australian Government Fleet Target	Active	A target has been set to increase the proportion of those vehicles in Federal government agencies' fleets which score in the top half of the Green Vehicle Guide (mentioned under the "Fuel consumption labelling scheme") from 18% to 28% by December 2005. NOTE: no information on whether this target was actually achieved is available.	Fuel Efficiency - Technical
Australia	Investment	Biofuels Capital Grants Program	Active	This programme, announced in 2003, is providing one-off capital grants for projects that provide new or expanded biofuels production capacity. Grants are being provided at a rate of 16 cents per litre of production capacity for new or expanded projects which produce a minimum of 5 million litres of biofuel per annum (/limited to \$10 million per project).	Carbon Intensity
Australia	Investment	CNG Infrastructure Programme	No Longer Active	This programme provided financial assistance for three additional publicly accessible CNG refuelling sites, as well as assisting with other technical developments. The objectives are now covered under the Alternative Fuels Conversion Programme (mentioned above).	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Investment	Douglas Shire ethanol plant - Greenhouse Gas Abatement Programme	Planned	Support from the Greenhouse Gas Abatement Programme (up to AUS\$7.35 million) for this project includes the development of an ethanol production plant which will use as feedstock the by-products of a sugar mill.	Carbon Intensity
Australia	Investment	East Coast Renewables Project - Greenhouse Gas Abatement Programme	Planned	Support from the Greenhouse Gas Abatement Programme: up to AUS\$8.8 million for the BP Bulwer Island Refinery in Brisbane will supply a 10% ethanol/petrol blend for the Queensland market. The refinery will enter into long-term contracts for the supply of fuel grade ethanol, and install appropriate infrastructure for the storage, blending and delivery of ethanol based fuels within the supply region of the refinery.	Carbon Intensity
Australia	Investment	Promoting Rail - Greenhouse Gas Abatement Programme	Planned	Support from the Greenhouse Gas Abatement Programme for the CargoSprinter project which is expected to import three prototypes of a new, lightweight, fuel-efficient cargo train. These trains will be used to target higher value road freight markets, including express parcel and inter-modal freight, as an alternative to heavy rail and trucking.	Modal Shift

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Investment	State and Territory actions	Active	A range of state level actions to encourage modal shift of both freight and passengers, includes infrastructure investment and travel behaviour change initiatives to support and encourage mode switching.	Modal Shift
Australia	Investment	State and Territory actions on alternative fuels	Active	Several states and territories are also encouraging the conversion of buses from diesel to less carbon intensive fuels. The Western Australian Government is currently undertaking a \$15 million hydrogen fuel cell bus trial in Perth, while 214 (or 26.5%) of buses in the South Australian Government's bus fleet are fuelled by CNG.	Carbon Intensity
Australia	Information and Education	Fuel consumption labelling scheme	Active	A fuel consumption labelling scheme for new vehicles commenced in January 2001. Vehicles up to 2.7 tonnes gross vehicle mass (except for diesel and other non-gasoline vehicles in the light commercial and 4WD classes) are required to display a label at the point of sale. From January 2004 the mandatory coverage was extended to cover all vehicles up to 3.5 tonnes. The labelling scheme is linked to the web-based Green Vehicle Guide which allows easy comparison between vehicles on the basis of fuel efficiency.	Fuel Efficiency - Technical

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Information and Education	National Travel Behaviour Change Programme - Greenhouse Gas Abatement Programme	Planned	<p>This project aims to reduce car reliance by encouraging and supporting alternative transport modes such as walking, cycling public transport and ride sharing. Over 5 years (2008-12), more than 186 000 households will participate in voluntary programs which will analyse their travel behaviour and their effect on the environment. It is anticipated that the programme will result in a reduction of more than 3 billion car kilometres travelled.</p> <p>Support from the Greenhouse Gas Abatement Programme: up to AUS\$6.487 million.</p>	Modal Shift
Australia	Policy Process	350 ML Biofuels Target	Active	<p>In 2001, the Government set an objective that biofuels would contribute at least 350 million litres to the total fuel supply by 2010. The Government restated its commitment to this target in 2005 and is working with stakeholders to establish how it will be reached.</p>	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Policy Process	Local Greenhouse Action	Active	Encourage and facilitate GHG abatement by local government and the community through: maintaining and increasing abatement from the operations of local government through <i>Cities for Climate Protection™ Australia</i> ; using local government as the key conduit to the community by providing incentives for local government to take action with households, transport systems and businesses; leveraging the complementary role of local government in planning and infrastructure provision; increasing the information and resources available to encourage community greenhouse gas abatement.	Modal Shift

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Country	Policy Approach	Name	Status	Description	Impact Type
Australia	Policy Process	Strategic transport planning	Active	In 2003 Federal, state and territory governments endorsed the National Charter of Integrated Land Use and Transport Planning, a high-level agreement between transport and planning ministers providing a national commitment to a framework for responsive planning, consistent decision-making and good design and management. The objective of the national charter is to achieve greater integration of land use and transport planning across agencies, jurisdictions and levels of government to facilitate effective and sustainable urban and regional development across Australia.	Demand

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Road Freight, Buses	Australia's Fourth National Communication to the UNFCCC	Transport Sector GHG Emissions Projections 2004	AUS\$37.5 million (2000-08)	0.04

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars, Road Freight, Buses	Australia's Fourth National Communication to the UNFCCC			0.3

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars	Australia's Fourth National Communication to the UNFCCC			-
Australia	Cars	Australia's Fourth National Communication to the UNFCCC	Transport Sector GHG Emissions Projections 2004	-	0.5

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars	Australia's Fourth National Communication to the UNFCCC			-
Australia	Cars, Road Freight, Buses	Australia's Fourth National Communication to the UNFCCC		AUS\$37.6 million	-
Australia	Road Freight, Buses	Australia's Fourth National Communication to the UNFCCC		AUS\$1.5 million	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars, Road Freight, Buses	Australian Greenhouse Office website: http://www.greenhouse.gov.au/ggap/successfulprojects/ntbc.html (19/11/04)	Transport Sector GHG Emissions Projections 2004	AUS\$34 million	0.06
Australia	Cars, Road Freight, Buses	Australian Greenhouse Office website: http://www.greenhouse.gov.au/ggap/successfulprojects/ntbc.html (19/11/04)	Transport Sector GHG Emissions Projections 2004	AUS\$14 million	0.28
Australia	Road Freight	Transport Sector GHG Emissions Projections 2004	Transport Sector GHG Emissions Projections 2004	-	0.2

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars, Road Freight	Australia's Fourth National Communication to the UNFCCC	Transport Sector GHG Emissions Projections 2004	-	0.8
Australia	Buses	Australia's Fourth National Communication to the UNFCCC		-	-
Australia	Cars	Australia's Fourth National Communication to the UNFCCC			-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars	Australian Greenhouse Office website: http://www.greenhouse.gov.au/ggap/successfulprojects/ntbc.html (19/11/04)	TravelSmart, December 2004 - Brief on NTBCP for Philip Watson OECD.	AUS\$18 million	0.25
Australia	Cars, Road Freight, Buses	Australia's Fourth National Communication to the UNFCCC			-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars	Australia's Fourth National Communication to the UNFCCC			0.02

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Australia	Cars	Australia's Fourth National Communication to the UNFCCC			-

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Country	Policy Approach	Name	Status	Description	Impact Type
Austria	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	Austria has granted pure biofuels and blends (up to 2% with diesel and up to 5% with petrol) an exemption from the Mineral Oil excise tax to help achieve the reference targets outline in Directive 2003/30/EC.	Carbon Intensity
Austria	Fiscal	Fuel Consumption Levy	Active	Registration tax on passenger cars is based on fuel consumption. The highest tax rate is 16% for cars exceeding 11 l/100 km for petrol or 10 l/100 km for diesel. Cars less than 3 l/100 km petrol or 2 l/100 km diesel are exempt from registration tax.	Fuel Efficiency - Technical
Austria	Fiscal	Further internalisation of costs	Under Investigation	Possible further internalisation of environmental costs into the charges paid by users transport.	-
Austria	Fiscal	Mileage based toll for lorries	Active	A distance based road user charging scheme was introduced in 2004 and applies to all heavy good vehicles travelling on motorways.	Demand
Austria	Fiscal	Road user charging	Planned	Since 1996 private car users have had to pay an annual fee of EUR 40 for highway driving. Raised to EUR 73 in 2001 this tax was originally planned as a 'vignette' to a mileage based fee, however, no timetable is in place for the introduction of the distance based fee.	Demand

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Country	Policy Approach	Name	Status	Description	Impact Type
Austria	Fiscal	Vehicle tax adaptation 2000	Active	Amendments to taxation laws in 2000 led to an average increase of 50% on circulation taxes on passenger cars and motor bikes. These taxes are based on engine power.	Fuel Efficiency - Technical
Austria	Regulatory	Biofuels Obligation (in relation to Directive 2003/30/EC)	Active	An obligation requiring fuel companies to incorporate a certain percentage of biofuels in the fuel they place on the national market or face a penalty.	Carbon Intensity
Austria	Regulatory	Improvement of fuel quality	Active	Implementation of EU directive 98/70/EC on fuel quality into federal law - the required reduction in sulphur content allowed certain more fuel efficient vehicles to enter the fleet.	Fuel Efficiency - Technical
Austria	Regulatory	Improvement of spatial planning	Planned	Improvement of spatial planning to avoid traffic-inducing settlement structures.	Demand
Austria	Investment	Rail infrastructure and public transport investments	Active	Ongoing investment in rail and public transport infrastructure - to increase capacity, speed and service quality.	Modal Shift
Austria	Information and Education	Fuel Efficiency Labelling	Active	Labelling of new cars on sale with comparative fuel efficiency information.	Fuel Efficiency - Technical
Austria	Information and Education	Improvement of transport logistics	Active	Pilot projects demonstrating opportunities for reduction of emissions from trucks by means of improved logistic management and infrastructure measures.	Fuel Efficiency - Onroad

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Country	Policy Approach	Name	Status	Description	Impact Type
Austria	Information and Education	Public awareness raising measures	Active	Federal, regional and city level projects such as regional centres for mobility management, education and training schemes, information on economic driving ('ecodriving'), labels on food products indicating transport intensity are at a planning stage.	Fuel Efficiency - Onroad
Austria	Information and Education	Traffic management and speed limitation	Planned	Improvement of traffic management to reduce congestion.	Fuel Efficiency - Onroad
Austria	Research and Development	Model projects for environmentally sound mobility	Active	Model projects that aim to raise public awareness and demonstrate new technologies.	-
Austria	Research and Development	Promotion of energy efficient and alternative motor concepts	Active	New and alternative motor concepts, like electric vehicles, fuel cells, biodiesel, hydrogen and hybrid vehicles will be promoted by means of pilot programmes (e.g. in tourist areas and ecologically sensitive regions, towns and public service), research and technological development programmes.	Carbon Intensity
Austria	-	Promotion of walking and cycling	Active	[No information provided]	Modal Shift

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Austria	Cars, Road Freight, Buses	Federal Environment Agency (2004). Biofuels in the Transport Sector in Austria in 2004.		-	1
Austria	Cars	Third National Communication to the UNFCCC (p. 85)		-	-
Austria		Third National Communication to the UNFCCC (p. 85)		-	-
Austria	Road Freight	Third National Communication to the UNFCCC (p. 85, 73)		-	0.3
Austria	Cars	Third National Communication to the UNFCCC (p. 85); In-depth review of Third National Communication to the UNFCCC (p. 14)		-	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Austria	Cars	Third National Communication to the UNFCCC (p. 85, 70)		-	-
Austria	Cars, Road Freight, Buses	European Commission, COM (2005) 626, <i>Biomass Action Plan</i> (see p. 30)		-	-
Austria	Cars, Road Freight	Third National Communication to the UNFCCC (p. 85, 70); estimated savings from Report to EU under 93/389/EEC		-	0.1
Austria	Cars	Third National Communication to the UNFCCC (p. 85)		-	0.3
Austria	Cars	Third National Communication to the UNFCCC (p. 85, 70-1)		-	0.3
Austria	Cars	2004 Report to EU under 93/389/EEC		-	0.5
Austria	Road Freight	Third National Communication to the UNFCCC (p. 85)		-	0.7

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Austria	Cars, Road Freight	Third National Communication to the UNFCCC (p. 85)		-	0.3
Austria	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 85)		-	0.3
Austria	Cars, Buses, Rail	Report to EU under 93/389/EEC		-	-
Austria	Cars	Third National Communication to the UNFCCC (p. 85)		-	0.1
Austria	Cars	Third National Communication to the UNFCCC (p. 85)		-	0.3

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Country	Policy Approach	Name	Status	Description	Impact Type
Belarus	Unknown	Emissions controls	Active	Equipping motor vehicles with neutralisers of exhaust gas.	-
Belarus	Unknown	Fuel efficiency improvements	Active	Reduction in the use of fuel by improving fuel efficiency.	Fuel Efficiency - Technical
Belarus	Unknown	Increased freight efficiency	Active	Increased freight efficiency through improved logistics.	Fuel Efficiency - Onroad
Belarus	Unknown	In-service emissions controls	Active	Setting up posts for controlling the level of exhaust emissions; equipping enterprises with diagnostic and gas analysing equipment.	Fuel Efficiency - Onroad
Belarus	Unknown	Retrofitting LPG and CNG into vehicles	Active	Retrofitting motor vehicles of some enterprises using gas cylinders with CNG and LPG.	Carbon Intensity

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Belarus		First National Communication to the UNFCCC (p. 136-138)		-	-
Belarus	Cars	First National Communication to the UNFCCC (p. 136-138)		-	-
Belarus	Rail	First National Communication to the UNFCCC (p. 136-138)		-	-
Belarus	Cars, Road Freight	First National Communication to the UNFCCC (p. 136-138)		-	-
Belarus	Cars	First National Communication to the UNFCCC (p. 136-138)		-	-

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Country	Policy Approach	Name	Status	Description	Impact Type
Belgium	Fiscal	Promotion of Modal Shift	Active	Free train service funded by the Federal Government for civil service commuters.	Modal Shift
Belgium	Fiscal	Subsidies for freight transport by rail	Active	A subsidy is available from the Federal Government for movement of freight by rail for trips longer than 50 km (22 EUR per unit + 0.40 EUR per km).	Modal Shift
Belgium	Fiscal	Tax advantage for highly efficient vehicles	Active	The Federal Government provides an incentive for the purchase of highly efficient vehicles through a fiscal rebate: up to 15% of the vehicle price (max. 4 000 EUR) for cars with CO ₂ emissions lower than 105 g/km, and up to 3% of the vehicle price (max. 75	Fuel Efficiency - Technical
Belgium	Fiscal	Tax deductions on travel to and from home	Active	The Federal Government has extended the existing deduction for professional expenses relating to journeys between home and work to cover all modes of transport, including walking, cycling and public transport. It had previously only applied to cars, hybri	Modal Shift
Belgium	Fiscal	Vehicle taxation	Active	Both circulation and registration taxes are differentiated according to engine size, with a small supplementary tax for diesel fuelled cars.	Fuel Efficiency - Technical
Belgium	Regulatory	Mobility Plans	Active	The Brussels regional government requires all enterprises with more than 200 employees to have a mobility plan.	Modal Shift

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Country	Policy Approach	Name	Status	Description	Impact Type
Belgium	Investment	Improvements in public transport systems	Active	Investments in public transport in the Wallonia Region to increase the available supply of public transport (through new routes/lines and increasing services on existing routes) and to increase its attractiveness and usability - through improving intercon	Modal Shift
Belgium	Investment	Investment for the freight sector	Active	Investment in infrastructure and systems by the Wallonia Regional Government to aid the transfer of freight between different modes, and investment in infrastructure for shipping (including inland) and rail.	Modal Shift
Belgium	Investment	Promotion of clean vehicles	Active	The Brussels regional government is increasing the share of clean vehicles in the fleets of regional administration and public transport operators.	Fuel Efficiency - Technical
Belgium	Investment	Public procurement rules for car fleet of Federal administrations and Public services	Planned	The Federal Government is planning a progressive shift of its fleet towards cleaner vehicles. This is planned through: <ul style="list-style-type: none"> • Renewal of the car fleet of the federal administration. • Voluntary agreements between federal state and public sector organisations. 	Fuel Efficiency - Technical
Belgium	Information and Education	Eco-driving	Active	The Brussels regional government promotes "soft" driving behaviour (ecodriving).	Fuel Efficiency - Onroad

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Country	Policy Approach	Name	Status	Description	Impact Type
Belgium	Information and Education	Information about alternative transport modes	Active	The Brussels regional government promotes alternatives means of transport: public transport, cycling and walking.	Modal Shift
Belgium	Information and Education	Information campaign on sustainable driving	Active	The Flemish Regional Government is running a public campaign promoting fuel efficiency with radio spots, stickers and brochures, and an action programme with energy saving driving tips available on the web.	Fuel Efficiency - Onroad
Belgium	Information and Education	Promotion of low emission cars ("CO ₂ guide")	Active	The Federal Government publishes an annual guide of CO ₂ emissions for all cars put on the market in Belgium, which is distributed in all show-rooms. A database of car emissions is also available on a web site.	Fuel Efficiency - Technical
Belgium	Research and Development	Mobility observatories	Active	Mobility "observatories" were set up in the Wallonia Region to improve understanding of passenger and freight mobility patterns and how they evolve.	Modal Shift
Belgium	Unknown	Car parking management	Active	The Brussels regional government's effort to control, tax and plan car parking facilities, which include installation of dissuasion measures and transit parking outside and inside the region.	Modal Shift

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Country	Policy Approach	Name	Status	Description	Impact Type
Belgium	Unknown	Flemish Mobility Plan	Active	The Flemish Regional Government adopted the Mobility Plan on 17 October 2003. This plan describes five policy packages to achieve sustainable road transport: more alternatives for cars and trucks, better infrastructure, promotion of modal shift, efficient	-

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Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Road Freight	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	Third National Communication to the UNFCCC (p. 66-75); 2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	OECD 2004, Can cars come clean?		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-

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Belgium	Cars	Third National Communication to the UNFCCC (p. 66-75); 2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Road Freight	Third National Communication to the UNFCCC (p. 66-75); 2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-

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Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars, Road Freight	Third National Communication to the UNFCCC (p. 66-75); 2005 Report to Commission by Belgium under 28/2004/EC		-	-
Belgium	Cars	2005 Report to Commission by Belgium under 28/2004/EC		-	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Belgium	Cars, Road Freight, Buses	2005 Report to Commission by Belgium under 28/2004/EC		-	-

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Country	Policy Approach	Name	Status	Description	Impact Type
Bulgaria	Investment	Improving rail services	Active	Investment in rail infrastructure and services, including electrification of the lines which form part of the Pan-European transport corridors.	Modal Shift
Bulgaria	Investment	Improving the bus fleet	Active	Renewal of the urban bus fleet with more environmentally friendly buses.	Fuel Efficiency - Technical
Bulgaria	Investment	Promoting combined transport	Active	Construction of new and redevelopment of existing combined transport terminals.	Modal Shift
Bulgaria	Information and Education	Limiting the increase of urban car travel	Planned	Limiting the increase of urban car travel by promoting public transport and the efficient use of infrastructure.	Modal Shift

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Bulgaria	Cars, Road Freight	Third National Communication to the UNFCCC (p. 72-75)		-	-
Bulgaria	Buses	Third National Communication to the UNFCCC (p. 72-75)		-	-
Bulgaria	Road Freight	Third National Communication to the UNFCCC (p. 72-75)		-	-
Bulgaria	Cars	Third National Communication to the UNFCCC (p. 72-75)		-	-

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Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Fiscal	Commercial Transportation Energy Efficiency Rebate	Active	Certain types of energy efficient equipment which can be retrofitted into trucks are eligible for a rebate. Equipment includes cab heaters and associated auxiliary power units.	Fuel Efficiency - Onroad
Canada	Fiscal	Fiscal incentives for biofuels	Active	Both ethanol and biodiesel are subject to lower rate of fuel excise duty than fossil based fuels. A CAN\$0.10 / litre (EUR 0.07/litre) incentive is in place for ethanol and a CAN\$0.04 / litre (EUR 0.029/lite) incentive for biodiesel. Note: In addition, Ontario intends to exempt biodiesel from the CAN\$0.14 / litre (EUR 0.10/litre) provincial tax.	Carbon Intensity
Canada	Fiscal	Future Fuel Initiative	Active	The Future Fuel Initiative will increase ethanol fuel use from the current level of 240 million litres per year to 1 billion litres in 2010. This builds on current federal and provincial excise tax exemptions (for the ethanol portion of the fuel) as well as federal funding for research and development and the use of ethanol in the federal fleet.	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Fiscal	Inter-modal freight movement	Planned	Promotion of inter-modal freight opportunities and increasing the use of low-emission vehicles and modes. Possibly through support for infrastructure improvements, greater use of intelligent transportation, identification and removal of barriers to inter-modal freight, harmonization of national and international standards, and showcasing of best practices and new technologies.	Modal Shift
Canada	Regulatory	Increased speed limit enforcement	Planned		Fuel Efficiency - On road
Canada	Voluntary Agreement	Motor Vehicle Fuel Efficiency Initiative	Active	Voluntary agreement with manufacturers to reduce the emissions of greenhouse gases produced by light duty motor vehicles.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Voluntary Agreement - Freight	Freight Efficiency and Technology Initiative - Voluntary Performance Agreements	Planned	Voluntary performance agreements are being established between the federal government and industry associations within each freight mode - rail, marine, aviation and trucking - to outline concrete initiatives for reducing GHG emissions. Agreements will include an emission reduction target, an action plan to achieve that target, and requirements to report on progress. The first agreement has been made, with the Air Transport Association of Canada who will assist its members to improve the energy efficiency of their operations (both domestic and international) by an average of 1.1% a year).	Fuel Efficiency - Technical
Canada	Investment	Ethanol Expansion Programme	Active	The Ethanol Expansion Programme offers grants for the construction of new ethanol production facilities - a total of CAN\$118 million (EUR 85 million) has been allocated. Along with the CAN\$1 billion (EUR 721 million) invested by industry, this is expected to deliver around 1.2 billion tonnes of ethanol production capacity by the end of 2007.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Investment	Greening Government - the vehicle fleet	Active	The Government will take a series of measures to ensure that its fleet of vehicles is among the greenest in the country, including: replacing its vehicles more quickly and choosing more efficient models; significantly increasing its purchase of hybrid vehicles and vehicles that operate on E85 and other alternative fuels; and adopting more stringent user practices such as anti-idling and vehicle sharing.	Fuel Efficiency - Technical
Canada	Investment	Sustainable Travel and Planning	Active	Increased investment through various programs in sustainable transport infrastructure in order to reduce single occupant car trips. For some programs, this includes supporting policies. With strong supportive measures, investments in public transport infrastructure and services could reduce emissions by up to 3 million tonne of CO ₂ .	Modal Shift
Canada	Investment	Sustainable Travel and Planning - Local and State Level Actions	Planned	As part of federal transfers to local and provincial levels, there is a requirement that they develop integrated community sustainability plans which would provide, among other things, for actions which are complementary to planned investment in public transport.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Information and Education	EnerGuide	Active	A vehicle ranking system, EnerGuide label appears on all new cars on sale. Light-duty vans, pickup trucks and special purpose vehicles not exceeding a gross vehicle weight of 3 855 kg (8 500 lb) are included in the scheme. The information displayed can be used to compare between different vehicles. A fuel consumption guide, which covers all vehicles on sale in Canada, is produced annually.	Fuel Efficiency - Technical
Canada	Information and Education	FleetSmart	Active	The FleetSmart initiative offers free practical advice to fleet operators on how energy-efficient vehicles and business practices can reduce operating costs and improve productivity. Advice includes, among other things training materials for fuel efficient driving and outlines how to establish a fuel management plan.	Fuel Efficiency - Onroad
Canada	Information and Education	Freight Efficiency and Technology Initiative - Freight Sustainability Demonstration Programme	Active	This programme provides funding, through a competitive process, for companies and not-for-profit organisations to undertake a freight-related demonstration project of an existing or new technology or best practice in the aviation, marine, rail, truck or intermodal sectors. Projects funded include demonstration of hybrid (diesel-electric) trucks, fuel efficient tyres for trucks and the use of 20% biodiesel blends in trucks and in ships.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Information and Education	Freight Efficiency and Technology Initiative - Training and Awareness	Active	Transport Canada is organising a series of events to increase awareness of strategies to improve energy efficiency and reduce greenhouse gas emissions in Canada's freight sector. The conferences are of interest to the freight carrier, shipping and freight forwarding communities; manufacturers & suppliers; regulators; and environmental NGOs. The first conference, in 2002 was on fuel efficiency measures in the aviation sector. The second, in 2005 addressed fuel efficiency in the maritime sector.	Fuel Efficiency - Technical
Canada	Information and Education	Information campaigns	Active	<p>The "One Tonne Challenge" is an initiative, cutting across all types of energy use, encouraging Canadians to reduce their greenhouse gas emissions (by one tonne). Participants can use an emissions calculator to estimate the amount of greenhouse gas they are responsible for and receive free tips on how to reduce their impact on the climate.</p> <p>The "Personal Vehicle Initiative" provides motorists with helpful tips on buying, driving and maintaining their vehicles to reduce fuel consumption and greenhouse gas emissions that contribute to climate change. It is linked to the EnerGuide label.</p>	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Information and Education	MOST - Moving On Sustainable Transport	Active	This programme was established to support education and awareness programs and the development of analytical tools needed to make sustainable transportation a reality. The MOST Programme provides funding to help support projects that provide Canadians with practical information and tools to better understand sustainable transportation issues, promote sustainable transportation and achieve quantifiable environmental/sustainable-development benefits.	Modal Shift
Canada	Policy Process	Biodiesel Support	Planned	Federal, provincial and territorial governments intend to collaborate on how to reach a target of 500 million litres of biodiesel production by 2010, using a variety of tools including incentives, standards and research and development.	Carbon Intensity
Canada	Policy Process	Ethanol (E-10)	Planned	Investigate the possibility of increasing the target for ethanol blended fuel (E10 - a blend of petrol which contains 10% ethanol from renewable sources) to 35% of petrol supply by 2010 or introducing a standard for a certain percentage of fuel to be GHG free - to encourage the development of cellulosic ethanol.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Canada	Research and Development	Fuel cell vehicles	Active	Development and demonstration of refuelling technologies and infrastructure for commercialisation of fuel cell vehicles.	Carbon Intensity
Canada	Research and Development	Urban Transportation Showcase Program	Active	<p>Demonstration of integrated strategies, technologies and planning to reduce urban transportation emissions.</p> <p>This initiative was established to enable all levels of government to demonstrate the potential of innovative, integrated and sustainable urban transportation practices.</p>	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Road Freight	http://oee.nrcan.gc.ca/transportation/business/fleetsmart/rebate-application-form.cfm?attr=16			-
Canada	Cars, Road Freight, Buses	Communication to ECMT		-	1.1
Canada	Cars	Climate Change Plan for Canada (p. 21)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	0.8

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Road Freight	Climate Change Plan for Canada (p. 24)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	1
Canada	Cars	Climate Change Plan for Canada (p. 23)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	1.5
Canada	Cars	Climate Change Plan for Canada (p. 21)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	5.3

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Road Freight, Shipping, Air	http://www.tc.gc.ca/programs/environment/Freight/voluntary_performance.htm			-
Canada	Cars, Road Freight, Buses	Communication to ECMT; http://www.nrcan-nrcan.gc.ca/media/newsreleases/2005/200550_e.htm		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Cars	Moving forward on climate change (p. 27)		-	-
Canada	Cars	Climate Change Plan for Canada (p. 23)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	3
Canada	Cars	Climate Change Plan for Canada (p. 23)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	2.5

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Cars	Climate Change Plan for Canada (p. 22)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	0.8
Canada	Road Freight, Rail	Climate Change Plan for Canada (p. 23)	http://www.tc.gc.ca/programs/environment/climate_change/subgroups1/english/	-	2
Canada	Road Freight, Rail, Shipping, Air	http://www.tc.gc.ca/programs/environment/freight/FETI/FSDP/menu.htm		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Road Freight, Rail, Shipping, Air	http://www.tc.gc.ca/programs/environment/Freight/Training/menu.htm			-
Canada	Cars	http://oee.nrcan.gc.ca/transportation/personal-vehicles-initiative.cfm http://www.climatechange.gc.ca/onetonne/english/index.asp?pid=171	-	-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Cars	http://www.tc.gc.ca/programs/environment/most/aboutmost.htm	-	-	-
Canada	Cars, Road Freight, Buses	Climate Change Plan for Canada (p. 23)	http://www.tc.gc.ca/programs/environment/climatechange/subgroups1/english/	-	-
Canada	Cars	Climate Change Plan for Canada (p. 22)	http://www.tc.gc.ca/programs/environment/climatechange/subgroups1/english/	-	0.9

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Canada	Cars	Climate Change Plan for Canada (p. 22)	http://www.tc.gc.ca/programs/environment/climatechange/subgroups1/english/	-	0.1
Canada	Cars	Climate Change Plan for Canada (p. 23)	http://www.tc.gc.ca/programs/environment/climatechange/subgroups1/english/	-	0.8

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Croatia	Research and Development	Biodiesel and Hydrogen	Planned	The BIOEN programme is focused on energy generation from biomass and waste and it indicates that such production could cover a minimum of 15 percent of total primary energy demand by the year 2020 (the proportion in the transport sector is unclear). The	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Croatia	Cars, Road Freight, Buses	First National Communication of the Republic of Croatia to the UNFCCC (p. 104, 128-9)		-	0.33 (in 2020)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Czech Republic	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	Excise duty on diesel containing at least 31% (by volume) biodiesel from rapeseed methyl ester is granted a rebate of CZK 3.08 per litre of blended fuel.	Carbon Intensity
Czech Republic	Regulatory	Biofuels Obligation (in relation to Directive 2003/30/EC)	Planned	An obligation requiring fuel companies to incorporate a certain percentage of biofuels in the fuel they place on the national market or face a penalty.	Carbon Intensity
Czech Republic	Investment	Organisation of transport	Active	Subsidies are available for initiatives which help encourage a modal shift towards the more fuel efficient modes of transport.	Modal Shift
Czech Republic	Investment	Support for public transport	Active	Investment in public transport is focused on renewing vehicle stocks. In 2004, funding included CZK 760 million from the public budget and at least CZK 144 million from private sources.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Czech Republic	Information and Education	Promotion of the sound use of energy	Active	This measure is concerned with public awareness, education, consulting and promotion of the sound use of energy and renewable energy sources in the transport sector. Support is provided for exhibitions, professional courses, workshops and non-profit conferences, preparation of studies, handbooks and information materials, video presentations, television and radio programs, creation and development of information databases and computer systems. The projects are concerned with informing the public on the potential for rational energy use in the transport sector and persuading people of its importance.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Czech Republic	Cars, Road Freight, Buses	European Commission, State Aid Case No. N223/05 – <i>Amendment excise reduction and operating subsidies for biodiesel</i> . (July 2005)		-	-
Czech Republic	Cars, Road Freight, Buses	European Commission, COM (2005) 626, <i>Biomass Action Plan</i> (see p. 30)		-	-
Czech Republic	Cars	Fourth National Communication to the UNFCCC		-	-
Czech Republic	Cars	In-depth review of Third National Communication - see table 7		-	0.065

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Czech Republic	Cars	Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Denmark	Fiscal	CO ₂ tax and biofuels support (in relation to Directive 2003/30/EC)	Active	A CO ₂ tax on petrol and diesel of 0.22 DKK/litre (around 3 Euro-cents per litre) was introduced at the beginning of 2005. The tax does not represent an increase in the tax burden for petrol, but rather a re-organisation in order to make room for a tax exemption for biofuels.	Carbon Intensity
Denmark	Fiscal	Green owner tax on motor vehicles	Active	This purchase tax for cars was introduced in 1997, the tax rate is differentiated according to fuel consumption and fuel type (petrol and diesel). There are 24 different graduations for petrol ranging, from 580 DKK/year (for less than 5 litres/100 km) to 18 460 DKK/year (for greater than 22 litres/100 km). For diesel there are 27 graduations – the lowest rate is 80 DKK/year (for less than 3.1 litres/100 km) to 25 060 DKK (for greater than 19.6 litres/100 km).	Fuel Efficiency - Technical
Denmark	Fiscal	Increases in fuel excise tax	No Longer Active	Increases in the rate of excise duty on transport fuels between 1990 and 2001. Note that a tax freeze has been in place since 2002.	Fuel Efficiency - Technical
Denmark	Regulatory	Initiative on enforcing speed limits	Active	[No information provided]	Fuel Efficiency - Onroad
Denmark	Regulatory	Spatial planning	Active	Being implemented by counties and municipalities.	Demand

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Denmark	Investment	Establishment of intermodal installations	Active		Modal Shift
Denmark	Investment	Reduced travel times for public transport	Active		Modal Shift
Denmark	Information and Education	Energy-correct driving technique	Active	Eco-driving principles have been incorporated into driving courses.	Fuel Efficiency - Onroad
Denmark	Information and Education	Information campaign on fuel consumption of new cars	No Longer Active		Fuel Efficiency - Technical
Denmark	Information and Education	Promotion of environmentally friendly goods transport	Active		Modal Shift
Denmark	Information and Education	Swan Label for tyres	Active	The Nordic Swan Label for energy efficient products introduced by the Nordic Council of Ministers recognises tyres that meet certain standards for rolling resistance and noise.	Fuel Efficiency - Technical
Denmark	Total	Total effect of "energy intensity - technical / onroad" policies	Active	The total effect of the following policies have been quantified: the effect of the European level voluntary agreements with vehicle manufacturers, the green owner tax on motor vehicles, energy-correct driving technique and information campaign on fuel consumption of new cars.	Total

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Denmark	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Denmark		-	-
Denmark	Cars	Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Cars, Road Freight, Buses	Denmark's Fourth National Communication to the UNFCCC		-	1.2
Denmark	Cars, Road Freight	Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Cars, Road Freight	Denmark's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Denmark		Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Cars	Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Cars	Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Cars	Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Road Freight	Denmark's Fourth National Communication to the UNFCCC		-	-
Denmark	Cars, Road Freight	ECMT		-	-
Denmark	Total	Denmark's Fourth National Communication to the UNFCCC (p. 271)		-	0.6

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Estonia	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	An excise tax exemption exists for biofuels including bioethanol, biodiesel and vegetable oils.	Carbon Intensity
Estonia	Fiscal	Subsidies for public transport	Planned		Modal Shift
Estonia	Regulatory	Technical inspection of vehicles	Planned		Fuel Efficiency - Onroad
Estonia	Investment	Improvement of road quality	Planned		Fuel Efficiency - Onroad
Estonia	Unknown	Increasing the proportion of new vehicles	Planned		Fuel Efficiency - Technical
Estonia	Unknown	Promotion of railway transport	Planned		Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Estonia	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Estonia		-	-
Estonia	Cars	Estonia's Fourth National Communication to the UNFCCC			0.032
Estonia	Cars, Road Freight, Buses	Estonia's Fourth National Communication to the UNFCCC			0.01
Estonia	Cars, Road Freight, Buses	Estonia's Fourth National Communication to the UNFCCC			0.021
Estonia	Cars, Road Freight, Buses	Estonia's Fourth National Communication to the UNFCCC			0.023
Estonia	Cars, Road Freight	Estonia's Fourth National Communication to the UNFCCC			0.034

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
European Union	Fiscal	Charging of heavy-duty vehicles for the use of road infrastructure	Planned	The Commission has proposed to extend the 1999 Directive on the charging of heavy-duty vehicles for the use of road infrastructure to include vehicles greater than 3.5 tonnes. The current Directive harmonises the levies (vehicle taxes, tolls and charges) that Member States can impose on vehicles with a laden weight over 12 tonnes.	Demand
European Union	Fiscal	Inclusion of Aviation in the EU Emissions Trading Scheme	Under Investigation	The European Commission is currently investigating the feasibility of including the aviation sector in Phase II of the EU Emissions Trading Scheme.	Demand
European Union	Fiscal	Minimum excise tax rates (Directive 2003/96/EC)	Active	The EU operates a system of minimum excise taxation on transport fuels - this encourages more efficient use of energy. Member States can be authorised to grant tax advantages to fuels with lower carbon intensity.	Fuel Efficiency - Technical
European Union	Fiscal	Vehicle taxation reform	Planned	Proposed reform of member countries vehicle taxation such that taxation rates are based on CO ₂ . NOTE: abatement estimate includes the effects of the Energy Labelling of New Cars Directive	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
European Union	Regulatory	Phase out of HFC-134a	Planned	The fluorinated greenhouse gas HFC-134a has a global warming effect that is 1 300 times greater than that of CO ₂ . It is used in car air conditioning systems. This proposal aims to impose maximum allowed leakage rates and phase out the use of HFC-134a in new vehicles between 2011 and 2017.	Other
European Union	Regulatory	Speed limiters	Active	In 1992 the European Commission made compulsory the fitting of speed limiters on all trucks over 12 tonnes and buses over 10 tonnes which have been registered since 1988. Trucks are limited to a maximum speed of 90 km/h and buses to 100 km/h. From 2005 this has been extended to all new passenger and freight vehicles over 3.5 tonnes. Progressively, from 2006, all such vehicles which have entered service since 2001 will be required to retrofit speed limiters.	Fuel Efficiency - Onroad
European Union	Voluntary Agreement	EU agreement with European, Japanese and Korean car manufacturers	Active	The European Commission has voluntary agreements with European, Japanese and Korean car manufacturers which set the target of reducing the sales weighted average CO ₂ emissions of newly sold cars to 140 g/km by 2008/09.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
European Union	Investment	Macro Polo Programme	Active	<p>The Marco Polo Programme addresses the modal split of freight transport. It has a budget of EUR 100 million for 2003-2006 which is used to co-finance:</p> <ul style="list-style-type: none"> • The start-up of non-road freight transport services. • Innovative measures to overcome structural barriers in the market that act as obstacles to non-road freight transport. • Cooperation and exchange of know-how among operators in the freight logistics market in order to improve the sector's environmental performance. 	Modal Shift
European Union	Investment	STEER	Active	<p>STEER focuses on investigating alternative fuels and vehicles, developing policy measures for efficient use of energy in transport, and strengthening the knowledge of local energy agencies in the transport field</p>	Carbon Intensity
European Union	Information and Education	Requirement to label vehicles with fuel efficiency information	Active	<p>Directive requiring Member Countries to introduce regulations which makes it compulsory to label new cars on sale with information on their fuel efficiency.</p>	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
European Union	Policy Process	Biofuels Support (Directive 2003/30/EC)	Active	Directive 2003/30/EC requires national governments to set targets for the introduction of biofuels - for 2010 the indicative target is 5.75% (on the basis of energy content) of total transport fuels.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
European Union	Road Freight	The European Union's Fourth National Communication to the UNFCCC - Progress Report		-	-
European Union	Air	European Commission COM (2005) 459 - Reducing the Climate Change Impact of Aviation	CE (2005), <i>Giving Aviation Wings</i> . CE, Delft (see Section 5.4)		0.3 - 2 (in 2012)
European Union	Cars, Road Freight, Buses	The European Union's Fourth National Communication to the UNFCCC - Progress Report		-	-
European Union	Cars	The European Union's Fourth National Communication to the UNFCCC - Progress Report		-	32 - 35

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
European Union	Cars	The European Union's Fourth National Communication to the UNFCCC - Progress Report		-	-
European Union	Road Freight, Buses	IEA database http://www.iea.org/dbtw-wpd/textbase/envissu/pamsdb/index.html			-
European Union	Cars	Third National Communication		-	75 - 80

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
European Union	Road Freight	IEA database http://www.iea.org/dbtw-wpd/textbase/envissu/pamsdb/index.html		EUR 100 million	-
European Union	Cars	IEA database http://www.iea.org/dbtw-wpd/textbase/envissu/pamsdb/index.html		-	-
European Union	Cars	The European Union's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
European Union	Cars, Road Freight, Buses	Third National Communication		-	35 - 40

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Finland	Fiscal	Tax deduction for company/employer paid public transport tickets	Active	Increasing market share of public transport in working trips through tax deduction of company paid public transport tickets.	Modal Shift
Finland	Regulatory	Biofuels Fuel Obligation	Planned	A biofuels obligation was introduced in February 2006.	Carbon Intensity
Finland	Regulatory	Spatial and urban planning: zoning and land-use planning	Active	Building in so-called "low and dense" style with good public transport connections and cycling routes.	Modal Shift
Finland	Regulatory	Traffic speed limits	Active	Decreasing speed limits especially in winter time. Enforcing traffic surveillance.	Fuel Efficiency - Onroad
Finland	Voluntary Agreement - Freight	Agreements with transport operators	Active	Voluntary energy saving agreements with transport carriers.	Fuel Efficiency - Onroad
Finland	Investment	Improvement of transport logistics	Active	New action programme on transport logistics: investments in telematic and management systems.	Fuel Efficiency - Onroad
Finland	Investment	Maritime highways and short-sea-shipping	Active	Investments in harbours, logistics and management systems.	Modal Shift
Finland	Investment	Promotion of cycling and walking	Active	Investments in infrastructure for walking and cycling.	Modal Shift
Finland	Investment	Rail infrastructure and rail services	Active	A new high speed railway line Helsinki-Lahti will be opened in 2006.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Finland	Information and Education	Additional promotion of public transport and non-motorised modes	Planned	[No information provided]	Modal Shift
Finland	Information and Education	Eco-driving	Active	Information, education and motivation campaigns aimed at awareness raising and changing transport behaviour to encourage more efficient driver behaviour.	Fuel Efficiency - Onroad
Finland	Information and Education	Mobility management	Active	Providing information on Mobility Management through regional Energy Centres and assisting in preparing Mobility Management Plans.	Modal Shift
Finland	Information and Education	Promotion of cycling and walking	Active	Promotion campaigns and information.	Modal Shift
Finland	Information and Education	Promotion of public transport	Active	Investments in travel centres, public transport information and public transport. Publicity campaigns encouraging modal shift.	Modal Shift
Finland	Information and Education	Swan Label for tyres	Active	The Nordic Swan Label for energy efficient products introduced by the Nordic Council of Ministers recognises tyres that meet certain standards for rolling resistance and noise.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Finland	Research and Development	Biofuels Support (in relation to Directive 2003/30/EC)	Active	Finland has granted partial relief from excise duty for biofuels intended for research and testing. Two projects are currently under way where the duty on bioethanol in a fuel blend of petrol and bioethanol has been reduced by 0.30 per litre. These projects are due to finish 31 December 2004 and have not applied for an extension. So far no tax reductions have been granted pursuant to the Energy Tax Directive (2003/96/EC), which came into force on 1 January 2004.	Carbon Intensity
Finland	Research and development	Increasing fuel efficiency of heavy duty road transport	Active	Research efficiency measures for heavy duty vehicles (e.g. tyres, tyre pressures, loading, driving style, lubricants, lights (day-time lights based on LEDs)).	Fuel Efficiency - Onroad
Finland	Research and development	Increasing fuel efficiency of heavy duty road transport	Active	Research efficiency measures for heavy duty vehicles (e.g. tyres, tyre pressures, loading, driving style, lubricants, lights (day-time lights based on LEDs)).	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Finland	Cars	Communication from Finland to ECMT.		-	-
Finland	Cars, Road Freight, Buses	Communication from Finland to ECMT.		-	-
Finland	Cars	Communication from Finland to ECMT. Guidelines for spatial planning		-	-
Finland	Cars, Road Freight	Communication from Finland to ECMT. Traffic Safety Plan		-	-
Finland	Road Freight	Third National Communication to the UNFCCC (p. 87-92)		-	-
Finland	Road Freight	Communication from Finland to ECMT. Strengthening Finland's logistics – an action programme (2005)		-	-
Finland	Road Freight	Communication from Finland to ECMT. Transport Plan.		-	-
Finland	Cars	Communication from Finland to ECMT. Action programmes on cycling and walking (2001).		-	-
Finland	Road Freight	Communication from Finland to ECMT. Transport investment plan.		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Finland	Cars	Third National Communication to the UNFCCC (p. 93)		-	0.1 - 0.2
Finland	Cars, Road Freight	Third National Communication to the UNFCCC (p. 87-92); ECMT Env Group 19 May 2005		-	0.5
Finland	Cars	Communication from Finland to ECMT.		-	-
Finland	Cars	Communication from Finland to ECMT. Action programmes on cycling and walking (2001).		-	-
Finland	Cars	Communication from Finland to ECMT. Public Transport Strategy – Public Transport an Attractive Alternative (2001)		-	-
Finland	Cars, Road Freight	ECMT		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Finland	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Finland		-	-
Finland	Road Freight	Communication from Finland to ECMT. Research programme "HDEnergy" 2002-2008.		-	-
Finland	Road Freight	Communication from Finland to ECMT. Research programme "HDEnergy" 2002-2008.		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
France	Fiscal	Air transport taxation	Under Investigation	Beyond the inclusion of air transport in the ETS Directive (2003/87/EC), taxation to be studied for flights between two cities linked by high speed train	Fuel Efficiency - Technical
France	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	Reductions in fuel excise duty for biofuels and biofuel blends (E 85), relative to petrol and diesel ; mandatory percentage of biofuels in fuels sold (3;5% in 2007)	Carbon Intensity
France	Infrastructure charge	Road Toll for Lorries	Under investigation	Road toll for lorries of around 12 c euros/km for main roads network currently free of tolls (12 000 km)	Transport demand, Modal Shift
France	Fiscal	Bonus/surcharge	Under Investigation	To encourage the choice of fuel efficient cars, and beyond european regulation of cars CO ₂ emission, introduce a bonus (= subsidy) for purchase of fuel efficient vehicle, and a malus (= annual surcharge) for non fuel efficient vehicles	Fuel Efficiency - Technical
France	Fiscal	Fuel tax adjustments	Postponed	Progressive increase of diesel tax to petrol tax level.	-
France	Fiscal	Internalise the cost of carbon	Under investigation	Internalisation of carbon cost in fuel taxation.	Fuel Efficiency – Transport demand

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
France	Infrastructure charge	Urban toll	Under investigation	To give the possibility to local authorities to collect « urban tolls » for the usage of local infrastructure, and/or to decide on the amount and recovery of parking fines	Transport demand, Modal Shift
France	Regulatory	Land use planning	Active and planned	City planning. Emphasis on densification, comprehensive planning (transport + housing), minimizing transports, adequate planning area	Demand
France	Investment	Development of Public Urban Transport Systems	Active and planned	Development of public urban transport systems (e.g. tramways or bike and car rentals) , better coordination between modes, investment of around 1.5 billion euros/year.	Modal Shift
France	Information and Education	Corporate travel plans	Active	Incentives have been introduced to encourage companies to set up 'travel plans' for their employees, encouraging car sharing. It could become a mandatory requirement for large companies or public administrations	Modal Shift
France	Investment	Infrastructure planning	Active and planned	National infrastructure plan New roads limited to security or congestion situations. 2000 km of high speed train tracks forecasted between 2008 and 2020. Seine Nord Canal to be built. Maritime (France Spain and France Italy) and 2 freight train highways planned.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
France	Road management	Traffic Regulation	Active and Planned	Traffic regulation through traffic lights, speed limits, information	Fuel Efficiency - Onroad
France	Harbour management	Harbours improvement	Planned	Change harbour regulations, increase part of non road transportation to and from the harbours	Modal shift
France	Rail management	Rail freight improvement	Active and Planned	Increase competition, introduce longer trains, improve reliability, facilitate transboundary freight transport, subsidies for combined transport	Modal shift
France	Airport management	CO ₂ emission reduction programmes	Planned	Reduction of waiting time and rolling time of airplanes, better access to major airports by public transportation, larger use of non carbon energy	Fuel Efficiency – Organization and Modal Shift
France	Information and education	Improved corporate logistics	Active	To increase awareness among economic players of all the emissions attributable to their activities, incentives will be provided to encourage large companies to report their CO ₂ emissions and attempt to reduce those emissions through improved logistical organisation. Major sea and air ports will also be required to report emissions.	Fuel Efficiency – Organization and Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
France	Regulatory	Speed limits enforcement	Active	Continued enforcement of current speed limits is expected to bring down average speeds. The potential impact of full compliance: 2.1 Mt CO ₂ for cars, 0.4 Mt CO ₂ for heavy goods vehicles; 0.5 Mt CO ₂ for light utility vehicles.	Fuel Efficiency - Onroad
France	Information and Education	Eco driving	Active and planned	Driving licence examination includes eco driving questions. Development of corporate training encouraged. Information to be developed. National program announced.	Fuel Efficiency - Onroad
France	Information and Education	Car labelling	Active and planned	Labels on cars fuel efficiency to be displayed, in car dealerships. The label is similar to the current label for household electric appliances. Generalisation to second hand cars envisaged.	Fuel Efficiency - Technical
France	Information and Education	Air conditioners	Planned	Steps to reduce the emission of HFCs from air-conditioners in vehicles will be introduced in 2005 in liaison with garage owners to enhance operator skills and perform regular checks of air-conditioning circuit containment.	Other
France	Research and Development	Transport research program	Active	Research programs, both technical (energy storage, fuel efficiency, hybrid cars development, aeronautics) and socio-economic.	Fuel efficiency, alternative energy, transport demand

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
France	Investment	Purchase of fuel efficient vehicle fleets	Active	Emission of cars purchased for public (=state) fleets limited to 140gCO ₂ /km with very few exceptions	Fuel efficiency
France	Incentive to investment	« Domestic Projects »	Active	Clean Development Mechanism on a national basis: a project is subsidised according to the CO ₂ emission decrease it generates, if its traditional rate of return is insufficient	Any type

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
France	Air	Grenelle, Round Table 1, Transport			Elasticity of -0,7
France	Cars, Road Freight, Buses	265 bis A and 266 quindécies Code des Douanes		620 million Euros in 2007 due to lower duties	Reassessment of impact to be carried out. Current figure 7MteCO ₂ for 5,75% biofuels
France	Road freight	Grenelle, Round Table 1, Transport		The amount of tolls collection will be 1.1 billion Euros	<1MteCO ₂
France	Cars	Grenelle, Round Table 1, Transport		No cost for the government – balanced mechanism	Around 1 MteCO ₂ with annual surcharge of 80 euros for a 160 gCO ₂ /km car
France	Cars, Road Freight, Buses			-	<1MteCO ₂
France	All modes	Grenelle - President speech		-	7,5 to 10 MteCO ₂ if taxation based on carbon cost of 100 \$/tCO ₂

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
France	Cars, public transportation	Grenelle, Round Table 1, City planning, and Working Group N° 1			
France	Cars, public transportation	Grenelle, Round table 1, city planning		-	
France	Cars, buses, trains, tramways, subways	Grenelle, Round Table 1, Transport		18 billion in the next 12 years + operating costs	
France	Cars, public transportation	Grenelle, Round Table 1			
France	Aim of 25% non road freight in 2020/2025	Grenelle, Round Table 1, Transport			0,6 to 0,8 MteCO ₂ due to high speed trains, 0,5 MteCO ₂ due to rail freight highways, limited impact on CO ₂ emissions of maritime highways

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
France	Cars, trucks	2004 Report to EU under 93/389/EEC		-	0.3
France	Freight transport				
France	Roads to rail				
France	Air				
France	All freight modes	Climate Plan 2004 (p. 26-31)		-	0.5

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
France	Cars, Road Freight, Buses	Climate Plan 2004 (p. 26-31)		Fines pay the control cost and beyond. Cost due to additional time for journeys	3
France	Cars, Road Freight	Grenelle, Round Table 1, Transport		Savings	>1
France	Cars	Climate Plan 2004 (p. 26-31)		-	-
France	Cars, Road Freight, Buses	Climate Plan 2004 (p. 58)		-	3.5
France	All modes			-	

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
France	Cars	« Circulaire » (= administrative ordre) November 5, 2005		-	
France	Any mode	Call for proposals from Caisse des Dépôts October 16th, 2007. Decret 2006-622 May 29th, 2006. Arrêté March 2nd, 2007			

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
FYR Macedonia	Regulatory	Fuel quality	Planned	The European standards on the quality of fuels will be applied.	Fuel Efficiency - Technical
FYR Macedonia	Investment	Development of a sustainable freight transport system	Planned	Planning and development of integrated multi-modal transport system. Investing in transport terminal centres with transfers between air, railway and road.	Modal Shift
FYR Macedonia	Investment	Development of a sustainable urban transport system	Planned	Support the development of urban public transport infrastructure that would attract more car users through planning and investing combined with support measures such as priority treatment for buses and parking policy.	Modal Shift
FYR Macedonia	Investment	Increased use of electricity in transport sector	Planned	Support for electric modes of transport. Electrification of the railway, and greater use of railway. Introduction of a tramway in Skopje. [NOTE: Macedonia's electricity production seems to be dominated by coal, and therefore it is unlikely that a fuel switch to electricity would reduce CO ₂ emissions the opposite is more likely to occur].	Modal Shift
FYR Macedonia	Investment	Intelligent Traffic Systems	Planned	Improvement of traffic management and control system. Improvement of traffic flows (urban and interurban). Development of city logistic systems that have potential to reduce the movement of supply commercial vehicles in cities.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
FYR Macedonia	Total	Total effect of all policies	Planned	Total effect of all policies.	Total
FYR Macedonia	Total	Total effect of all policies	Planned	Total effect of all policies.	Total

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
FYR Macedonia	Cars, Road Freight, Buses	First National Communication to the UNFCCC (p. 69)		-	See "Total" entry
FYR Macedonia	Road Freight	First National Communication to the UNFCCC (p. 69)		-	See "Total" entry
FYR Macedonia	Cars	First National Communication to the UNFCCC (p. 69)		-	See "Total" entry
FYR Macedonia	Cars, Road Freight	First National Communication to the UNFCCC (p. 69)		-	See "Total" entry
FYR Macedonia	Cars, Road Freight, Buses	First National Communication to the UNFCCC (p. 69)		-	See "Total" entry

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
FYR Macedonia	Total	First National Communication to the UNFCCC (p. 70)		-	0.2 - 0.4
FYR Macedonia	Total	First National Communication to the UNFCCC (p. 70)		-	0.2 - 0.4

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Germany	Fiscal	Circulation tax	Active	Tax base is engine volume, differentiated for petrol and diesel.	Fuel Efficiency - Technical
Germany	Fiscal	Ecological tax reform	No Longer Active	This initiative was originally intended to provide for regular, stepwise increases in tax on transport fuels in order to encourage greater fuel efficiency. While the regular increases have been discontinued, there remains a EUR 0.153 / litre eco tax on tr	Fuel Efficiency - Technical
Germany	Fiscal	Emissions-based landing fees	Under Investigation	Introduction of emissions based take-off and landing fees at German airports.	Fuel Efficiency - Technical
Germany	Fiscal	Fuel efficient vehicles	Active	Fiscal incentives for fuel efficient vehicles.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Germany	Fiscal	LKW Maut Electronic road use charge for trucks using motorways	Active	Distance-based charge for trucks, with emissions-based structure. Implementation was originally planned for 2003, but delayed until 2005, (Note: that this may affect the projected CO ₂ emissions, as they are for a 2003 start date).	Demand
Germany	Fiscal	Promotion of natural gas powered cars	Active	Tax reduction, up to 2020, on cars powered by natural gas.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Germany	Fiscal	Promotion of use of sulphur-free fuel	No Longer Active	Increasing mineral oil tax on fuels that do not meet the sulphur standards of 50 ppm, between Nov 2001 and Jan 2003, and of 10 ppm subsequently. [Allowed the early entry into the fleet of the more fuel efficient vehicles which require these fuels].	Other
Germany	Fiscal	Reduction of housing subsidies	Active	Subsidies for newly built houses have been eliminated from the beginning of 2006.	Demand
Germany	Fiscal	Reduction of travelling subsidies	Active	Subsidies for home to work trips have been cut. Further cuts are being considered.	Demand
Germany	Fiscal	Reform of Funding Public Transport	Active	In several states funding for public transport is no longer solely linked to vehicle kilometres but is also being linked to passenger volumes.	Modal Shift
Germany	Fiscal	Tax exemption for biofuels (in relation to Directive 2003/30/EC)	Active	The Mineral Oil Duty Act was amended on 1 January 2004 to grant full exemption from duty for biofuels until 2009. Both pure and the biofuel component of blended fuels are exempt from excise duty. Draft legislation being considered (03/02/06) would end the	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Germany	Fiscal	VAT on aviation	Under Investigation	Introduction of VAT for domestic share of international flights.	Demand
Germany	Regulatory	Ban on SF6	Active	Regulation preventing the use of SF6 to fill tyres (in place of normal compressed air).	Other
Germany	Regulatory	Biofuels Obligation (in relation to Directive 2003/30/EC)	Under Investigation	An obligation requiring fuel companies to incorporate a certain percentage of biofuels in the fuel they place on the national market or face a penalty.	Carbon Intensity
Germany	Voluntary Agreement	Alternative fuels and engines	Active	Agreement on alternative fuels and engine technologies.	Carbon Intensity
Germany	Investment	Anti-traffic jam programme	Active		Fuel Efficiency - Onroad
Germany	Investment	National Cycling Plan	Active	Support for states and local governments to improve cycling infrastructure and awareness raising measures.	Modal Shift
Germany	Investment	Railway-structure	Planned	Reform of the rail sector. Expansion of the railway network and expansion of combined road-rail transport facilities.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
		reform			
Germany	Information and Education	Fuel efficiency improvements	Active	Use of low friction oil and tyres in new cars.	Fuel Efficiency - Technical
Germany	Information and Education	Public awareness raising measures	Active	Campaign for climate protection in the transport sector, with the following emphasis: fuel-saving driving habits, vehicle maintenance, low-viscosity oils and low-roll-resistance tyres and highly fuel efficient vehicles (3 litre/100km).	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Germany	Cars	Third National Communication to the UNFCCC (p. 76-87)	IFEU (2002) TREMOD: Transport Emission Estimation Model.	-	-
Germany	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 76-87); Report to EU under 93/389/EEC	RWI (1999) [in German] cited in ECOFYS (2000) Evaluation of National Climate Change Policies in 6 EU member states - country report on Germany.	-	5
Germany	Air	Third National Communication to the UNFCCC (p. 76-87)	IFEU (2002) TREMOD: Transport Emission Estimation Model.	-	1 (in 2005)
Germany	Cars	2004 Report to EU under 93/389/EEC		-	1 (in 2005)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Germany	Road Freight	Third National Communication to the UNFCCC (p. 76-87);	IFEU (2002) TREMOD: Transport Emission Estimation Model.	-	5 (in 2005)
Germany	Cars	First national report on the implementation of Directive 2003-30-EC on the promotion of the use of biofuels or other renewable fuels for transport - Germany		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Germany	Cars	Third National Communication to the UNFCCC (p. 76-87)	IFEU (2002) TREMOD: Transport Emission Estimation Model.	-	2 - 5 (in 2005)
Germany	Cars	Communication to ECMT June 2005		-	-
Germany	Cars	Communication to ECMT June 2005		-	-
Germany	Cars	Communication to ECMT June 2005		-	-
Germany	Cars, Road Freight, Buses	Report to EU under 93/389/EEC;		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Germany	Air	2004 Report to EU under 93/389/EEC		-	2 (in 2005)
Germany	Cars, Road Freight, Buses	2004 Report to EU under 93/389/EEC		-	0.7
Germany	Cars, Road Freight, Buses	European Commission, COM (2005) 626, <i>Biomass Action Plan</i> (see p. 30)		-	-
Germany	Cars, Road Freight, Buses	2004 Report to EU under 93/389/EEC		-	0.15
Germany	Cars, Road Freight, Buses	2004 Report to EU under 93/389/EEC		-	0.5 (in 2005)
Germany	Cars	Federal Ministry of Transport, Building and Housing, National Cycling Plan 2002 to 2012, http://www.bmvbw.de/Anlage/original_11696/Ride-your-bike-Information-in-englischer-Sprache.pdf . Federal Environmental Agency, Reducing CO ₂ emissions in the transport	IFEU (2002) TREMOD: Transport Emission Estimation Model.	-	1 - 10 (in 2005)
Germany	Road Freight	Third National Communication to the UNFCCC (p. 76-87)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Germany	Cars	2004 Report to EU under 93/389/EEC		-	11
Germany	Cars	Third National Communication to the UNFCCC (p. 76-87)	IFEU (2002) TREMOD: Transport Emission Estimation Model.	-	5 (in 2005)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Greece	Fiscal	Fuel excise tax exemption for biofuels	Active	Biodiesel and ethanol are exempt from fuel excise duty until 2007.	Carbon Intensity
Greece	Fiscal	Vehicle taxation	Active	Tax base for circulation tax is fiscal horsepower. Registration, while based on purchase price includes an element differentiated according to engine volume.	Fuel Efficiency - Technical
Greece	Regulatory	Exhaust control cards	Active	Improved enforcement of existing regulation of in-service vehicle emissions standards. If, as a result, vehicles are better maintained (on average) there is likely to be a slight improvement in fuel efficiency.	Fuel Efficiency - Onroad
Greece	Investment	Bus efficiency	Active	Improving the fuel efficiency of the bus fleet through the gradual purchase of new buses.	Fuel Efficiency - Technical
Greece	Investment	Investment in biofuel production plant	Active	Two biodiesel production plants were financed by the government (one in Kilkis and one in Volos). They have a combined production capacity of 80,000 tonnes.	Carbon Intensity
Greece	Investment	Investment in public transport	Active	Two new metro lines are in operation, and the extension of these lines is already in progress. Establishment of priority measures for public transportation including dedicated lanes for buses and trams in Athens.	Modal Shift

Greece	Investment	Traffic management and further investment in public transport	Under Investigation	Investment in public transport infrastructure that increases the efficiency of the existing system. Investment will include both technical (e.g. priority for buses at traffic lights) and non-technical measures (e.g. bus lanes).	Modal Shift
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National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Greece	Cars, Road Freight, Buses	Greece's 4th National Communicaon to the UNFCCC		-	-
Greece	Cars	OECD 2004, Can cars come clean?		-	-
Greece	Cars, Road Freight, Buses	Greece's 4th National Communicaon to the UNFCCC		-	-
Greece	Buses	Greece's 4th National Communicaon to the UNFCCC		-	-
Greece	Cars, Road Freight, Buses	Greece's 4th National Communicaon to the UNFCCC		-	-
Greece	Cars	Greece's 4th National Communicaon to the UNFCCC		-	-

Greece	Cars	Greece's 4th National Communicaon to the UNFCCC	-	-
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National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Hungary	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	The development of biofuels will be supported through rebates on excise tax on bioethanol blended into petrol as ETBE as well as standard quality biodiesel blended in mineral diesel from 1st January 2005 to 31st December 2010.	Carbon Intensity
Hungary	Unknown	Modal Shift	Active	Incentives are provided for measures that would moderate the increase of road transportation and shift it to railways or waterways, as well as to moderate the use of passenger cars and encourage people to use public transport.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Hungary	Cars, Road Freight, Buses	Fourth National Communication to the UNFCCC - Progress Report		-	-
Hungary	Cars, Road Freight	Fourth National Communication to the UNFCCC - Progress Report		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Iceland	Fiscal	Reform of tax on diesel vehicles	Planned	Proposed changes to the taxation for diesel cars will remove the existing annual fixed or mileage tax in favour of a fuel excise tax. This change is expected to transfer around 10% of current gasoline use to diesel.	Fuel Efficiency - Technical
Iceland	Fiscal	Review of vehicle excise taxes	Under Investigation	Review of import fees for vehicles to determine if changes in fees are a feasible option to increase the share of energy-efficient vehicles.	Fuel Efficiency - Technical
Iceland	Regulatory	Better urban form	Under Investigation	Increased emphasis on short travel distances in physical planning of urban areas.	Demand
Iceland	Investment	Traffic management	Planned	Increased coordination of traffic lights.	Fuel Efficiency - Onroad
Iceland	Information and Education	Swan Label for tyres	Active	The Nordic Swan Label for energy efficient products introduced by the Nordic Council of Ministers recognises tyres that meet certain standards for rolling resistance and noise.	Fuel Efficiency - Technical
Iceland	Unknown	Better public transport	Planned	Improvement of public transportation systems.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Iceland	Cars	Third National Communication to the UNFCCC (p. 15)		-	-
Iceland	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 15)		-	-
Iceland	Cars	Third National Communication to the UNFCCC (p. 15)		-	-
Iceland	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 15)		-	-
Iceland	Cars, Road Freight	ECMT		-	-
Iceland	Cars	Third National Communication to the UNFCCC (p. 15)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Ireland	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	Excise relief for biofuels (including pure plant oil, biodiesel blends, and bioethanol blends up to a max of 5%).	Carbon Intensity
Ireland	Fiscal	Encouraging a shift to less CO ₂ intensive fuels in the public transport sector	Active	Fuel switching towards the most CO ₂ efficient alternatives to diesel will be encouraged in the public transport system. Adjustment of fuel taxation rebate rates will be used to promote the necessary shift.	Carbon Intensity
Ireland	Fiscal	Fuel Taxes to displace bunkering	Active	Gradual increases in excise tax in order to slow the increase in overall fuel consumption, encourage fuel switching and to stop the current practice of heavy goods vehicles engaged in international transport to bunker fuel in Ireland prior to travelling to elsewhere in the EU.	Fuel Efficiency - Technical
Ireland	Fiscal	Road tax	Active	Road tax rebalancing	Demand
Ireland	Fiscal	Vehicle Registration Taxes and other, Taxes	Active	Vehicle Registration Tax (VRT) and annual motor tax are differentiated on the basis of engine size (although the base for the former is purchase price). As new, more efficient technologies emerge VRT and annual motor tax will be further rebalanced to favour the purchase of more fuel-efficient vehicles.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Ireland	Voluntary Agreement - Freight	Freight	Active	A negotiated agreement between Government and the road haulage industry which will ensure that, as the industry evolves, the most GHG efficient practices will be adopted.	Fuel Efficiency - Onroad
Ireland	Investment	Freight modal shift	Active	Investment in railways and shipping for freight transport.	Modal Shift
Ireland	Investment	Fuel switching for buses	Active	Converting of buses to LPG and biofuels.	Carbon Intensity
Ireland	Investment	Infrastructure investment	Active	Improved road infrastructure.	-
Ireland	Investment	Investment in rail	Active	Increased investment in mainline rail.	Modal Shift
Ireland	Investment	Public Transport Measures	Active	A large investment programme in public transport will concentrate on the bus network, light rail, suburban rail, transport integration (park and ride, integrated ticketing, interchange facilities) and cycle infrastructure.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Ireland	Investment	Renewable Energy Research Development and Demonstration	Planned	Under the Renewable Energy Research, Development and Demonstration programme capital grant aid is offered for biofuels projects as follows. Pure plant oil applications - up to 25% support for oil presses and up to 45% support for the vehicle engine modifications for up to 100 vehicles per project; two projects are anticipated under this category, one of which is already being supported; Biodiesel plant - 10% of the capital cost for a plant with a capacity of 15-25 million litres per year. 25% support will be considered for a plant which is smaller scale (less than 10 million litres per year); Bioethanol plant - 10% of the capital costs for a plant with a capacity of 15-25 million litres per year.	Carbon Intensity
Ireland	Investment	Traffic Management	Active	To complement the measures supporting public transport, integrated traffic management and restraint schemes will be supported with an investment programme, including additional Quality Bus Corridors, further park and ride facilities, improved pedestrian facilities, development of the cycle network and improved traffic signalling and signposting.	Modal Shift
Ireland	Information and Education	Fuel efficiency labelling	Active	Labelling of new cars on sale with comparative fuel efficiency information.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Ireland	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Ireland; OJ C 98, 22.4.2005, p. 10		-	-
Ireland	Buses	Third National Communication to the UNFCCC (p. 23-32, 78)		-	-
Ireland	Cars, Road Freight	Third National Communication to the UNFCCC (p. 23-32, 78)		-	0.9
Ireland	Cars, Road Freight	2004 Report to EU under 93/389/EEC		-	0.1
Ireland	Cars	Third National Communication to the UNFCCC (p. 23-32, 78)		-	0.5

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Ireland	Road Freight	Third National Communication to the UNFCCC (p. 23-32, 78)		-	0.05
Ireland	Road Freight	2004 Report to EU under 93/389/EEC		-	0.05
Ireland	Buses	2004 Report to EU under 93/389/EEC		-	0.3
Ireland	Cars, Road Freight, Buses	2004 Report to EU under 93/389/EEC		-	0.027
Ireland	Road Freight	Third National Communication to the UNFCCC (p. 23-32, 78)		-	-
Ireland	Cars	Third National Communication to the UNFCCC (p. 23-32, 78)		-	0.15

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Ireland	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Ireland		-	-
Ireland	Cars	Third National Communication to the UNFCCC (p. 23-32, 78)		-	0.2
Ireland	Cars	2004 Report to EU under 93/389/EEC		-	0.38

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Italy	Fiscal	Fiscal incentives for biofuels (in relation to Directive 2003/30/EC)	Active	Biodiesel, ethanol and ETBE are exempt from excise tax.	Carbon Intensity
Italy	Fiscal	Incentives for motorcycles and cars	Active	Regulations on re-financing and extension of incentives for the acquisition of motorcycles and motor vehicles.	-
Italy	Fiscal	Low-carbon fuels	Active	Financial incentives are available to local authorities and private businesses for the acquisition of vehicles with zero or low emissions (hybrids, electric, methane, LPG cars) in urban areas with more than 150 000 inhabitants; incentives for the conversion to CNG or LPG of non-catalysed vehicles; promotion of biodiesel.	Carbon Intensity
Italy	Fiscal	Reducing car use	Planned	Local "mobility managers" to co-ordinate carpooling - possibly supported by voluntary agreements with businesses; provision of car-sharing services, with low environmental impact vehicles, by local public transport businesses; on-demand public transport services through public companies or incentives for private firms; an agreement between government and industry on the establishment of freight trading centre(s).	Fuel Efficiency - Onroad
Italy	Fiscal	Vehicle taxation	Active	Circulation tax is based on engine power.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Italy	Fiscal	Vehicle taxation	Active	Modification of vehicle tax.	Fuel Efficiency - Technical
Italy	Voluntary Agreement	LPG and natural gas vehicles	Planned	Promotion of natural gas use, with the goal of increasing the number of natural gas powered vehicles from 1 to 1.5 million by 2010, up from around 0.4 million in 2000; promotion of natural gas powered buses through local regulations and Programme Agreements to replace buses more than 10 years old with natural gas powered or dual-fuelled ones; promotion of LPG powered vehicles, through a voluntary agreement with industry and financial incentives for new LPG vehicles or conversion of new vehicles - goal of increasing the number of LPG powered vehicles from 1.4 million in 2000 to 3.5 to 4 million by 2010.	Carbon Intensity
Italy	Investment	Ecological Sundays	Active	Financing plan called "Ecological Sundays" for low or zero emission public transport.	Modal Shift
Italy	Investment	Enhancing freight efficiency	Active	[No information provided]	Fuel Efficiency - Onroad
Italy	Investment	Infrastructure investment	Active	Investment in road infrastructure.	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Italy	Investment	Investment in infrastructure	Planned	Investment in restructuring and modernisation of ports; re-opening and development of inland waterways; extension of the rail network with particular attention to high speed trains, inter-modal connections and commuter rail; dedicated bus lanes; development of regional hubs for both freight and passenger transport.	Modal Shift
Italy	Investment	Investment in public transport	Active	Financing to the Regions for the replacement of buses for public transport which are more than 15 years old.	Fuel Efficiency - Technical
Italy	Investment	Park and ride	Active	Improvements in infrastructure such as better links between railway stations and parking areas.	Modal Shift
Italy	Investment	Promotion of bicycling	Active	Establishment of a specific fund for promoting the use of bicycles.	Modal Shift
Italy	Research and Development	Hydrogen vehicles	Active	Pilot projects for hydrogen and fuel cells.	Carbon Intensity
Italy	Research and Development	Research	Active	[No information provided]	-
Italy	Unknown	LPG technologies	Active	Improved technologies for LPG use.	Carbon Intensity
Italy	Unknown	Modal Shift to shipping	Active	Programme of measures in the freight sector to transfer road traffic to rail and sea (related to the Convention for the Protection of the Alps 1991).	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Italy	Unknown	Reducing vehicle weight	Active	New materials to reduce vehicle weight.	Fuel Efficiency - Technical
Italy	Unknown	Telematics for freight	Active	[No information provided]	Fuel Efficiency - Onroad
Italy	Unknown	Urban mobility plans	Active	[No information provided]	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Italy	Cars, Road Freight, Buses	OJ C 146, 19.6.2002, p. 6; OJ C 16, 22.1.2004, p. 22		-	-
Italy		Third National Communication to the UNFCCC (p. 98-104)		-	-
Italy	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 88, 98-106)	Ecofys, 2001, Evaluation of National Climate Change Policies in EU Member States - Country Report on Italy	-	-
Italy	Cars, Road Freight	Third National Communication to the UNFCCC (p. 88, 98-106)		-	2.1
Italy	Cars	OECD (2004), Can cars come clean?		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Italy	Cars	2004 Report to EU under 93/389/EEC		-	1.3
Italy	Cars, Buses	Third National Communication to the UNFCCC (p. 88, 98-106)		EUR 880 million	1.5
Italy	Cars	Third National Communication to the UNFCCC (p. 98-104)		-	-
Italy	Road Freight	Third National Communication to the UNFCCC (p. 88, 98-106)	Ecofys, 2001, Evaluation of National Climate Change Policies in EU Member States - Country Report on Italy	-	2.6 - 3.2
Italy	Cars, Road Freight, Buses	2004 Report to EU under 93/389/EEC		-	2.7

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Italy	Cars, Road Freight	Third National Communication to the UNFCCC (p. 88, 98-106)		-	3.6
Italy	Buses	Third National Communication to the UNFCCC (p. 98-104)		-	-
Italy	Cars	2004 Report to EU under 93/389/EEC		-	0.6
Italy	Cars	Report to EU under 93/389/EEC		-	-
Italy	Cars, Road Freight, Buses	2004 Report to EU under 93/389/EEC		-	0.2
Italy		2004 Report to EU under 93/389/EEC		-	1.45
Italy	Cars	2004 Report to EU under 93/389/EEC		-	0.85
Italy	Road Freight	Third National Communication to the UNFCCC (p. 88, 98-106)	Ecofys, 2001, Evaluation of National Climate Change Policies in EU Member States - Country Report on Italy	-	1

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Italy	Cars	2004 Report to EU under 93/389/EEC		-	0.4
Italy	Road Freight	2004 Report to EU under 93/389/EEC		-	0.5
Italy	Cars	2004 Report to EU under 93/389/EEC		-	2.25

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Japan	Fiscal	Fiscal incentives for top performing vehicles	Active	Vehicles which exceed the "Top Runner" defined vehicles by 5% or more (in terms of fuel efficiency) receive incentives on both purchase and circulation taxes. (High performing vehicles receive further support through government procurement effort). Circulation tax is reduced 25%, or 50% for vehicles that also qualify as low emissions vehicles in respect of local air pollutants; Car acquisition tax is reduced by EUR 70, or EUR 110 for low emission vehicles.	Fuel Efficiency - Technical
Japan	Fiscal	Promoting dissemination of clean energy vehicles	Planned	Promoting the smooth introduction and use of hybrid vehicles and natural gas trucks and buses through subsidies and tax concessions.	Carbon Intensity
Japan	Fiscal	Promoting telecommunication	Planned	Fiscal incentives and financial support for companies to encourage teleworking.	Demand
Japan	Regulatory	Improving fuel efficiency Toprunner programme	Active	Fuel efficiency standards for passenger and freight vehicles.	Fuel Efficiency - Technical
Japan	Regulatory	Speed limiting	Active	Installation of speed limiting devices on large trucks.	Fuel Efficiency - Onroad
Japan	Investment	Increased rail convenience	Active	Increased rail convenience by increasing transport capacity.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Japan	Research and Development	Promotion of rail freight	Active	Investigation of regulatory reform - studying institutional arrangements including legislation to support improved efficiency of trunk line distribution.	Modal Shift
Japan	Unknown	Anti-idling technologies	Active	Distribution of vehicles featuring idling prevention systems.	Fuel Efficiency - Onroad
Japan	Unknown	Car traffic demand management	Active	[No information provided]	-
Japan	Unknown	Modal Shift to shipping	Active	Promotion of modal shift to shipping by reviewing regulations, strengthening competitiveness through introduction of new technologies, and improving efficiency.	Modal Shift
Japan	Unknown	Promotion of Intelligent Transport Systems	Planned	[No information provided].	Fuel Efficiency - Onroad
Japan	Unknown	Reduction in engineering works on roads	Active	[No information provided].	-
Japan	Unknown	Traffic safety facilities	Active	Improve efficiency of traffic control systems.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Japan	Cars	Third National Communication to the UNFCCC (p. 86-91)		-	2.6
Japan	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 86-91); FCCC/WEB/2003/1 (p. 65)		-	2.2
Japan	Cars	Third National Communication to the UNFCCC (p. 86-91); FCCC/WEB/2003/1 (p. 65)		-	3.4
Japan	Cars, Road Freight	Third National Communication to the UNFCCC (p. 86-91)		-	3.5 - 6.95
Japan	Road Freight	Third National Communication to the UNFCCC (p. 86-91)		-	0.8
Japan	Rail	Third National Communication to the UNFCCC (p. 86-91)		-	0.3

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Japan	Road Freight	Third National Communication to the UNFCCC (p. 86-91)		-	1.5
Japan	Cars	Third National Communication to the UNFCCC (p. 86-91)		-	1.1
Japan	Cars	Third National Communication to the UNFCCC (p. 86-91)		-	0.7
Japan	Shipping	Third National Communication to the UNFCCC (p. 86-91)		-	2.6
Japan	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 86-91); FCCC/WEB/2003/1 (p. 65)		-	3.7
Japan	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 86-91)		-	0.4
Japan	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 86-91)		-	0.7

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Korea	Fiscal	Traffic Demand Management	Active	A range of measures were put in place by the Traffic Demand Management Policy, released in Jan 2001, including: variation in commuting hours, incentives for companies to run in-house demand management initiatives and increased investment in Intelligent Traffic Systems.	Modal Shift
Korea	Regulatory	Regulations banning idling of vehicles	Active	Legislation introduced in 2003 gives local authorities the power to ban idling for an extended period in areas such as terminals, garages and parking lots. The ban is supplemented by a promotional campaign.	Fuel Efficiency - Onroad
Korea	Investment	Congestion reduction	Active	Investment in new roading infrastructure is expected to help alleviate congested urban traffic.	Fuel Efficiency - Onroad
Korea	Investment	Investment in public transport infrastructure	Active	Ongoing expansion of urban, light and intercity rail infrastructure and in dedicated lanes for public buses. Investment will include adoption of Bus Rapid Transit systems and expansion and improvement of passenger transit transfer facilities.	Modal Shift
Korea	Unknown	Establishment of a 'Comprehensive Logistics Information Network'	Active	Through computerisation of logistics bases such as airports and inland container depots.	Modal Shift
Korea	Unknown	Promotion of logistics standardisation	Active	[No information provided].	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Korea	Cars	Second National Communication to the UNFCCC (p. 61)		-	-
Korea	Cars, Road Freight	Second National Communication to the UNFCCC (p. 61)		-	-
Korea	Cars, Road Freight, Buses	Second National Communication to the UNFCCC (p. 60)		-	-
Korea	Buses, Rail	Second National Communication to the UNFCCC (p. 60-1)		-	-
Korea	Road Freight	Second National Communication to the UNFCCC (p. 61)		-	-
Korea	Road Freight	Second National Communication to the UNFCCC (p. 61-2)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Latvia	Fiscal	Incentives for biodiesel	Planned	Tax incentives for biodiesel introduced on 13.3.2005.	Carbon Intensity
Latvia	Regulatory	Vehicle Inspection and Maintenance	Active	Construction of technical check-up stations, for vehicle safety and exhaust emissions inspection. If an improvement in vehicle maintenance results then a small improvement in fuel efficiency can be expected.	Fuel Efficiency - Onroad
Latvia	Investment	Development of cycling	Active	Investment in cycling infrastructure in urban areas.	Modal Shift
Latvia	Investment	Development of the public transport system	Active	Ongoing investment in the public transport system, with an emphasis on interconnectedness and with supporting measures such as policies restricting parking in downtown areas.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Latvia	Cars, Road Freight	ECMT Env Group 19 May 2005		-	-
Latvia	Cars	FCCC/WEB/2003/1 (p. 70)		-	-
Latvia	Cars	Third National Communication to the UNFCCC (p. 78)		-	-
Latvia	Cars	Third National Communication to the UNFCCC (p. 77)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Liechtenstein	Fiscal	Distance and gross vehicle mass based charging for heavy vehicles	Under Investigation	A system of charges on heavy goods vehicles is being investigated.	Demand
Liechtenstein	Fiscal	Tax exemptions for low carbon fuelled vehicles	Active	Tax exemptions for solar, hybrid, electric or CNG vehicles.	Carbon Intensity
Liechtenstein	Investment	Support for public transport	Active	Support for public transport including development of the Liechtenstein Bus Authority and the 'Liechtenstein-Takt' train service, priority for buses at traffic signals.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Liechtenstein	Road Freight	Third National Communication to the UNFCCC (p. 24)		-	-
Liechtenstein	Cars	Third National Communication to the UNFCCC (p. 24)		-	-
Liechtenstein	Cars	Third National Communication to the UNFCCC (p. 24)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Lithuania	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Active	Fiscal incentives (a reduction in excise tax) for biodiesel, vegetable oils, bioethanol and ETBE.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Lithuania	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Lithuania; Lithuania's 3rd and 4th National Communication to the UNFCCC		-	0.255

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Luxembourg	Fiscal	Vehicle taxation	Active	Circulation tax is based on engine volume.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Luxembourg	Cars	OECD (2004), Can cars come clean?		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Malta	Fiscal	Motor vehicle access restriction in Valletta	Planned	Plans are underway to reduce cars going into the capital city Valletta. This will be achieved by reforming the current Valletta licence charge and introducing parking charges. A Park-and-Ride project is also being implemented.	Modal Shift
Malta	Fiscal	Restrictions on vehicle use	Under Investigation	A range of policy options designed to reduced car use is currently under investigation, including an increase in fuel prices, a tax on vehicle emissions, changing the time and cost parameters of parking charges and increasing the appeal of public transport.	Modal Shift
Malta	Regulatory	On-street vehicle testing	Active	On-site vehicle roadworthiness testing was introduced early in 2005, it includes exhaust emissions testing. If improved maintenance results a slight improvement in fuel efficiency can be expected.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Malta	Cars	Personal Communication, Maria Attard, Malta Transport Authority		-	-
Malta	Cars	First National Communication to the UNFCCC (p. 37)		-	0.02
Malta	Cars	Personal Communication, Maria Attard, Malta Transport Authority		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Mexico	Fiscal	Freight vehicle renewal programme	Planned	Payments to replace old, inefficient freight vehicles available to 2007	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Mexico	Road Freight	ECMT Env Group 19 May 2005		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Netherlands	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Planned	The government intends to introduce a system of fiscal incentives for biofuels in 2006.	Carbon Intensity
Netherlands	Fiscal	CO ₂ differentiation in tax	Planned	The differentiation of vehicle purchase tax on the basis of CO ₂ has been approved by the Dutch parliament, it applies from July 2006. In addition, there is a tax cut for emerging technologies (e.g. petrol-electric hybrid vehicles and hydrogen fuel cell powered vehicles). This gives the best performing vehicles (with "A" labels) a tax reduction of up to EUR 1000 and imposes an extra tax of EUR 540 on the worst performing cars (with "D" to "G" labels).	Fuel Efficiency - Technical
Netherlands	Fiscal	In-vehicle fuel saving devices	No Longer Active	A fiscal incentive scheme was introduced in May 2001 to enable the installation (as standard) in new cars of on-board devices such as econometers, on-board computers and cruise control at a reduced price. The European mandatory requirement for speed limiters in heavy goods vehicles was extended to cover 2.5 - 10 tonne vehicles. The scheme was cancelled due to the cost to the Government.	Fuel Efficiency - Onroad
Netherlands	Fiscal	Road user charging	Under Investigation	A kilometre based charging system for road usage is under investigation.	Demand

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Netherlands	Fiscal	Variable fuel duty according to sulphur content	Active	From 2005 the fuel duty on diesel containing more than 10 mg/kg of sulphur will increase by 0.01 euro, while the duty on fuel with less than 10 mg/kg will remain unchanged.	Other
Netherlands	Regulatory	Biofuels Obligation (in relation to Directive 2003/30/EC)	Planned	An obligation requiring fuel companies to incorporate a certain percentage of biofuels in the fuel they place on the national market or face a penalty. This obligation will come into force from January 2007, and will be set at 2 percent of total transport fuel consumption	Carbon Intensity
Netherlands	Regulatory	Speed limit enforcement	Active	Enforcement of speed limits has been stepped up.	Fuel Efficiency - Onroad
Netherlands	Investment	CO ₂ Reduction Programme - Freight Transport	Active	Grants are available for regional and local government enterprises to investment in CO ₂ reduction measures in the freight sector - costs incurred in connection with investment in technology, utilisation of technology and outreach activities are eligible. Funding is EUR 3.5 million per year. Examples of projects include: technical adjustments required to adapt vehicles to new fuels such as biodiesel or CNG, weight reduction (e.g. lightweight containers), improvements in the technical fuel efficiency of vehicles or ships (e.g. decreasing water resistance).	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Netherlands	Investment	CO ₂ Reduction Programme - Passenger Transport	Active	This programme, launched in 2000, provides funding for a range of initiatives which reduce CO ₂ emissions in the transport sector. The range is very broad, but includes projects such as subsidising the use of biofuels in taxis, a park and ride system which reserves train passengers a car park when they purchase a train ticket, improved energy efficiency of the airconditioning systems in trains; allowing cyclists to take their bikes on trains. Every measure has the minimum result of reducing 75 kilo tonnes of CO ₂ . The programme also covers projects to train municipal officials in the application of energy-aware design methods for dealing with traffic in residential neighbourhoods. Funding is EUR 4 million per year.	Modal Shift
Netherlands	Information and Education	Improvements freight sector logistics	Active	A collection of initiatives (mostly information and education, but with some fiscal support) designed to improve logistical practices in the freight sector to increase load factors and reduce the number of vehicle kilometres driven. This initiative is expected to result in the installation of onboard devices which aid logistics.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Netherlands	Information and Education	The New Driving Force - Ecodriving programme	Active	ECO-DRIVING is a programme designed to get motorists driving more fuel efficiently. So far 90% of driving instructors have received ECO-DRIVING training. The aim is to make ECO-DRIVING part of practical driving examinations for a licence to drive cars. A media campaign was launched in June 2004 encouraging existing drivers to adopt the ECO-DRIVING style and to maintain tyre pressures.	Fuel Efficiency - Onroad
Netherlands	Information and Education	Transport Avoidance Project	Active	The Transport Avoidance project supports enterprises in developing and using business innovations that combine new market opportunities or cost savings with a reduced need for transporting goods. Support is provided in three ways: developing and gathering knowledge about opportunities for adapting a company's organisation and production processes so as to reduce the need for transport; sharing this knowledge with enterprises; providing funding for enterprises that have promising ideas for organising their operations in a more transport-efficient way. Support has been provided for more than 100 projects and in 2006 EUR 1.4 million will be available.	Demand

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Netherlands	Cars, Road Freight, Buses	Netherlands's Fourth National Communication to the UNFCCC - Report on Progress		-	-
Netherlands	Cars	Traffic Emissions Policy Document (p. 39)		-	-
Netherlands	Cars, Road Freight, Buses	Traffic Emissions Policy Document (p. 40)		-	-
Netherlands	Cars, Road Freight	Netherlands's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Netherlands	Cars, Road Freight, Buses	Traffic Emissions Policy Document (p. 40)		-	-
Netherlands	Cars, Road Freight, Buses	European Commission, COM (2005) 626, <i>Biomass Action Plan</i> (see p. 30)		-	-
Netherlands	Cars, Road Freight	Netherlands's Fourth National Communication to the UNFCCC		-	-
Netherlands	Road Freight, Shipping	Netherlands's Fourth National Communication to the UNFCCC			-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Netherlands	Cars	Netherlands's Fourth National Communication to the UNFCCC			-
Netherlands	Road Freight	Netherlands's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Netherlands	Cars, Road Freight, Buses	Netherlands's Fourth National Communication to the UNFCCC - Report on Progress		-	-
Netherlands	Road Freight, Rail, Shipping, Air	Communication to ECMT			-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
New Zealand	Fiscal	Road Pricing for Auckland	Under Investigation	Auckland Road Pricing Evaluation Study commenced in 2004 - primarily aimed at determining whether road pricing could generate good reductions in congestion and raise revenue for further investment in land transport. Potential greenhouse gas emission reductions.	Fuel Efficiency - Technical
New Zealand	Regulatory	Biofuels	Under Investigation	The Government has committed to a mandatory biofuels sales target, to be confirmed by June 2007. Surrounding programmes include removal of legislative barriers and development of biodiesel and bioethanol fuel standards. The government, through the National Energy Efficiency and Conservation Strategy has set a provisional target to have 2 petajoules (pa) of biofuel use (around 65 million litres of biodiesel or bioethanol) by 2012.	Carbon Intensity
New Zealand	Investment	Procurement policies	Active	Government fleet management and procurement initiatives to increase the efficiency of the government fleet. The programme also has the ability to provide influence and leverage for decisions affecting the wider fleet.	Fuel Efficiency - Technical
New Zealand	Information and Education	Travel Planning	Active	Introduction by local and regional government (with funding and guidance from central government) of travel planning initiatives around schools, businesses and communities.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
New Zealand	Information and Education	Vehicle Fuel Efficiency Website	Active	Data from all passenger vehicles entering New Zealand along with vehicle efficiency information from vehicle manufacturers has been collated and will be presented via a fuel efficiency web site, due for release mid 2006.	Fuel Efficiency - Technical
New Zealand	Information and Education	Vehicle Fuel Consumption Labelling	Under Investigation	The introduction of a scheme which provides comparative information on new vehicles' fuel consumption, at point of sale, is being investigated.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
New Zealand	Cars	www.mot.govt.nz; Communication to ECMT		-	-
New Zealand	Cars, Road Freight, Buses	www.eeca.govt.nz; Communication to ECMT			-
New Zealand	Cars, Road Freight	Gov ³ programme www.mfe.govt.nz; Communication to ECMT			-
New Zealand	Cars, Road Freight	www.eeca.govt.nz; Communication to ECMT		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
New Zealand	Cars	www.mot.govt.nz ; Communication to ECMT			-
New Zealand	Cars	Communication to ECMT		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Norway	Fiscal	CO ₂ tax, petrol and diesel taxes	Active	The CO ₂ tax is regarded as the main instrument for limiting emissions from the transport sector. Petrol will in 2006 be taxed at around 0.79 NOK/litre and 0.53 NOK/litre for diesel (on top of general taxes of 4.10 and 2.97 NOK/litre, respectively). CO ₂ tax for kerosene in aviation is 0.53 NOK/litre.	Fuel Efficiency - Technical
Norway	Fiscal	Exemption from purchase and investment tax for alternative fuels.	Active	Electric cars are exempt from purchase and investment taxes.	Carbon Intensity
Norway	Fiscal	Exemption of natural gas from CO ₂ tax.	Active	Exemptions from CO ₂ tax for the use of natural gas in buses, ferries and supply ships. Natural gas is used in buses in certain towns – 77 buses in total. Another five ferries using natural gas will be introduced in 2007.	Carbon Intensity
Norway	Fiscal	Purchase tax on cars	Active	The purchase tax on cars has, since 1996, been differentiated according to car weight, engine output and engine volume. The tax structure is being evaluated. The evaluation will include the question of whether to include CO ₂ emissions as part of the basis for calculating the purchase tax.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Norway	Investment	Promotion of bicycle use and walking	Active	Promotion of bicycle use in a national strategy for cycling (presented in 2003), with focus on development and maintenance of cycle paths, safety, and increasing the attractiveness of cycling. Policy goal – bicycle travel in Norway is to comprise at least 8% of all travel (out of the total number of trips).	Modal Shift
Norway	Investment	Support for public transport	Active	Support for public transport through investment in infrastructure and subsidies for services.	Modal Shift
Norway	Information and Education	Swan Label for tyres	Active	The Nordic Swan Label for energy efficient products introduced by the Nordic Council of Ministers recognises tyres that meet certain standards for rolling resistance and noise.	Fuel Efficiency - Technical
Norway	Research and Development	Promotion of clean vehicles	Active	State funding of development and demonstration projects within the transport sector focusing on hydrogen, fuel cell technology and biofuels. For 2006 the funding will be – NOK 22.3 million. This funding will be incorporated into the Government's national hydrogen programme.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Norway	Cars, Road Freight, Buses, Rail, Shipping, Air	Third National Communication to the UNFCCC (p. 34, 73); Communication of Norway to ECMT		-	-
Norway	Cars	Third National Communication to the UNFCCC (p. 34, 73)		-	-
Norway	Buses, Shipping	Third National Communication to the UNFCCC (p. 34, 73)		-	-
Norway	Cars	Third National Communication to the UNFCCC (p. 34)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Norway	Cars	The National Transport Plan – Report No 24 to the Storting (2003-2004)		-	-
Norway	Cars	Third National Communication to the UNFCCC (p. 34)		-	-
Norway	Cars, Road Freight	ECMT		-	-
Norway	Cars	Budgetary Report to Parliament for the Ministry of Transport and Communications nr 1(2005-2006)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Poland	Regulatory	Improvement of road traffic flow and parking for heavy load vehicles in towns	Unknown	[No information provided]	Fuel Efficiency - Onroad
Poland	Regulatory	Technical projects related to vehicle design	Unknown	[No information provided]	Fuel Efficiency - Technical
Poland	Investment	Construction of motorways, ring roads and expressways	Unknown	[No information provided]	Fuel Efficiency - Onroad
Poland	Investment	Development of rail transport, including combined transport	Unknown	[No information provided]	Modal Shift
Poland	Investment	Improvement of infrastructure for bicycle riders and pedestrians	Unknown	[No information provided]	Modal Shift
Poland	Investment	Improvement of the quality of waterway transport	Unknown	[No information provided]	Modal Shift
Poland	Information and Education	Implementation of local transport plans (schools and enterprises)	Unknown	[No information provided]	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Poland	Information and Education	Information and upbringing activities concerning the need to change behaviour	Unknown	[No information provided]	Modal Shift
Poland	Information and Education	Measures to change patterns of long-distance travels in favour of railways	Unknown	[No information provided]	Modal Shift
Poland	Information and Education	Promotion of "environmentally clean" vehicles	Unknown	[No information provided]	Fuel Efficiency - Technical
Poland	Information and Education	Promotion of cycling transport	Unknown	[No information provided]	Modal Shift
Poland	Information and Education	Promotion of marine and inland navigation	Unknown	[No information provided]	Modal Shift
Poland	Information and Education	Promotion of public transport	Unknown	[No information provided]	Modal Shift
Poland	Information and Education	Promotion of transport plans to service enterprises	Unknown	[No information provided]	Modal Shift
Poland	Policy Process	Biofuels target	Under Investigation	Target for 1.5% of road fuels to be biofuels is currently under debate.	Carbon Intensity
Poland	Unknown	Effective organisation of rail and road systems	Unknown	[No information provided]	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Poland	Road Freight	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars, Road Freight, Buses	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars, Road Freight, Buses	2003 Report to EU under 93/389/EEC		-	-
Poland	Road Freight	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-
Poland	Road Freight	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars, Road Freight, Buses	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-
Poland	Road Freight	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars	2003 Report to EU under 93/389/EEC		-	-
Poland	Cars, Road Freight	ECMT Env Group 19 May 2005		-	-
Poland	Cars, Road Freight, Buses, Rail	2003 Report to EU under 93/389/EEC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Portugal	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC)	Planned	The draft Decree-Law that will transpose EU directive 2003/30/EC into national legislation has been submitted to the Government and is undergoing final revision prior to publication. It sets out the following incentives for biofuel use: Biofuels are exempt from excise duties up to a quota set every year, (1% of road transport fuels in 2005); provides for the possibility of imposing a quota for biofuels in transport fuels, in cases where the target for the preceding year was not met; provides for the possibility of establishing voluntary agreements on the use of biofuels in blends higher than 15% with public or private undertakings operating public passenger transport fleets.	Carbon Intensity
Portugal	Fiscal	CO ₂ sales tax for cars	Planned	[No information provided]	Fuel Efficiency - Technical
Portugal	Fiscal	Fuel taxation	Active	[No information provided]	Fuel Efficiency - Technical
Portugal	Fiscal	System of incentives to reduce environmental impact of freight	Active	Minimise the environmental impact of road freight transport (e.g. improving efficiency through minimising number of empty-haul journeys, removal from service of older vehicles).	Fuel Efficiency - Onroad
Portugal	Fiscal	Vehicle taxation	Active	Change of vehicle taxation base.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Portugal	Regulatory	Speed limit reduction	Active	Reduction of motorway speed.	Fuel Efficiency - Onroad
Portugal	Investment	Fuel switching for buses	Active	Increase of natural gas in bus fleet.	Carbon Intensity
Portugal	Investment	Modernization and construction of light rail transport.	Active	Establishment of a hierarchy of appropriate public transport in the principal metropolitan areas, with a view to integrating collective transport systems.	Modal Shift
Portugal	Investment	Modernizing infrastructure and the service of conventional rail transport.	Active	Enhancing the attractiveness of rail transport by investing in infrastructure appropriate to the needs of different types of transport, expanding the network and improving the quality of services.	Modal Shift
Portugal	Investment	Underground network expansion	Active	[No information provided]	Modal Shift
Portugal	Information and Education	Eco-driving	Active	[No information provided]	Fuel Efficiency - Onroad
Portugal	Information and Education	Local Urban Travel Plans	Planned	[No information provided]	Modal Shift
Portugal	Unknown	Management of Energy Consumption by the Transport Sector	Active	Reduction of specific energy consumption.	-
Portugal	Unknown	Modal shift in Lisbon	Active	Change of modal split to public transport in Lisbon.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Portugal	Unknown	National Network of Logistical Platforms	Active	Promote efficiency and inter-modality of freight transport.	-
Portugal	Unknown	Reduction of travel time	Active	[No information provided]	-
Portugal	Unknown	Switch from private freight fleet to public transport	Active	[No information provided]	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Portugal	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Portugal		-	-
Portugal	Cars	Communication of Portugal to ECMT		-	-
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.082
Portugal	Road Freight	Third National Communication to the UNFCCC (p. 47-8)		-	-
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.08

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.03
Portugal		2004 Report to EU under 93/389/EEC		-	0.35
Portugal	Cars	Third National Communication to the UNFCCC (p. 47-8)		-	-
Portugal	Rail	Third National Communication to the UNFCCC (p. 47-8)		-	-
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.03
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.023
Portugal	Cars	Communication of Portugal to ECMT		-	-
Portugal		Third National Communication to the UNFCCC (p. 47-8)		-	-
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.086

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Portugal	Road Freight	Third National Communication to the UNFCCC (p. 47-8)		-	-
Portugal		2004 Report to EU under 93/389/EEC		-	0.05
Portugal	Cars	2004 Report to EU under 93/389/EEC		-	0.039

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Slovakia	Fiscal	Support for biofuels	Planned	<p>According to the Excise Duty Act distributors of motor fuel for road transport are entitled to an exemption from payment of excise duty if the following biofuels are blended in the fuel: bioethanol, biodiesel, biogas, bio-ETBE and bio-DME.</p> <p>The amount of the exemption is proportionate to the percentage of biofuel added but may not exceed 25% of the excise duty paid.</p> <p>NOTE: Slovakia reports this policy as active, however, the European Commission does not appear to have granted State Aid approval, so it has been adjusted to "Planned".</p>	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Slovakia	Cars, Road Freight, Buses	Slovakia's Report to the Commission pursuant to Directive 2003/30/EC for the 2005 reporting year		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Slovenia	Fiscal	Biofuels Support Part I (in relation to Directive 2003/30/EC)	Active	Biofuels sold in pure form have been completely exempt from excise taxes since December 2003. Those sold in blends are subject to excise taxes, but may apply for a 25% rebate.	Carbon Intensity
Slovenia	Fiscal	Increased fuel excise duty	Active	Fuel excise duty increased by over 60% between 1999 and 2002.	Fuel Efficiency - Technical
Slovenia	Regulatory	Biofuels Support Part II (in relation to Directive 2003/30/EC)	Planned	A law requiring producers and retailers to supply a certain percentage of the market share as biofuels is planned. It will help meet a target of 1% penetration by 2010.	Carbon Intensity
Slovenia	Regulatory	Exhaust emission check-ups	Active	Exhaust emissions became part of regular vehicle check-ups from the end of 2003, this will ensure vehicles are better tuned (to meet air pollution emissions standards) and will therefore increase fuel efficiency marginally.	Fuel Efficiency - Onroad
Slovenia	Regulatory	Urban planning	Planned	Strategy to encourage more "mixed" urban planning.	Demand
Slovenia	Investment	Support for public transport	Planned	Implement measures in support of public transport - traffic priority systems for buses, better links between bus and rail transport, better charging for parking and direct subsidies to public transport. The quantification is based on public transport achieving a 10 percent market share of urban personal transport - it does not account for secondary "rebound" affects.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Slovenia	Investment	Support for rail transport	Planned	Investment in long distance railway infrastructure to encourage freight on to rail. Investment in interconnections between other modes of transport, quality of service and promotion in order to increase passenger rail patronage.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Slovenia	Cars, Road Freight, Buses	Second and Third National Communication to the UNFCCC		-	-
Slovenia	Cars, Road Freight, Buses	Second and Third National Communication to the UNFCCC		-	0.15
Slovenia	Cars, Road Freight, Buses	Second and Third National Communication to the UNFCCC		-	0.1
Slovenia	Cars	Second and Third National Communication to the UNFCCC		-	0.185
Slovenia	Cars	Second and Third National Communication to the UNFCCC		-	0.056
Slovenia	Cars	Second and Third National Communication to the UNFCCC		-	0.1

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Slovenia	Cars, Road Freight	Second and Third National Communication to the UNFCCC		-	0.05

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Spain	Fiscal	Improved efficiency in air traffic	Active		Fuel Efficiency - Technical
Spain	Fiscal	Renovation vehicles fleets used for tourism	Active	Fiscal incentives for the tourism industry to replace older vehicles with more fuel efficient ones.	Fuel Efficiency - Technical
Spain	Fiscal	Tax rebates for environmentally friendly fuels	Planned	An excise tax exemption is planned for biofuels.	Carbon Intensity
Spain	Fiscal	Transport infrastructure management	Under Investigation	The use of economic instruments for management of transport demand is under investigation	Demand
Spain	Regulatory	Speed limit enforcement	Active	[No information provided]	Fuel Efficiency - Onroad
Spain	Voluntary Agreement	Accelerated renovation of airline fleets	Active	Voluntary agreements with airlines to accelerate the renovation of their fleet.	Fuel Efficiency - Technical
Spain	Voluntary Agreement	Accelerated renovation of the shipping fleets	Active	Voluntary agreements with shipping companies to accelerate the renovation of their fleet.	Fuel Efficiency - Technical
Spain	Investment	Infrastructure investment	Active	Improvement in the quality and maintenance of existing road infrastructure.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Spain	Investment	Investment in rail infrastructure	Active	A modal shift from road to rail for both passenger and freight transport is expected to result from a large infrastructure investment programme. Investment includes: development of a high speed rail network (0.3 Mt CO ₂ in 2010); improvement of the network over short distances; promotion of freight transport on railways.	Modal Shift
Spain	Investment	Public transport	Active	Economic support for accelerated renewal of public transport fleets.	Fuel Efficiency - Technical
Spain	Information and Education	Company Travel Plans	Active	All companies and centres of activity (e.g. shopping malls) of more than 200 workers must adopt travel plans to reduce the proportion of car trips and increase public transport usage.	Modal Shift
Spain	Information and Education	Ecodriving	Active	Training for car drivers in fuel efficient driving techniques.	Fuel Efficiency - Onroad
Spain	Information and Education	Ecodriving for heavy vehicles	Active	Training for bus and truck drivers in fuel efficient driving techniques.	Fuel Efficiency - Onroad
Spain	Information and Education	Encourage more efficient practices in heavy vehicle fleets	Active	Development of management tools for freight operators; introduction of an accreditation scheme (to highlight the most efficient freight operators); research into fuel efficiency techniques.	Fuel Efficiency - Onroad
Spain	Information and Education	Fuel efficient flying	Active	Training for airline pilots in fuel efficient flying techniques.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Spain	Unknown	Increased use of shipping for freight transport	Active	[No information provided]	Modal Shift
Spain	Unknown	Plans of urban mobility	Active	[No information provided]	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Spain	Air	Report to EU under 93/389/EEC		-	0.058 (in 2007)
Spain	Cars, Buses	2005 Report to EU under 93/389/EEC			0.903 (in 2007)
Spain	Cars, Road Freight, Buses	In-depth review of Third National Communication to the UNFCCC (p. 16); Report to the EU concerning directive 2003-30-EC - Spain			-
Spain	Cars, Road Freight, Buses	2005 Report to EU under 93/389/EEC			2.517 (in 2007)
Spain	Cars, Road Freight, Buses	2005 Report to EU under 93/389/EEC			-
Spain	Air	2005 Report to EU under 93/389/EEC			0.02 (in 2007)
Spain	Shipping	2005 Report to EU under 93/389/EEC			0.038 (in 2007)
Spain	Cars, Road Freight, Buses	Report to EU under 93/389/EEC		-	0.101 (in 2007)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Spain	Cars, Road Freight	In-depth review of Third National Communication to the UNFCCC (p. 16)		-	0.3
Spain	Buses	Report to EU under 93/389/EEC		-	0.553 (in 2007)
Spain	Cars	2005 Report to EU under 93/389/EEC			0.419 (in 2007)
Spain	Cars	Report to EU under 93/389/EEC		-	0.624 (in 2007)
Spain	Road Freight, Buses	Report to EU under 93/389/EEC		-	0.625 (in 2007)
Spain	Road Freight	2005 Report to EU under 93/389/EEC			0.387 (in 2007)
Spain	Air	Report to EU under 93/389/EEC		-	0.047 (in 2007)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Spain	Road Freight	2005 Report to EU under 93/389/EEC			0.129 (in 2007)
Spain		2005 Report to EU under 93/389/EEC			0.856 (in 2007)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Sweden	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC) - Fiscal Incentives	Active	Biofuels have been exempt from carbon dioxide tax and energy tax in Sweden since 2004. The tax exemption applies up to and including 2008.	Carbon Intensity
Sweden	Fiscal	Graduated Vehicle Excise Duty	Planned	Legislation has been drafted which will introduce a vehicle excise duty system which is graduated on the basis of specific CO ₂ emissions.	Fuel Efficiency - Technical
Sweden	Fiscal	Instruments for increased introduction of green cars	Active	<p>Green cars (defined as cars which can be run on ethanol, biogas/CNG, electricity and hybrid cars) are supported through a range of policies - predominantly fiscal:</p> <ul style="list-style-type: none"> • Company cars which are 'green cars' receive lower fringe benefit taxation (since 2002 - vehicle numbers have almost doubled to 6000 cars in 2003 (note: total number of green cars in 2004 was 7000)). • Grants for local and national government fleets to purchase green cars. • Local incentives such as free parking. <p>NOTE: sales of flexi-fuel (E85) vehicles have shown the greatest increases, however, research shows that these vehicles are using ordinary petrol around 50 percent of the time.</p>	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Sweden	Fiscal	Motor fuel tax	Active	<p>Petrol and diesel are subject to an energy tax, a CO₂ tax and VAT. The total tax rate has been indexed to the consumer price index since the late 1990s.</p> <p>Elasticities used to model the CO₂ abatement estimate are -0.4 (petrol) and -0.1 (diesel) for the low estimate and -0.8 (petrol) and -0.2 (diesel) for the high estimate.</p>	Fuel Efficiency - Technical
Sweden	Fiscal	Taxation of cars received as benefit	Active	<p>Rules on company cars were amended in 1997 to require company cars users to pay for fuel for private driving. This objective has only been fulfilled to 50%. An evaluation of the amendment shows, however, that the decision to introduce a tax on “free” fuel has had a significant effect in the form of a reduction in distance driven. Around 25% of sales of new vehicles in Sweden are company cars, which tend to be heavier and less fuel efficient.</p>	Demand
Sweden	Information and Education	Eco-driving	Planned	<p>Incorporation of eco-driving into driver licensing is planned for both the heavy and light vehicle licensing. This will encourage more fuel efficient driving practices.</p>	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Sweden	Information and Education	Swan Label for tyres	Active	The Nordic Swan Label for energy efficient products introduced by the Nordic Council of Ministers recognises tyres that meet certain standards for rolling resistance and noise.	Fuel Efficiency - Technical
Sweden	Unknown	Biofuels Support (in relation to Directive 2003/30/EC) - Removal of 5% limit on blends	Planned	The Swedish government has given notice of its intention to remove the 5% limit on blends of rapeseed methyl ester (biodiesel) into diesel in 2006 (petrol and ethanol blends are limited by EC Directive). If the conditions to be met for low admixture are not amended, it is assumed that total use of biofuels will only increase marginally by 2010 in comparison with present-day levels.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Sweden	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - Sweden		-	0.4
Sweden	Cars	Communication to ECMT		-	-
Sweden	Cars	Sweden's Fourth National Communication to the UNFCCC		-	0.2

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Sweden	Cars, Road Freight, Buses	Sweden's Fourth National Communication to the UNFCCC		-	1.6 - 3.4
Sweden	Cars	Sweden's Fourth National Communication to the UNFCCC		-	0.2
Sweden	Cars, Road Freight	Communication to ECMT		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Sweden	Cars, Road Freight	ECMT		-	-
Sweden	Cars, Road Freight, Buses	Sweden's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Switzerland	Fiscal	Climate Cent	Active	A small charge per litre on petrol and diesel agreed to voluntarily by the oil industry to fund investments in Switzerland to reduce CO ₂ emissions and to purchase tradable CO ₂ certificates from abroad. The charge was fixed at 1.5 centimes (1 Euro cent) on 1 October 2005 in order to raise SFr 100M a year (EUR 65M). Two thirds of the money will be invested in abatement measures in the Swiss transport, building and combined heat and power sectors. Savings of least 0.2 Mt a year between 2008 and 20 012 are targeted from these investments, with total abatement from the fund expected to be 1.8 Mt, the balance made up from measures abroad facilitated by the purchase of tradable permits.	Other
Switzerland	Fiscal	Distance-related heavy vehicle fee (HVF)	Active	The distance-related heavy vehicles fee (HVF) was introduced in 2001 and is calculated on the basis of: kilometres driven; allowable maximum weight of vehicle; and, the emission class of the vehicle.	Demand

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Switzerland	Fiscal	Motor vehicle tax	Active	Various circulation taxes, introduced at the canton level, on cars. Tax base varies by canton and include: engine volume, engine power, fiscal horsepower and vehicle weight. For example, in 1996, the Canton of Lucerne introduced a motor vehicle tax including a feebate component. The tax rate varies according to EURO standards, with rebates for the most fuel-efficient cars.	Fuel Efficiency - Technical
Switzerland	Fiscal	Support for biofuels	Planned	The Federal Council proposes to amend the Mineral Oil Tax Act in 2007 to introduce tax incentives for clean fuels. The proposal includes a tax reduction of 40 Swiss cents per litre of petrol equivalent for natural and liquefied petroleum gas (LPG) and complete tax exemption for biogas and other fuels from renewable sources. The decline in revenues is to be fully offset by higher rates of tax on petrol. Petrol taxes are thus likely to rise by 1–2 Swiss cents per litre in 2007 and around 6 Swiss cents in 2010, provided the maximum technically feasible potential to add biofuels to petrol is exhausted.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Switzerland	Regulatory	"Fahrleistungsmodell" in Berne canton	Active	A cap is placed on the car-kilometres which a new development (e.g. shopping mall) can create. If monitoring indicates the cap is being exceeded the operators can take measures on their own initiative, or they may be required to pay a fee to the Cantonal authorities, which would finance government action to reduce traffic.	Modal Shift
Switzerland	Voluntary Agreement	Voluntary agreement on fuel efficiency	Active	<p>Agreement with the Association of Swiss Automobile Importers to reduce the specific fuel consumption of new motor cars by 24% between 2000 and 2008.</p> <p>The average fuel consumption of new cars decreased in 2004 by 6.9% compared to 2000, and by 2.1% compared to 2003, and now lies for the second year below 8 litres/100 km. However, the agreed mid-term target of 7.4 litres/100 km was not met, despite the increase in diesel vehicles and technological improvements.</p>	Fuel Efficiency - Technical
Switzerland	Voluntary Agreement	Voluntary agreement on the use of biogas	Active	Under this agreement set up in 2003, the biogas purchased by gas distributors is to account for at least 10% of all gas sold as motor fuel (in pure or mixed form).	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Switzerland	Investment	Modal shift measures	Active	In addition to the HVF the modernisation of railway infrastructure and specific economic instruments such as financial contributions to combined transport solutions (rolling motorway and non accompanied combined transport) are expected to encourage a modal shift from trucks to rail.	Modal Shift
Switzerland	Information and Education	Eco-Driving Courses	Active	Eco-driving courses are given for professional drivers. Driving instructors, garage owners and fleet operators employ and promote a smoother method of driving which can achieve fuel savings of up to 15%.	Fuel Efficiency - Onroad
Switzerland	Information and Education	Energy Label for Vehicles	Active	An "energy label" for vehicles was introduced on 1 October 2002. It must be displayed on all new vehicles on the market and ranks them (on a 7 point scale) according to their CO ₂ emissions, energy consumption and weight. This measure aims to contribute to reducing the overall emissions from road based transport.	Fuel Efficiency - Technical
Switzerland	Unknown	Measures at Cantonal and Community Level	Active	The Swiss Cantons are in charge of the implementation of the Ordinance on Air Pollution Control. Measures applied within the transport sector, including speed reduction in city areas, parking measures and programmes for renewing bus fleets, often have GHG co-benefits.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
Switzerland	Unknown	Mobility Car Sharing	Active	Mobility Car Sharing Switzerland offers some 40 000 participants the shared use of 1 350 vehicles at 900 locations in 350 municipalities.	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Switzerland	Cars, Road Freight	ECMT Env Group 19 May 2005		-	-
Switzerland	Road Freight	Switzerland's Fourth National Communication to the UNFCCC		-	0.5

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Switzerland	Cars	OECD/EEA database on instruments used for environmental policy and natural resources management.		-	-
Switzerland	Cars, Road Freight, Buses	Switzerland's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Switzerland	Cars	Switzerland's Fourth National Communication to the UNFCCC			-
Switzerland	Cars	Switzerland's Fourth National Communication to the UNFCCC		-	-
Switzerland	Cars, Road Freight, Buses	Switzerland's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Switzerland	Road Freight	Switzerland's Fourth National Communication to the UNFCCC		-	0.5
Switzerland	Cars	Switzerland's Fourth National Communication to the UNFCCC		-	-
Switzerland	Cars	Switzerland's Fourth National Communication to the UNFCCC		-	-
Switzerland		Switzerland's Fourth National Communication to the UNFCCC			-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
Switzerland	Cars	Switzerland's Fourth National Communication to the UNFCCC		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United Kingdom	Fiscal	Biofuels Support (in relation to Directive 2003/30/EC) - Fiscal Incentives	Active	A 20 pence per litre duty incentive on biodiesel has been in place since July 2002, and a similar duty incentive for bioethanol was introduced on 1 January 2005 - these incentives are guaranteed until 2008. Support for the development of large-scale scale biofuels plants has been given via the Regional Selective Assistance system including a £1.2 million grant for a biodiesel plant built near Motherwell.	Carbon Intensity
United Kingdom	Fiscal	Company car tax reform	Active	Company car taxation reform: since April 2002 company car tax has been based on a percentage of their list price, which varies according to the CO ₂ emissions band (of which there are 21) they fall into. This creates a significant incentive to purchase more fuel efficient vehicles and removes an incentive to drive unnecessary extra business miles that existed in the previous system.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United Kingdom	Fiscal	Enhanced Capital Allowances for Biofuel Production Plants	Under Investigation	The UK government has applied for State Aid permission for a system of enhanced capital allowances for biofuel production plant - to provide an incentive for companies to invest in the most efficient production technologies. It will be a 100% first-year allowance for biofuels plant that meet certain qualifying criteria and which make a good carbon balance inherent in the design.	Carbon Intensity
United Kingdom	Fiscal	Fuel Duty Escalator	No Longer Active	Introduced in 1993 the fuel duty escalator was an annual increase in the tax on petrol and diesel above the rate of inflation. On top of a 10% increase in the level of excise duty in 1993, the initial annual rate of increase was set at 3%; raised to 5% later in 1993; and increased to 6% in July 1997. The system was abandoned in 2000 when the rate of fuel excise duty was frozen for two years.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United Kingdom	Fiscal	Increasing fuel excise duty in line with inflation	Planned	The UK government, following the abolition of the Fuel Duty Escalator has had a policy of maintaining fuel excise duty at least in line with inflation. In the 2006 Budget, the government announced that an inflation-based increase in main fuel duties would occur in 2006, but, because of continuing oil market volatility, the changes in rates would be deferred until 1 September 2006.	Fuel Efficiency - Technical
United Kingdom	Fiscal	Vehicle excise duty reform	Active	Vehicle excise duty reform: Since March 2001 the VED has been on the basis of CO ₂ emissions per kilometre (a graduated system with seven bands). The most efficient vehicles do not have to pay any excise tax.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United Kingdom	Regulatory	Biofuels Support (in relation to Directive 2003/30/EC) - Renewable Transport Fuel Obligation	Planned	A Renewable Transport Fuel Obligation will be introduced in 2008/09. It will require 5% of all transport fuels in sold in the UK to be from renewable sources in 2010-11. The level of obligation will be 2.5% in 2008-09 and 3.75% in 2009-10. The buy-out price – the price paid by fuel suppliers who fail to meet their obligation – for 2008-09 will be set at 15 pence/litre. The combination of duty incentive and buy-out price is also guaranteed at 35 pence / litre in 2009-10 but will reduce to 30 pence/litre in 2010-11.	Carbon Intensity
United Kingdom	Investment	"Future of Transport" White Paper, July 2004	Active	The "Future of Transport" White Paper sets out the Government's strategic transport policies and investment plans for the transport sector.	Modal Shift
United Kingdom	Investment	Transport plans for Scotland and Wales	Active	The Scottish Executive's 'Transport Delivery Plan' sets investment priorities for the next 10-15 years, these include substantial investment in public transport, a more sustainable distribution system, and efforts to double cycle use between 1996 and 2002 and to double it again by 2012. The 'Transport Framework for Wales' seeks to achieve substantial improvements in and greater accessibility to public transport; supports the UK Government's policies on sustainable distribution and increased rail freight.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United Kingdom	Information and Education	Free Fleet Management Advice	Active	Business fleets over a certain size are eligible for free fleet management advice which includes information on how to improve fuel efficiency and reduce fuel costs.	Fuel Efficiency - Onroad
United Kingdom	Information and Education	Freight Best Practice	Active	Freight Best Practice (formally the "Transport Energy Best Practice Programme) provides free information on improving fleet fuel efficiency to freight operators. Advice is provided on the following areas: reducing fuel use, developing staff skills, equipment selection and performance measurement.	Fuel Efficiency - Onroad
United Kingdom	Information and Education	Fuel efficiency labeling	Active	Colour-coded fuel efficiency labels were launched in February 2005 and are now in most UK car showrooms. These enable people to make more informed car purchase decisions.	Fuel Efficiency - Technical
United Kingdom	Information and Education	Smarter choices	Active	A range of measures aimed at helping people choose sustainable travel options. They include promoting travel plans in schools, creating 'Sustainable Travel Towns' and 'Cycle Demonstration Towns' to act as models for other Local Authorities.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United Kingdom	Cars, Road Freight, Buses	Report to the EU concerning directive 2003-30-EC - UK		-	-
United Kingdom	Cars	Third National Communication to the UNFCCC (p. 35-7); DTI (2004) Updated emissions projections (p. 8)	Her Majesty's Revenue and Customs, March 2006, Report on the Evaluation of the Company Car Tax Reform: Stage 2	-	1.28 - 2.38

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United Kingdom	Cars, Road Freight, Buses	HM Treasury, Budget 2006	HM Treasury, Partial Regulatory Impact Assessment on Enhanced Capital Allowances for Biofuels	-	0.22
United Kingdom	Cars, Road Freight	Third National Communication to the UNFCCC (p. 35-7); Review of Third National Communication to the UNFCCC (p. 14-6)	DETR March 2000. <i>The derivation of the carbon savings figures included in the UK's 'Draft Climate Change Programme'</i>	-	3.7 - 9.2

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United Kingdom	Cars, Road Freight	HM Treasury, Budget 2006		-	-
United Kingdom	Cars	HM Treasury, Budget 2006		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United Kingdom	Cars, Road Freight, Buses	www.dft.gov.uk		-	3.7
United Kingdom	Cars, Road Freight	Communication to ECMT Jan 2006		-	-
United Kingdom	Cars, Road Freight	Third National Communication to the UNFCCC (p. 35-7)	DEFRA March 2000. <i>The derivation of the carbon savings figures included in the UK's 'Draft Climate Change Programme'</i>	-	0.4

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United Kingdom	Cars	www.est.org.uk		-	-
United Kingdom	Road Freight	www.freightbestpractice.org.uk		-	-
United Kingdom	Cars	www.dft.gov.uk		-	-
United Kingdom	Cars	www.dft.gov.uk		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America	Fiscal	Air quality measure (Smart Growth and Brownfields policies)	Active	Technical assistance and air quality credits (under state implementation plans) for development of brownfield site (old industrial areas) with land use policies that help reduce vehicle miles travelled.	Modal Shift
United States of America	Fiscal	Federal Tax Credit for Ethanol	Active	Reduction of fuel tax for ethanol blended with petrol (up to 10%), equivalent to 52 cents per gallon of ethanol or roughly 14 Eurocents per litre. The measure is designed to promote attainment of local air quality under 1990 Clean Air Act Amendments by increasing the oxygenation of gasoline. Some, unquantified, CO ₂ abatement co-benefit is to be expected.	Carbon Intensity
United States of America	Fiscal	Gas guzzler tax	Active	A purchase tax applies to any car with a fuel efficiency that is worse than 10.4 litres per 100km. The tax increases as fuel efficiency gets worse.	Fuel Efficiency - Technical
United States of America	Fiscal	Tax credits for hybrid vehicles	Active	Buyers of new hybrid cars and SUVs can claim a tax credit of up to \$3 400.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America	Regulatory	CAFE standards	Active	<p>Corporate Average Fuel Economy (CAFE) standards. For passenger cars standards are set at roughly the same level they have been at for the last two decades (27.5 mpg). New standards for light trucks were set in 2004 (for model years 2005–2007), increasing them from 20.7 to 22.2 miles per gallon by 2007.</p> <p>NOTE: the quantification only includes the impact of the part of the standard which applies to light duty trucks.</p>	Fuel Efficiency - Technical
United States of America	Voluntary Agreement - Freight	Ground freight measures (Smart Way Transport)	Active	<p>A voluntary programme in the freight sector aimed at the implementation of advanced management practices and efficient technologies. To become part of the Partnership, fleet operators have to commit to measuring environmental performance, set a goal for improved performance, develop an action plan to achieve this goal and report progress annually. Shippers must commit to similar actions for their freight facility operations as well as for increasing the percentage of their freight moved by SmartWay Partnership members to at least 50%. The EPA will provide technical guidance and promote the SmartWay brand as recognition of superior environmental practice.</p>	Fuel Efficiency - Onroad

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America	Investment	DOT Emission-Reducing Initiatives	Active	The Department of Transport provides funding for public transport infrastructure and services, and for cycling and walking infrastructure.	Modal Shift
United States of America	Investment	Hybrid Retrofit and Electric Conversion Programme	Active	A programme for awarding grants of up to 85% for retrofitting hybrid and electric conversion technologies which achieve low-emission standards consistent with the Voluntary National Low Emission Vehicle Programme for cars or light-duty trucks. Grants of up to 85%.	Fuel Efficiency - Technical
United States of America	Information and Education	Clean Cities	Active	Supports public-private partnerships to deploy alternative-fuel vehicles and build supporting infrastructure, including community networks. Clean Cities works directly with local businesses and governments, guiding them through each step in the process of building the foundation for a vibrant local organization, including goal setting, coalition-building, and securing commitments.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America	Information and Education	Commuter Options Programme (Commuter Choice Leadership)	Active	The <i>Commuter Choice Leadership Initiative</i> is a voluntary employer-adopted programme that increases commuter flexibility by expanding mode options, using flexible scheduling, and increasing work location choices. <i>Parking Cash-Out</i> offers employees the option to receive taxable income in lieu of free or subsidized parking, and <i>Transit Check</i> offers non-taxable transit/vanpool benefits, currently up to \$100 monthly.	Modal Shift
United States of America	Research and Development	Biofuels Programme	Active	Research, develop, demonstrate, and facilitate the commercialization of biomass-based, environmentally sound fuels for transportation. The programme is currently pursuing the development of conversion technologies for bioethanol and biodiesel fuels.	Carbon Intensity
United States of America	Research and Development	Clean Automotive Technology	Active	A research partnership program with the automotive industry to develop advanced clean and fuel efficient automotive technology.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America	Research and Development	FreedomCAR and other R&D programmes	Active	A public-private partnership with automobile manufacturers to research the development of hydrogen as a primary fuel for cars and trucks: development of hydrogen from domestic renewable sources; end-use technologies (in particular fuel cells); the hydrogen-supply infrastructure; interim technologies.	Carbon Intensity
United States of America	Research and Development	Vehicle Systems R&D	Active	The Department of Energy's Office of Heavy Vehicle Technologies works with industry partners and their suppliers to research and develop technologies that make heavy vehicles more energy efficient and able to use alternative fuels, while reducing vehicle emissions.	Fuel Efficiency - Technical
United States of America - Alaska	Fiscal	Fiscal incentives for ethanol	Active	A reduction in fuel excised duty for petrol/ethanol blends.	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - California	Regulatory	Emissions Reductions from Light-Duty Vehicles	Active	<p>In July 2002, California's Governor signed legislation (AB 1493) to reduce GHG emissions from light-duty vehicles. The California Air Resources Board has subsequently adopted regulations that require manufactures to progressively reduce CO₂ emissions per mile from 2009 (323 and 439 grams of CO₂/mile for cars and light trucks respectively) to 2016 (205 and 332 grams of CO₂/mile for cars and light trucks respectively). When fully phased in, the near term (2009-2012) standards will result in a 22% reduction in greenhouse gas emissions as compared to the 2002 fleet, and the mid-term (2013-2016) standards will result in a 30% reduction. Implementation is suspended awaiting the outcome of legal action by car manufacturers that contests the State's powers to regulate CO₂ emissions, equating these to fuel efficiency standards which are a Federal Government responsibility.</p>	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - California	Regulatory	Fuel efficient tyre program	Planned	Requires tyre manufacturers of light duty tyres sold in CA to report fuel economy information for light duty tyre models sold (estimated completion date Jan 2008). The aim is to adopt regulations specifying minimum fuel economy standards for tyres in Jan 2009.	Fuel Efficiency - Technical
United States of America - California	Research and Development	California Hydrogen Highway	Active	On July 21, 2005, the State Governor signed Senate Bill 76 providing funding to implement recommendations of the CA H2 Net Blueprint Plan. The bill provides \$6.5 million in funding for hydrogen demonstration projects until January 1, 2007. The funds may be used for co-funding the establishment of up to three hydrogen fuelling station demonstration projects and the State lease and purchase of a variety of hydrogen fuelled vehicles.	Carbon Intensity
United States of America - Hawaii	Regulatory	Biofuels obligation	Planned	Hawaii passed a requirement that at least 85% of all gasoline in the state should contain 10% ethanol. The measure goes into effect in April 2006.	Carbon Intensity
United States of America - Idaho	Fiscal	Fiscal incentives for ethanol	Active	A reduction in fuel excised duty for petrol/ethanol blends.	Carbon Intensity
United States of America - Iowa	Fiscal	Fiscal incentives for ethanol	Active	A tax break is granted for petrol/ethanol blends.	Carbon Intensity

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Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - Maryland	Fiscal	Tax credits for employee public transport expenses	Active	[No information provided]	Modal Shift
United States of America - Maryland	Fiscal	Tax exemption for hybrid vehicles	Active	An excise tax exemption of \$1 500 for qualifying hybrid vehicles for model year 2000 cars or later.	Fuel Efficiency - Technical
United States of America - Maryland	Investment	Smart Growth	Active	Maryland has adopted the goal of doubling transit ridership by 2020 which it plans to achieve through smart growth; its policies include emphasizing mixed land-use developments and providing incentives to encourage businesses to relocate in urban areas. State infrastructure funding is limited to "Priority Funding Areas" that local governments designate for growth; the State withholds funds for development outside of these areas.	Modal Shift
United States of America - Minnesota	Regulatory	Biofuels obligation	Active	State law requires that all gasoline sold in the State contain 10% ethanol oxygenate. In 2005, Minnesota announced their intention to make the blending requirement 20% from 2013.	Carbon Intensity

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - Montana	Regulatory	Biofuels obligation	Active	A law requiring a 10% ethanol blend in all (91 octane) gasoline sold in the State has been introduced. It is tied to developing in-state production capacity and will go into effect 12 months after the state has 40 million gallons of annual ethanol production capacity.	Carbon Intensity
United States of America - New Jersey	Investment	Smart Growth	Active	A Smart Growth Policy Council was established in 2002 to (1) ensure State funding issued to promote economic activity is consistent with the State plan and smart growth; (2) ensure State transportation, redevelopment, water resource protection, and school construction are consistent with the state plan and smart growth; and (3) empower municipalities by providing them with legal support through the attorney general's office.	Modal Shift
United States of America - New York	Fiscal	Rail property tax reform	Unknown	The New York State legislature adopted a rail property tax reform bill, which, by reducing the ceiling for state rail property taxes, aims to encourage additional investment in track infrastructure by both public and private freight rail carriers.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - New York	Fiscal	Tax credits for low emission vehicles	Active	Tax credits for a variety of low-GHG emitting vehicles. A \$2 000 personal income or corporate tax credit matches the current federal deduction allowance for vehicles powered by natural gas, propane, methanol, ethanol, and hydrogen as well as for hybrid electric vehicles. Credits are as much as \$5 000 for light-duty vehicles and \$10 000 for heavier vehicles. In addition, for qualified alternative fuel vehicles, the incremental cost of the vehicle is exempt from New York state sales tax. In the case of hybrid electric vehicles, for which incremental costs cannot always be determined, recently adopted State legislation creates a \$3 000 sales tax credit.	Fuel Efficiency - Technical
United States of America - New York	Regulatory	Emissions reductions from light duty vehicles - new CAFÉ standard	Planned	New Corporate Average Fuel Efficiency standards for cars, equivalent to new California standards.	Fuel Efficiency - Technical

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Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - New York	Investment	Biofuels support	Active	The State is actively supporting biofuels through the purchase of B100 (100% biodiesel) for state fleets and marine passenger ferries in New York City (approximately 3 million gallons). Current efforts are also underway for the use of biodiesel on the New York Thruway as well as expanding the use of biodiesel to meet federal Energy Policy Act of Act of 1992 fleet requirements.	Carbon Intensity
United States of America - New York	Policy Process	State energy plan	Planned	The State Energy Plan of 2002 charges the State with improving the efficiency of the transportation sector through a set of actions that are based on the following recommendations: redirecting State spending toward energy efficient alternatives; targeting open space funding to prevent sprawl and reduce vehicle miles travelled; and, working with regional and local planning bodies to track CO ₂ emissions and energy use of transportation plans and programs.	Modal Shift
United States of America - Oregon	Fiscal	Tax exemption for hybrid vehicles	Active	A \$1 500 state income tax credit for hybrid electric vehicles through the State's residential energy tax credit programme. The electric drive system and the on-board electric charging system each qualify for a \$750 tax credit.	Fuel Efficiency - Technical

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Policy Approach	Name	Status	Description	Impact Type
United States of America - South Dakota	Fiscal	Fiscal incentives for ethanol	Active	A reduction in fuel excise duty for petrol/ethanol blends.	Carbon Intensity
United States of America - Utah	Policy Process	Envision Utah	Active	Envision Utah is pursuing strategies to discourage sprawl, train public officials in the Tools for Quality Growth, and build community support for smart growth concepts.	Modal Shift
United States of America - Various	Research and Development	Distance based vehicle insurance	Under investigation	Distance-based vehicle insurance is being tested in Texas and authorizing legislation is in place in Washington, Oregon, Massachusetts, Georgia, and Pennsylvania.	Demand
United States of America - Washington	Investment	Commuter Trip Reduction	Active	The Commuter Trip Reduction (CTR) Law (1991) aims to reduce single-occupant travel through employer-based programs. The CTR office is funded at \$5.2 million on a biannual basis. The CTR law also created a Travel Demand Management (TDM) Resource Centre which would be responsible for implementing a proposed \$450 million TDM programme focusing on vanpooling and other strategies.	Modal Shift

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America	Cars	Third National Communication to the UNFCCC (p. 203)		-	11
United States of America	Cars	IEA, Biofuels for Transport, 2004		-	-
United States of America	Cars			-	-
United States of America	Cars			-	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America	Cars	Third National Communication to the UNFCCC (p. 206). In-depth review of Third National Communication to the UNFCCC (para. 71)		-	20
United States of America	Road Freight	Third National Communication to the UNFCCC (p. 204)		-	33 - 66

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America	Cars	Third National Communication to the UNFCCC (p. 206)		-	-
United States of America	Cars	US Energy Policy Act		US\$100 million	-
United States of America	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 200)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America	Cars	Third National Communication to the UNFCCC (p. 57)		-	14
United States of America	Cars, Road Freight, Buses	Third National Communication to the UNFCCC (p. 201)		-	-
United States of America	Cars	Third National Communication to the UNFCCC (p. 205)		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America	Cars, Road Freight	Third National Communication to the UNFCCC (p. 57)		-	-
United States of America	Road Freight, Buses	Third National Communication to the UNFCCC (p. 199)		-	-
United States of America - Alaska	Cars, Road Freight, Buses	http://www.taxadmin.org/fta/rate/motor_fl.html		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - California	Cars	IEA database http://www.iea.org/dbtw-wpd/textbase/envissu/pamsdb/index.html ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	32 (in 2020)

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - California	Cars	http://www.iea.org/Textbase/work/2005/EnerEffTyre/boyd.pdf			-
United States of America - California	Cars	http://www.hydrogenhighway.ca.gov/sb76/sb76.htm			-
United States of America - Hawaii	Cars, Road Freight, Buses	http://www.ethanol.org/ethanolinstateregulation.html		-	-
United States of America - Idaho	Cars, Road Freight, Buses	http://www.taxadmin.org/fta/rate/motor_fl.html		-	-
United States of America - Iowa	Cars, Road Freight, Buses	http://www.taxadmin.org/fta/rate/motor_fl.html		-	-

National Transport Sector CO₂ Abatement Policies and Measures Database

Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - Maryland	Cars	www.commuterchoicemaryland.com/ ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - Maryland	Cars	www.energy.state.md.us/cleanincentives.html ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - Maryland	Cars, Road Freight	www.op.state.md.us/smartgrowth/ ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - Minnesota	Cars, Road Freight, Buses	www.commerce.state.mn.us/pages/Energy/MainModTech.htm ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - Montana	Cars, Road Freight, Buses	http://www.ethanol.org/ethanolinstateregulation.html		-	-
United States of America - New Jersey	Cars, Road Freight	www.state.nj.us/cgi-bin/governor/njnewsline/view_article.pl?id=624 ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - New York	Road Freight	2002 Center for Clean Air Policy, <i>State and Local Climate Change Policy Actions</i> . (p. 11-16)		-	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - New York	Cars, Road Freight	www.nyserda.org/afvprogram.html; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - New York	Cars	Car Lines; Proposal by Governor Pataki on 18 May 2005		-	14.8 (in 2030)

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - New York	Cars, Buses, Shipping	www.nyserda.org/exorder111guidelines.pdf; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - New York	Cars, Road Freight	www.nyserda.org/sep.html ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - Oregon	Cars	www.energy.state.or.us/trans/hybridcr.htm; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-

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Country	Mode	Sources, references, links etc	Technical information reference	Cost	Impact in 2010 (Mt CO ₂ equivalent pa)
United States of America - South Dakota	Cars, Road Freight, Buses	http://www.taxadmin.org/fta/rate/motor_fl.html		-	-
United States of America - Utah	Cars	www.envisionutah.org ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - Various	Cars	2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-
United States of America - Washington	Cars	www.metrokc.gov/earthlegacy/smartgrowth.htm ; 2002 Center for Clean Air Policy, State and Local Climate Change Policy Actions. (p. 11-16)		-	-