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CONNECTA

Technical Assistance for the Deployment of Smart and Sustainable Mobility in the Western Balkans

CONNECTA-TRA-CRM-REG-MOB-07

WORKSHOP no. 3

Smart and green mobility

22/11/2022, Tirana

Assessing the needs for setting up agencies or funds to support, safe and sustainable transport

Author: CONNECTA

Sustainable Transport Funds – General notes

- Sustainable transport is often seen through a lens of climate & energy
- Funds for environmental protection, energy efficiency, sustainable energy, etc. already exist in the region:
- **Albania** Energy Efficiency Agency - <http://eficenca.gov.al/>
- **BiH:**
 - FBiH: Fund for Environmental Protection FBiH - <https://fzofbih.org.ba/>
 - RS: Environmental Protection and Energy Efficiency Fund of the Republic of Srpska - <https://ekofondrs.org/>
- **Kosovo*** Energy Efficiency Fund – <https://fkee-rks.net/en/> - focused on buildings
- **Montenegro:** Eko Fond - <https://www.eko-fond.me/> - already have a programme for hybrid and electrical vehicles
- **N. Macedonia:** Energy Efficiency Fund currently being set up with World Bank financing
- **Serbia:** Directorate for Financing and Promotion of Energy Efficiency as part of the Ministry of Mining and Energy
- So in some cases transport can be built into existing capacities

*This designation is without prejudice to positions on status and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.



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Sustainable Transport Funds – Key questions

Key Question 1: Better as an extra-budgetary institution (with own sources of income / annual budgets)? Or within an existing governmental institution?

- “Principle of unitary budgets” from ministries can make it more difficult to plan beyond one-year.
- Budgets that are dependant upon national budget allocations may never actually be allocated due to other priorities
- More political oversight if a part of a ministry
- Setting up of a separate institution can perhaps yield more opportunities for programmes:
 - Direct lending, credit lines, guarantee mechanisms, etc.
 - Requires more capacity
- Extra-budgetary institution may allow for better salaries



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Sustainable Transport Funds – Key questions

Key Question 2: Sources of income?

- Could be that sources of income are directly from the central budget **or**
- Fees on polluting vehicles (part of annual registration and / or import taxes)?
- Excise taxes on fossil fuels?
- EU funds or other donor / IFI funds?
- The legal set up of the institution can / should answer this question...



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Sustainable Transport Funds – Key questions

Key Question 3: Governance structure?

- If a part of a Ministry, this is straightforward
- If not, typically such funds are controlled by inter-ministerial boards of directors with
 - Executive Director / CEO
 - Programme managers
 - Other executing staff (public relations, etc.)
- External audits are highly recommended where not a part of a Ministry's ongoing audit activities

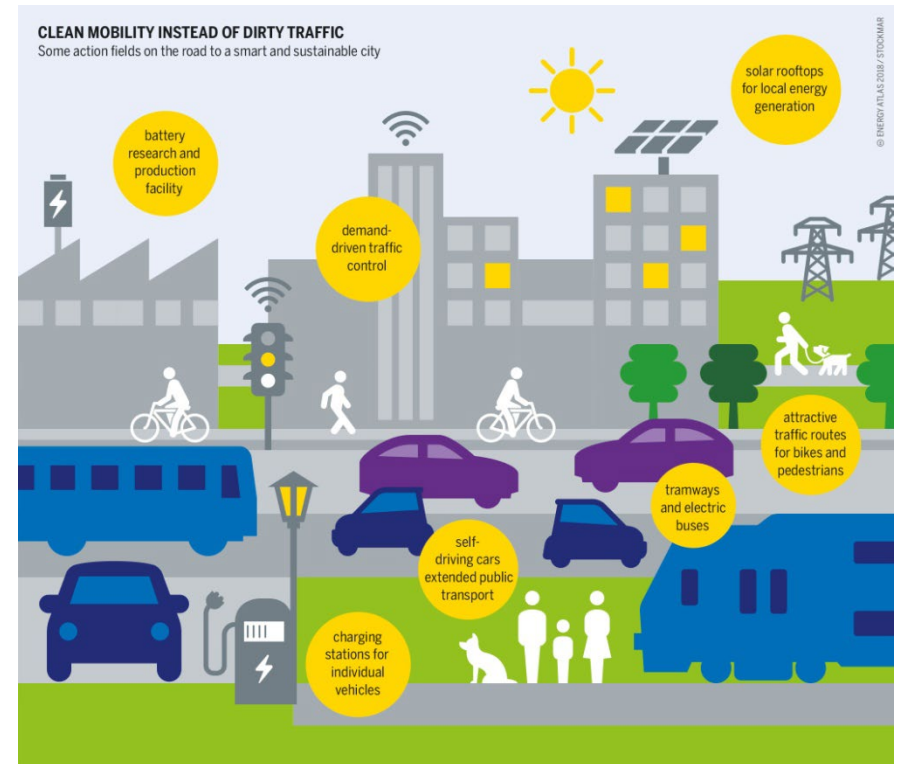


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Sustainable Transport Funds – Key questions

Key Question 4: What programmes?

- Electric vehicles? Hydrogen?
- Charging infrastructure?
- Sustainable infrastructure in towns and cities?
- Awareness raising?
- Technology development / sustainable fuels development?
- Other ideas?



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Potential for large budgets

For example – Croatia Environmental Protection and Energy Efficiency Fund

Projections from 2021 - 2023

	2021	2022	2023
Revenues and incomes	EUR 273,000,000	EUR 253,000,000	EUR 256,000,000
Expenditures and expenses	EUR 263,000,000	EUR 221,000,000	EUR 217,000,000

Large projects for infrastructure maybe better channelled through ministries?



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Questions and Discussion



Any comments/suggestions?



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Thank you!

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