

C5.3: Report on capacity building workshops



LIFE Plan Up

Published: June 2019

Prepared by Transport & Environment.

Coordination: Carbon Market Watch

Author: Cristina Mestre.

To cite this document

LIFE Plan Up (2019): Report on capacity building workshops

Further Information

Cristina Mestre

Climate and Biofuels Officer

Transport & Environment

cristina.mestre@transportenvironment.org

Tel: +32 (0)488 797 439

Square de Meeûs, 18, 2nd floor | B-1050 | Brussels | Belgium

www.transportenvironment.org | [@transenv](https://twitter.com/transenv) | fb: Transport & Environment

Acknowledgement

T&E acknowledges the generous funding of this project from the European Commission through the LIFE + programme and from the European Climate Foundation.

Legal notice

The project *Report on capacity building workshops* is financed by the European Commission through the LIFE + programme and by the European Climate Foundation.

It is the overarching goal of the LIFE + programme to act as a catalyst for changes in policy development and implementation by providing and disseminating solutions and best practices to achieve environmental and climate goals, and by promoting innovative environmental and climate change technologies.

The information and views set out in this report are those of the author(s) and do not necessarily reflect the official opinion of the European Commission.



Table of contents

1. Introduction to action
2. Capacity building workshops
3. Main conclusions and key points of discussions

1. Introduction to action C5.3

As part of the overall action C5: *Capacity building for CSOs and LRAs to engage in the NECP development and implementation*, T&E has led the organisation of activity C5.3: *Capacity building workshops on the NECP process in the 5 target countries*. This activity was coordinated by T&E, helped by the partners of this project. In each country, the national affiliated members have played a co-organisers role.

The description of the activity reads as follows:

“Two-day capacity building workshops will be organised in the 5 target countries to which CSOs and LRAs will be invited. The expected results are to increase the national capacity on engaging in the NECP process, build knowledge on the relevant EU legislation interlinkages with national policies, and the use of quantitative modelling tools in the assessment of NECPs (Action C2). The workshops will have plenary sessions as well as parallel sessions for each of the targeted sectors (transport, buildings, agriculture).”

The activity has been organised back-to-back with C7.3, which consisted of organising roundtables in each country with representatives with the relevant ministries in each case. Since the partner responsible for C7.3 has been EnergyCities, the collaboration with this partner has been particularly close.

The activity took place between 13 February 2019 (first one that took place in Romania) and 26 March 2019 (with the last one taking place in Hungary) - see more details on the specific workshops below.

For each workshop, representatives from the partner organisations based in Brussels (Carbon Market Watch, T&E, EEB, Energy Cities and Climact) have been present, as experts in the different topics of discussion, on the project and also as co-organisers. The workshops have followed a similar line in all the countries, meaning that the key topics of discussion have been covered (especially on the sectors of scope). In each of them there have been a good representation of relevant authorities as well as NGOs, think-tanks and experts.

2. Capacity building workshops

1. Romania - 13 February 2019



The capacity building in Romania was co-organised between T&E and Fundatia Adept Romania, one of the affiliated members working in this country. The agenda for this event can be [found here](#). The workshop took place in Bucharest.

The workshop was attended by 30 people which included NGOs, think tanks and representatives from

government. The attendees list is available upon request.

There were presentations done at plenary level and then the group split in 3 thematic areas: transport, agriculture and buildings. The thematic areas were led by a local partner together with one of the project partners with expertise in the topic.



The participants in the sectorial discussions on each topic discussed about key practices in each sector that could lead to emissions reductions, analysing the benefits, disadvantages, impacts and barriers for implementations, as well as potential for replication in other areas or countries. The conclusions were then presented at plenary level.

The presentations held can be [found here](#).

2. Spain - 22 February 2019

The capacity building workshop in Spain was co-organised in coordination with Ecodes, the project's affiliated member in Madrid. The agenda for this event can [be found here](#). The event was attended by 31 people, including NGOs, foundations and representatives from local and national governments (attendees list available upon request). It was



held in Spanish with interpretation into English.

Similarly to the workshop in Romania, there were presentations at plenary level about the project, the legal frameworks for climate action in Spain, sectors and NECPs (see agenda for details).

In the afternoon, the group split in 4 groups that discussed transport,

agriculture and buildings, as well as governance. In this occasion, since the Spanish NECP was presented on the same day, the discussions in the afternoon in the working groups were

focused in the analysis of the relevant parts of the NECPs. The groups highlighted the key elements of the NECPs in each sector, as well as pointed out at potential gaps in measures to achieve decarbonisation in each sector.



The slides presented in Madrid [can be found here](#).

3. Italy - 12 March 2019

The capacity building workshop in Italy took place in Rome on 12 March and it was co-organised with the organisation Legambiente, the project's affiliate partner in Italy. The agenda for this event can be [found here](#).

The event was well attended by about 70 people, which included NGOs and representatives from the authorities. The workshop took place in the morning and it



was combined with the ministerial roundtable (c7.3), which took place in the same venue in the afternoon.

In this workshop, there were very short plenary presentations about the project, the policy context (NECP) and the EU calculator being developed under this project.

Right after this short plenary session, the groups split in thematic discussions on transport, agriculture and buildings decarbonisation policy.

The thematic discussions were lead and moderated by Legambiente, and included an expert for each sector from different organisations. Each group was attended by a big group of high-level experts in the topics, which included NGOs, authorities and private companies. The working groups discussed each sector's provisions in the NECPs as well as potential recommendations for improvement of the NECPs, to be then passed onto the authorities' representatives in the roundtable in the afternoon (see report of c7.3 for details on that activity).

The working groups discussed



each sector's provisions in the NECPs as well as potential recommendations for improvement of the NECPs, to be then passed onto the authorities' representatives in the roundtable in the afternoon (see report of c7.3 for details on that activity).

The presentations used in Italy can be [found here](#).

4. Poland - 20 March 2019

The Polish capacity building workshop took place in Warsaw on 20 March. It was a full day discussion on the day after of the ministerial roundtable organised as part of c7.3. It was co-organised by the ISD foundation, one of the project partners in Poland.



The agenda for this meeting can be [found here](#).

The event was attended by 29 people (list of participants available upon request) which were mainly NGOs, think tanks and a couple of representatives from the authorities.

This workshop was slightly different in organisation of the discussions compared to the previous ones. All the discussions were held at plenary level, without breaking out in sectorial discussions. The ISD Foundation considered that this format was better for the discussion so all participants could have a holistic view of the ways of decarbonising each sector, as well as of the challenges.



At the start we held several discussions “setting the ground” about the project, the political context, and presented the EU Calculator being developed under this project.

The discussion then moved into the topics. There was a presentation about the situation of each relevant sector (transport, agriculture and buildings). After each presentation, there was a session for discussion in which questions were raised, as well as potential challenges and solutions.

The presentations held in this workshop [can be found here](#).

5. Hungary - 26 March 2019

The last workshop under C5.3 took place in Budapest, Hungary, on 26 March 2019. It



was co-organised with the Clean Air Action Group Hungary, the project's partner in Hungary. The event was attended by 36 people (list of participants available under request) with a good representation from public authorities as well as some industry representative.

The agenda is [available here](#).

Similarly to previous workshops in the other 4 countries, we held several plenary discussion in the morning to present the project, the scope and the political context of this work.

In the afternoon there were breakout groups on the three thematic areas of scope of the project, transport agriculture and buildings. These discussions we co-lead by a Hungarian organisation together with an expert from the project partners. We discussed ideas that could be implemented in Hungary, assessing their feasibility from the social and political point of view.



Presentations held in Budapest [can be found here](#).

3. Main conclusions and key points of discussion

The level of discussions, topics and degree of engagement varied from workshop to workshop. We found it easier for participants to engage where the workshop was held in English - for the other workshops we used simultaneous interpretation. For a summary of the discussions held during the ministerial roundtables organised back to back with these workshops, please [see report for action C7.3](#).

1. Workshop in Romania.

The discussions during the morning session in the workshop in Romania focused very much in the deficiencies found in the Romanian NECP. Radu DudaŃu, an expert from the think tank “Energy Policy Group” provided an overview and summary of the Romanian NECP.

In general, there was disappointment regarding the process and the ambition of the plan. It was highlighted that the Romanian government hadn’t done any modelling exercise for the design of the plans and that the Romanian government hadn’t run any consultation process for stakeholders to input. The Romanian NECP is lacking ambition in the area of renewable energy, for which there are no support or financing schemes, and for which a target has been set at 27.9% - which is lower than the EU overall target of 32% renewables by 2030. Yet, the government considers a big increase in the use of energy and all energy sources are considered.

There’s also a lack of serious measures in sectors such as transport and buildings. **On transport**, it was highlighted that, despite incentives for the purchase of electric vehicles (in the form of discounts at the moment of purchasing), there are no measures to tackle the issue of second hand vehicles, such as taxation measures to disincentivize the purchase of second hand vehicles. Currently in Romania more than 80% of the vehicles are older than 12 years.

It was also brought to discussion the untapped potential concerning the renovation and refurbishment of the **building stock** in Romania to improve efficiency.

2. Workshop in Spain.

The workshop in Spain couldn’t focus a lot on the Spanish NECP itself, since it was published on that very same day - although the Ministry provided with a good overview and summary on the ministerial roundtable held the day before.

During the morning session there was a vivid discussion about **governance and public participation** following a presentation on this topic given by SEO/Birdlife Spain. The discussion versed about the fact that in Spain there were no records of proper engagement since the government had never set up any proper consultation process inviting all stakeholders to participate, although this situation has been improving in recent years. This time there’s a more progressive government which cares about climate issues, which combines climate and energy in one single ministry and that should be held accountable for a proper and transparent participation process. A key

issue was the importance to align the standards in terms of what the government and the NGOs and CSOs would consider a proper and open participation process.

Other key points for discussion were about the energy transition, based on a presentation provided by Fundación Renovables. Key discussions were about the role of cities to boost the use of renewables (but for that changes in urban planning, mobility plans and citizens behaviours are needed), and there were comments highlighting how the potential of renewables was substantially untapped in Spain.

Another interesting point was the common agreement on the lack of measures to reduce emissions in the **agriculture sector**.

The afternoon session was focused on the analysis of the NECP which, as mentioned above, was published on that same day, therefore it was challenging to provide a full assessment of the spot about the quality of it.

3. Workshop in Italy

The discussions in Italy were very much focused on the sectors. After a short introduction in plenary with all the participants, the group quickly split into thematic areas for the experts to discuss.

During the workshop discussion on **buildings** several questions were raised: Are the objectives on the Italian NECP sufficiently clear, and enough? Are the measures credible? What kind of research would be necessary to understand the state of play of the current building stock and therefore set appropriate measures in place? How to set policies and measures that are efficient and that can be monitored? The participants discussed about different needs, for instance the creation of a government entity on energy poverty, as well as more robust monitoring of efficiency measures in new buildings. Some participants raised the importance of having a proper record and database of the building stock, considering the different types of buildings and services. This understanding would allow for better policy-making.

The participants that took part on the **transport** workshop discussed about the strength of the transport measures set out in the Italian NECP. Participants agreed that the emissions reduction objective for transport was insufficient considering a zero-emissions goal in the long-term (2050). It also seems unclear how Italy plans to get to an emissions reduction objective as the measures and policies don't seem to be clear. The participants highlighted the need to have proper quantification of the impacts of the different measures for transport and also discussed potential ways forward: integration of IT technologies; end the sales of internal combustion engine vehicles; measures to boost and mainstream the use of electric vehicles; changes in the way citizens travel by promoting public transport and shared schemes; changes in the fiscal laws to reflect the climate cost of fuels; increase and improvement of the infrastructure for electric mobility; research and innovation; phase-out the use of food-based biofuels; and proper urban planning to integrate new and clean forms of travelling and commuting.

On **agriculture**, participants highlighted that the Italian NECP lacks ambition and specific measures to tackle emissions in the agriculture sector. The Common

Agricultural Policy is the main legislation dealing with agriculture, including climate change mitigation. There are some question marks about the potential for emission reductions in the sector by unit of investment. Organic farming was also highlighted as a potential solution, also increasing carbon sequestration in soils. Intensive farming is the main problem for the sector, and some solutions pass by diversifying the farming systems and highlight the different ways of farming that could bring emission reductions, not only organic farming.

The group also highlighted that the LULUCF sector (Land Use, Land Use Change and Forestry) is not given enough importance in the plans. The carbon sinks have an important role in climate mitigation. However, biomass for bioenergy is a threat.

4. Workshop in Poland

In Poland, the issues of coal, energy security and investments are of utmost importance. Regarding coal, the government is not foreseeing a coal phase-out, but it does look into reducing the dependency on coal. However, such a transition might be in favour of bioenergy, which is a questionable source of energy considering its climate and environmental consequences, considering as well that the energy demand is growing. On this matter, the plan presents inconsistencies regarding bioenergy use and the increase of the carbon sinks, as the plan counts with bioenergy to meet targets but also with increasing the carbon sink to count with negative emissions in the balance.

Regarding the **building sector**, there was a discussion regarding the lack of consistency between the investments done and the results, as well as the lack of simulation or forecasts for emissions reductions in this sector. There are plans for the modernisation of the heating systems in buildings, for which there are some funding schemes available - not great but it's a start.

The discussion **on transport** included a strong social and behavioural component. Some participants highlighted that there seems to be a trend leading towards less use of vehicles in favour of cycling, especially among young people, and that's reflected in the cities as infrastructure is improving. However, the use of private vehicles is still necessary in some parts of rural Poland in which public transport infrastructure isn't developed. Other participants were reluctant towards the idea of Polish citizens getting rid of their cars, as it might be a symbol of social status. The growing problem of air transport was also highlighted during the discussion.

In the **agriculture session**, participants highlighted the complexity of setting in place policies to tackle emissions in the sector given the diversity of the practices. In Poland there are many big industrial farms and also small family farms, therefore a "one size fits all" measure is rather complex and unrealistic. This is an issue when it comes to subsidies and policies, but when it comes to emission reduction, policies and practices can be similar. Experts concluded that action/advocacy should be focused both at EU and national policy, but that social and behaviour actions should not be forgotten, especially when it comes to the consumption patterns.

To conclude, participants discussed the key challenges on each of the sectors discussed, which were:

- Buildings: lack of awareness of the potential, lack of knowledge of the building stock, shallow level of interventions (i.e. renovations).
- Transport: proper pricing, behaviour and social changes, age of vehicles.
- Agriculture: soil protection, the aspects related to the Common Agricultural Policy and behaviour.

5. Workshop in Hungary.

The workshop in Hungary gathered many experts in the different sectors which analysed the different aspects of the NECP relevant for the PlanUp project.

Organisations that have been involved with the government before the publication of the plans have input in the process, providing their expertise on how the NECP should be. However, it's difficult for them to assess to what extent their contribution was taken into account. These results of the consultation will likely be published by the end of autumn. Hungary is, however, consulting on environmental strategy with neighboring countries.

The NECP for Hungary doesn't seem to be very ambitious, and drastic measures will be needed to meet some of the reduction scenarios presented, for instance to end the support to fossil fuels. It was highlighted the importance of energy prosumers to boost the share of renewables in the countries, policies on this regard from neighboring countries should be looked at and implemented.

In terms of **renewables**, the targets set are quite outdated as they were already included in the 2011 energy strategy. There seems to be interest on solar, but there are no clear plans on how this will be incentivised. Similarly, energy efficiency levels don't go beyond 2005 levels and must be updated.

The analysis made by the **transport** expert concluded that it's difficult to draw a line between the emissions projections and the measures (existing or additional) set in the plan. There were a few points in which the NECP should focus on the transport aspect, namely: new fuels, technology, modal shift and electric vehicles. Some solutions were highlighted such as the electrification of public transport, improvement of urban planning to tackle both greenhouse gas emissions but also air quality - such as road tolls, sharing schemes - and other measures such as behavioural changes, taxation and measures to tackle the ageing car fleet of Hungary.

On **buildings**, the NECP sets a target for the reduction of the energy consumption in buildings of 20%, however there are no clear measures to deliver on those energy savings. In general, the participants agreed that clear measures, including a long-term view, for decreasing emissions in the building sector, including plans for renovation of the building stock, and plans to tackle air quality in buildings as a health measure, need to be included in the plan.

On **agriculture**, the ministry representative highlighted that the agriculture sector is not only a driver but also a sufferer of climate change and that technology on this sector must develop fast as it is a basic sector of the economy. However, it is highly

dependant on the EU common agricultural policy (CAP) which is currently under negotiation. The CAP will present measures and investments to reduce emissions in the agriculture sector, but at national level farmers are also encouraged to implement measures to green the sector.