

# Policies to reduce emissions from buildings and transport in Romania

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REGIONAL ENVIRONMENTAL CENTER



# Policies and programmes for the building sector in Romania (selection)

- Law no. 372/13.12.2005 regarding the energy performance of buildings with subsequent documents, recast in 2013
- National Thermal Rehabilitation Programme for residential buildings
- Pilot Thermal Rehabilitation Programme for public buildings with functions in social and/or health assistance, which belong to the local public administration
- Green House programme (Casa Verde)
- Other programmes financed via structural funds



# National Thermal Rehabilitation Programme

- **Starting point:** 90.000 buildings need thermal rehabilitation in Romania
- **Legal milestones**
- Emergency Ordinance no. 29/2000 on thermal rehabilitation of existing buildings and stimulation of heating energy savings
- Emergency Ordinance no. 18/2009 on increasing energy performance in housing blocks
- **Financial methodology**
- The owners association pays **20%** of the total cost of the rehabilitation works. The remaining **80%** is provided from the state and the local budgets.



# Main objectives of the National Thermal Rehabilitation Programme

- to improve hygiene and thermal comfort conditions;
- to reduce heat loss and energy consumption;
- to reduce maintenance costs for heating and hot water for consumption;
- to reduce pollutant emissions generated by energy production, transport and consumption.



# What does thermal rehabilitation imply?

- thermal insulation of the external walls of the block;
- replacement of the windows of the block and of the existing exterior doors with qualitatively superior ones, which will better insulate each room;
- thermal and hydro-insulation of the roofs or of the terrace / thermal insulation of the floor over the last level, if there is a roof structure;
- thermal insulation of the floor over the basement, if the block`s design provides ground floor flats;
- dismantling the installations and equipment located on the façades and the terrace of the housing block as well as re-installing them after the execution of the thermal insulation works;
- restoring works for the finishing of the envelope.



# Financial allocation and results

Year	Allocated credits (mil. EUR)
2012	4,158 (+ 2,356 engaged)
2011	33,907
2010	35,630
2009	84,959

Source: MDRAP, 2014

- By the end of 2013, more than 1000 buildings have been rehabilitated, representing 1% of the total mass of buildings which need to be rehabilitated.



# Lessons learned during implementation

- “First come first served” rule replaced with prioritization according to the energy performance level of the building, number of apartments and build year.
- Historical or protected buildings are not be part of the programme anymore in order to protect their architectural value
- The color of the buildings cannot be chosen randomly anymore
- Individual buildings entered the thermal rehabilitation programme
- Calculations showed that at the current rate of progress it would take 75 years to completely rehabilitate all buildings in need. Two supplementary financing programmes were therefore opened:
  - Programme on thermal rehabilitation of residential buildings financed by bank loans with government guarantee
  - Thermal rehabilitation programmes financed by European funds



# What can be still improved

- Quality of the materials (polystyrene...) used during rehabilitation
- Communication with owners' association
- Transparency of tendering / value for money services and works
- Quality evaluation of the Programme's efficiency (including in reduction of energy consumption and CO2 emissions)
- Rehabilitation of public buildings



# Policies and programmes for the transport sector in Romania

- Law 350/2011 on urbanism and land use planning, updated
- Sustainable Transport Strategy for the period 2007-2013 and 2020, 2030 (2008)
- Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport, Government Decision 835/2011
- The Wreck Programme (Rabla)
- Bike Paths for cyclists
- Sustainable Urban Mobility Plans for the Growth Poles (under preparation)



# Sustainable Urban Mobility Plans (SUMP) for the Growth Poles

- Mobility policy in Romania – slow start in late 2000s
- Projects like EPOMM Plus (partnership between REC and Ministry of Regional Development) established the initial steps
- Nowadays: The elaboration of SUMP for the growth poles and the Bucharest-Ilfov agglomeration agreed as a priority. The work starts this year.
- this activity will become the basis and framework for urban transport project design, to be financed under the Operational Programme for Regional Development 2014-2020



# SUMPs for the Growth Poles: objectives

- Ensuring the accessibility offered by the transport system is available to all, such that urban public facilities including public transport can provide services on a non-discriminatory basis
- Improving safety and security in all modes of transport and reducing the number of accidents
- Reducing air and noise pollution, greenhouse gas emissions and energy consumption
- Improving the efficiency and cost effectiveness of the transportation of persons and goods, including defined sources of underlying funding and financing for such activities
- Improving the resilience of transport networks to extreme weather and natural events
- Developing non-motorized vehicle and intermodal transport networks



# Synergies between the buildings and the transport sector – best practices

- SUMP for the Growth Poles shall contribute to enhancing the attractiveness and quality of the urban environment and urban design;
- Covenant of Mayors – Sustainable Energy Action Plans
- Model project (Management of domains related to energy in local authorities)
- Iasi Green City - feasibility study for an intermodal transport station
- Various shopping malls and some large companies successfully managed to create such synergies
- But the list is still short...actual implementation of this concept is needed





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