



Electrification of road traffic

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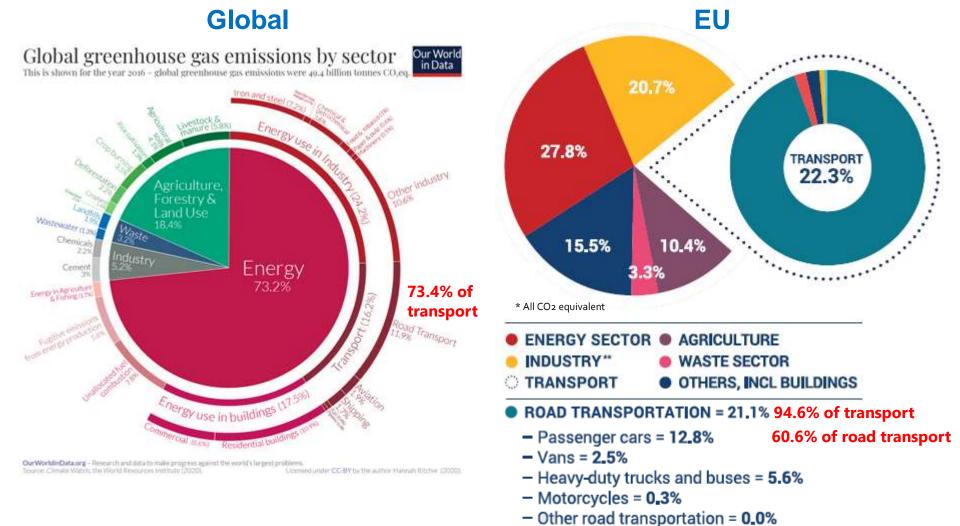
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Greenhouse gas emissions



AVIATION = 0.4%

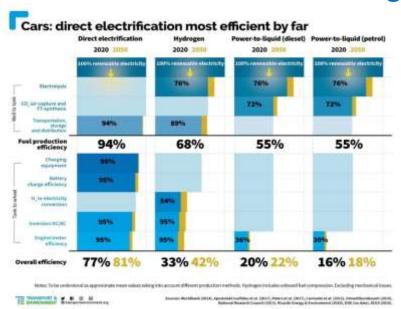
RAILWAYS = 0.2%

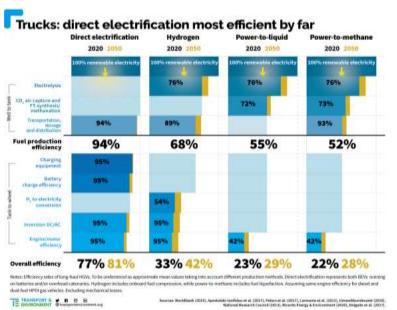
WATER NAVIGATION = 0.5%

Source:

OTHER TRANSPORTATION = 0.1% https://ourworldindata.org/ghq-emissions-by-sector#licence

Decarbonising the Road Transport





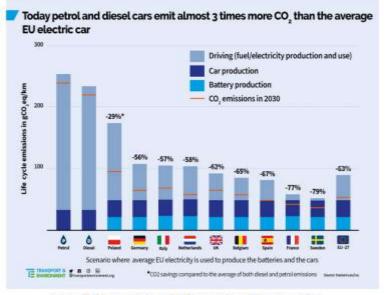


Figure 4: Lifetime CO₂ emission savings from electric cars in key EU countries

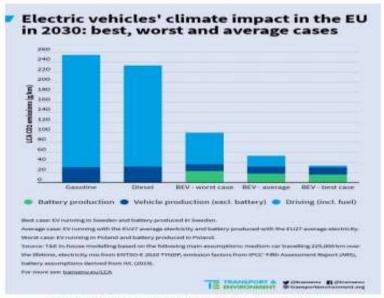
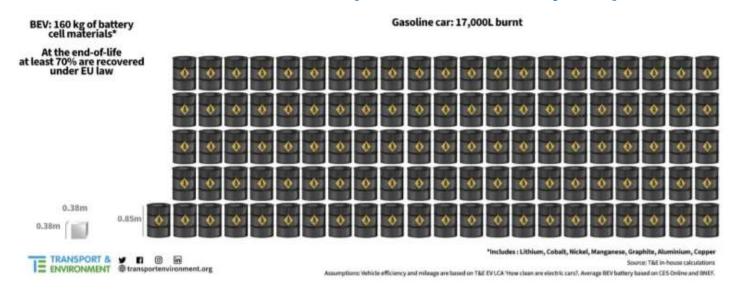


Figure 7: Lifetime CO, emissions of an electric car in 2030

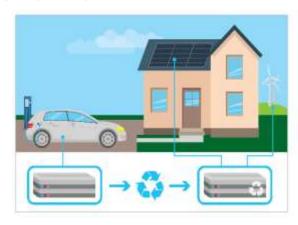
Lifetime raw material consumption: EV battery vs petrol car



Source: Transport & Environment, From dirty oil to clean batteries - Batteries vs. oil: as systematic comparison of material requirements, 2021 https://www.transportenvironment.org/sites/te/files/publications/2021_02_Battery_raw_materials_report_final.pdf

Batteries second life





Source: https://link.springer.com/article/10.1007/s12398-020-00273-x

The Norwegian EV incentives:

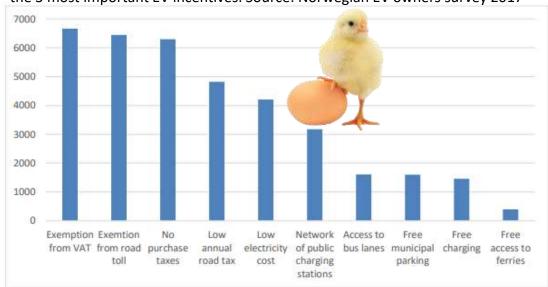
- No purchase/import taxes (1990-)
- Exemption from 25% VAT on purchase (2001-)
- No annual road tax (1996-)
- No charges on toll roads or ferries (1997-2017).
- Maximum 50% of the total amount on ferry fares for electric vehicles (2018-)
- Maximum 50% of the total amount on toll roads (2019)
- Free municipal parking (1999-2017)
- Parking fee for EVs was introduced locally with an upper limit of a maximum 50% of the full price (2018-)
- Access to bus lanes (2005-).
- New rules allow local authorities to limit the access to only include EVs that carry one or more passengers (2016)
- 50 % reduced company car tax (2000-2018).
- Company car tax reduction reduced to 40% (2018-)
- Exemption from 25% VAT on leasing (2015)
- Fiscal compensation for the scrapping of fossil vans when converting to a zero-emission van (2018)
- Allowing holders of driver licence class B to drive electric vans class C1 (light lorries) up to 4250 kg (2019)

Norway

How often do you charge? Source: Norwegian EV owner survey 2017

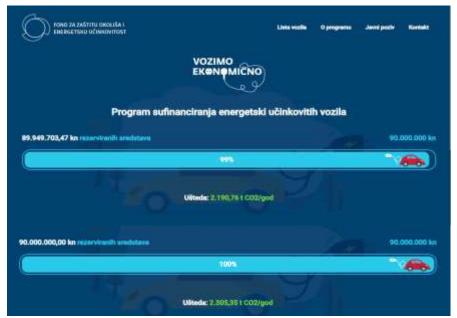
	Detached housing	Apartment buildings
At home, daily or weekly	97 %	64 %
At home, monthly or never	3 %	36 %
At work, daily or weekly	36 %	38 %
At work, monthly or never	64 %	62 %
At public charging stations, daily or weekly	11 %	28 %
At public charging stations, monthly or never	89 %	72 %
At fast charging stations, daily or weekly	12 %	18 %
At fast charging stations, monthly or never	88 %	82 %

Most important EV incentives according to Norwegian EV owners. Question: Select the 3 most important EV incentives. Source: Norwegian EV owners survey 2017



Source: Norwegian EV policy

Real time tracking of available funds on the EPEEF website



Call opened:

10.06. at 8:00

Call temporary closed:

10.06. at 15:43

Reserved funds:

HRK90 million (€12 million)

Reopening of call:

24.06. at 8:00

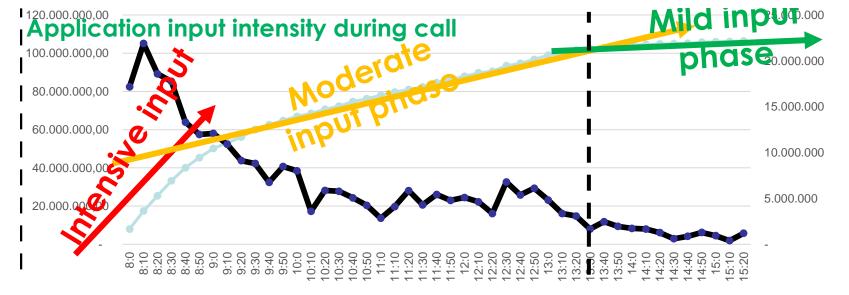
Call closed:

24.06. at 9:00

Reserved funds:

HRK1,8 million (€0,2 million)

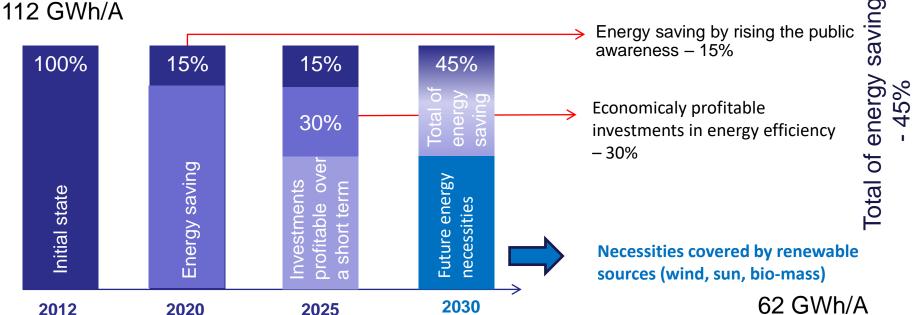
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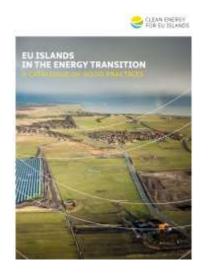


The island of Krk – 2030 strategic aims Steps towards zero GHG emissions









Source: "Interdisciplinary strategy of zero emissions for integrated development of the island of Krk", igr AG, Ponikve Eko Otok Krk, Croatia, 2012.





SUMP - Sustainable Urban Mobility Plan

INTERDISCIPLINARY STUDY OF ELECTROMOBILITY AT THE ISLAND OF KRK AND THE MOBILE PHONE APPLICATION



SHARING SYSTEM STUDY AND

MARKETING STUDY FOR

ELECTRIC VEHICLES ON THE ISLAND OF KRK

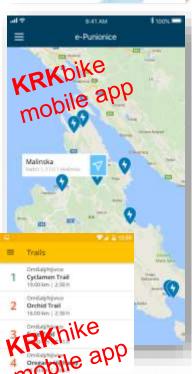


January 2017

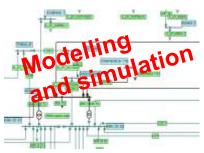
SHARING SYSTEM ON THE ISLAND OF KRK MANAGEMENT PLAN















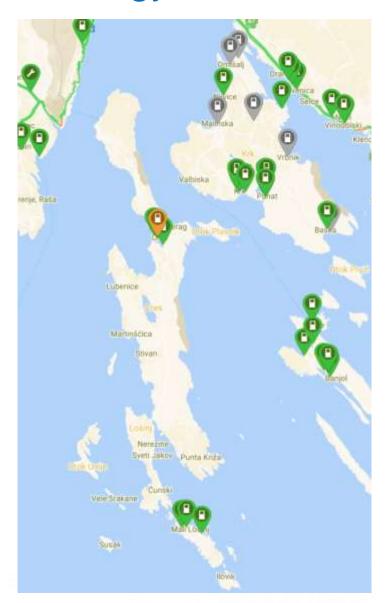


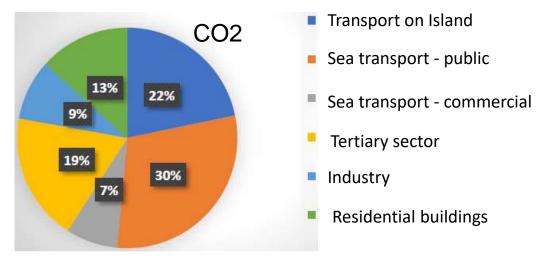


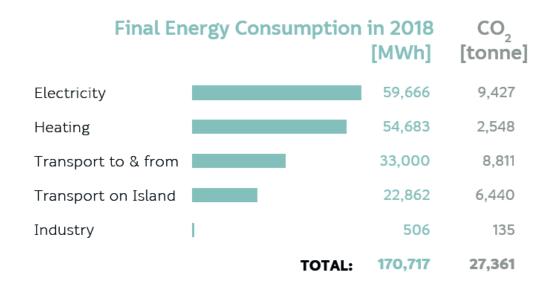
Njivice - Lavander Promenade



Energy transition of the Cres-Losinj archipelago

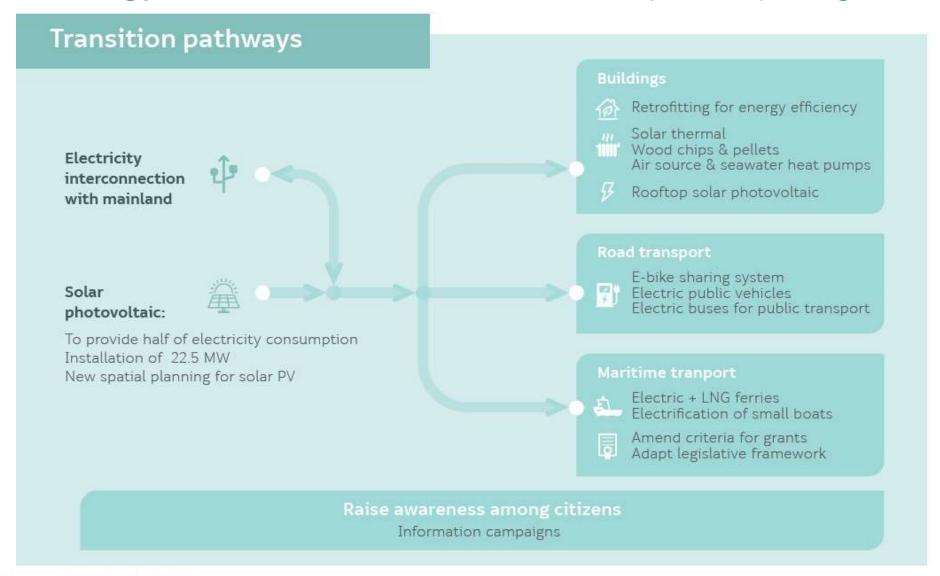






Source: Plugshare, TRANSITION PLAN TOWARDS CLEAN ENERGY – CRES - LOSINJ ISLANDS https://euislands.eu/sites/default/files/2019-11/CRESLOSINJ_FinalTransitionAgenda_20191118.pdf

Energy transition of the Cres-Losinj archipelago



Source: TRANSITION PLAN TOWARDS CLEAN ENERGY - CRES - LOSINJ

ISLANDS https://euislands.eu/sites/default/files/2019-11/CRESLOSINJ FinalTransitionAgenda 20191118.pdf

Energy transition of the Cres-Losinj archipelago











Challenges and opportunities





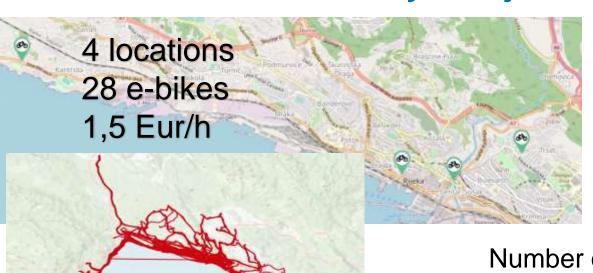




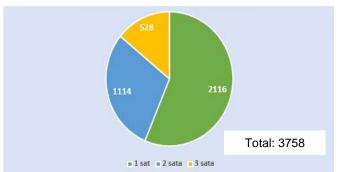


eBike-sharing system City of Rijeka



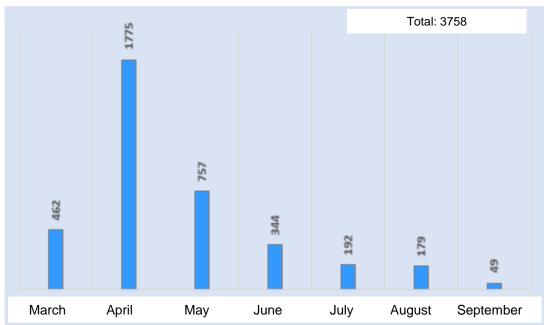


Use of e-bikes by tariffs (hours)



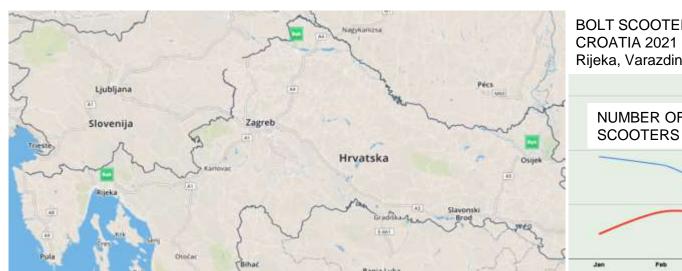
Number of sessions in 2020

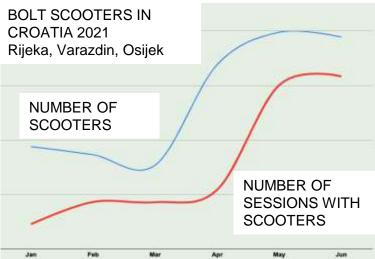






The fast, affordable way to ride.





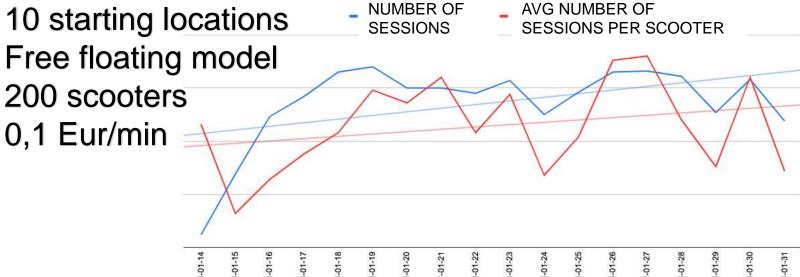


Bolt

electric scooter rentals City of Rijeka



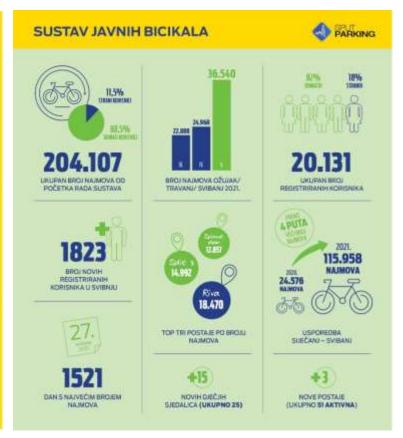






electric bike rentals - City of Split



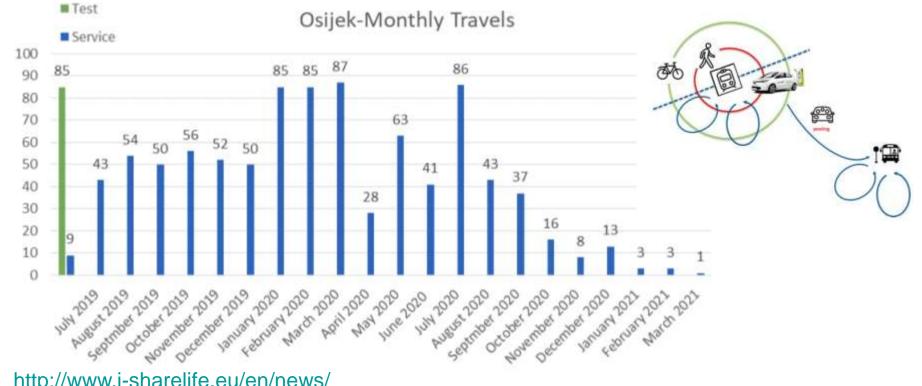








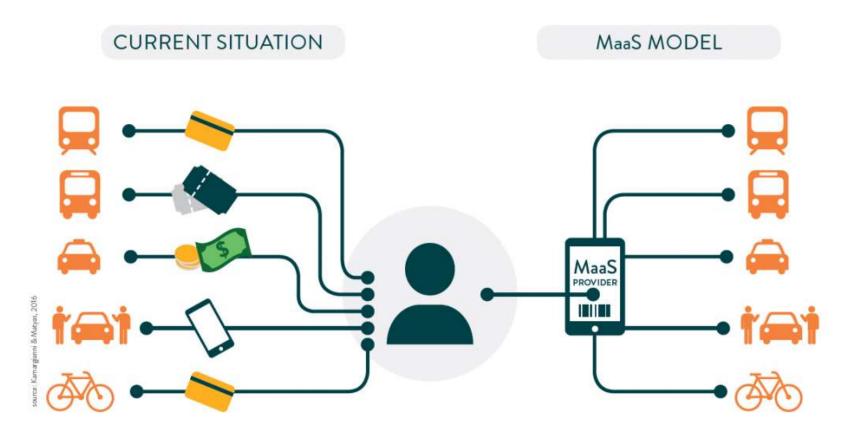




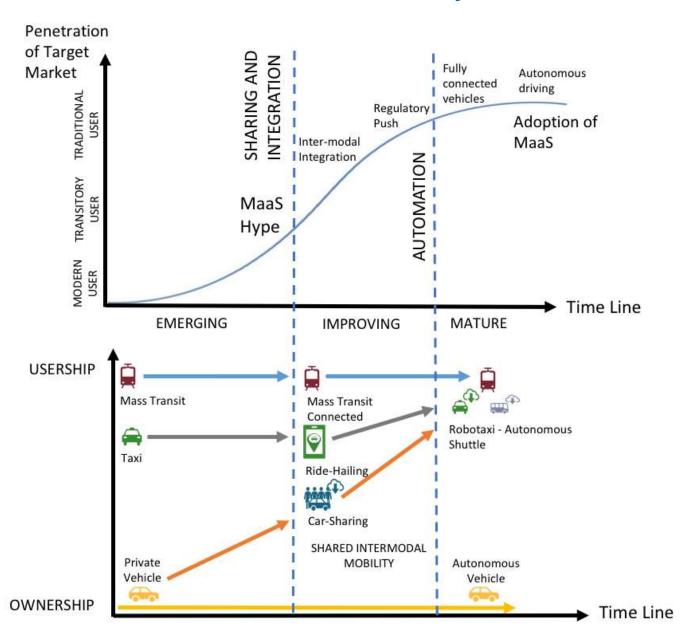
http://www.i-sharelife.eu/en/news/http://www.i-sharelife.eu/wp-content/uploads/2021/05/5-OSIJEK-BROCHURE-EN.pdf

Mobility As A Service - MaaS

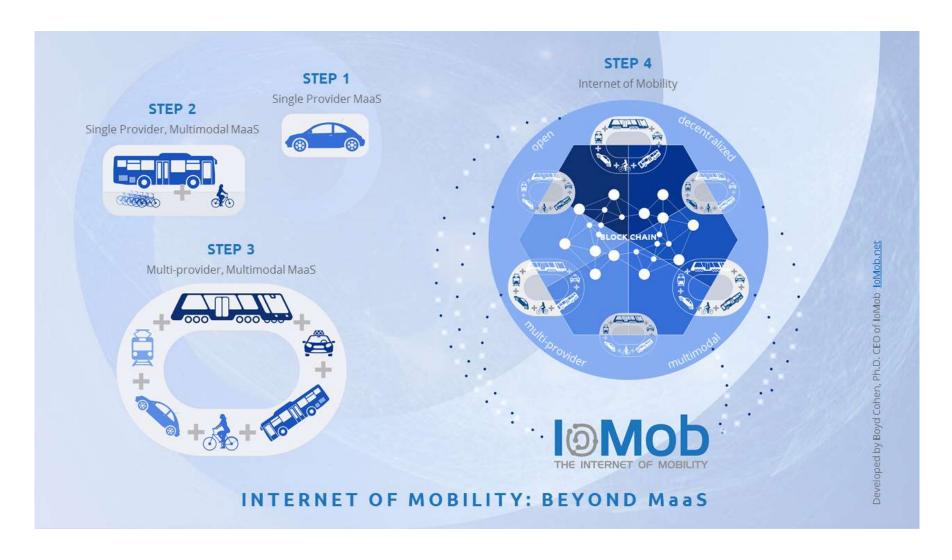
"The key concept behind MaaS is to put **the users at the core of transport services**, offering them **tailor made mobility solutions** based on their **individual needs**. This means, for the first time, easy access to the most appropriate transport mode or service will be included in a bundle of flexible travel service options for end users." The European Mobility as a Service Alliance



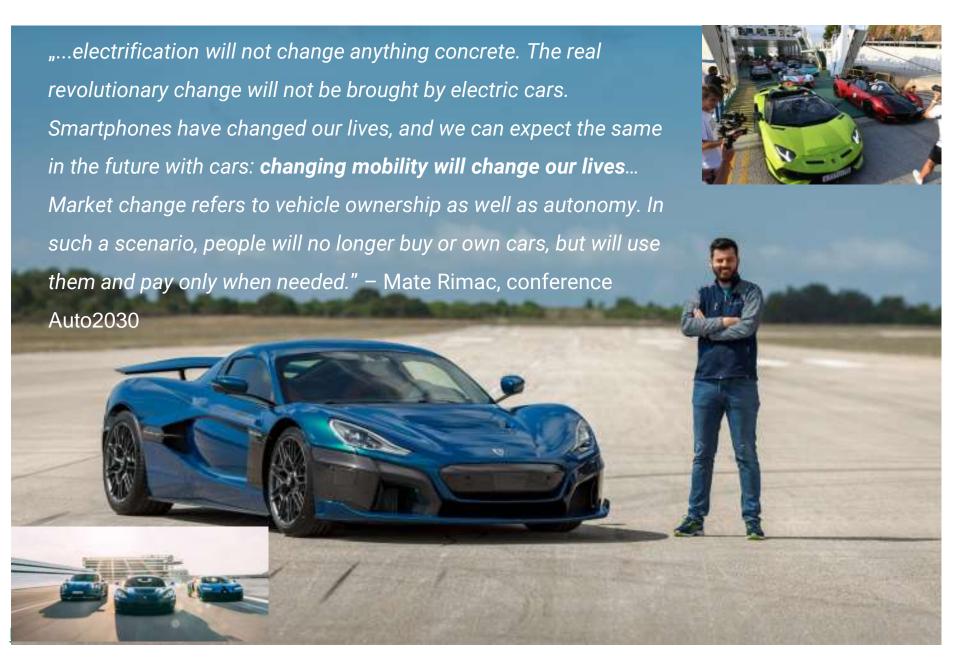
Future of mobility



Future of mobility



Why Mate Rimac is working on electric robotaxis



Mobility & Transport Arena







Free webinars





Medijski partnert STBUJNI 📛 KBUG









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