Annex

In fulfilment of the Austrian implementation obligation of

Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure

Article 3 – National Strategic Framework

Bundesministerium für Verkehr, Innovation und Technologie [Austrian Ministry of Transport, Innovation and Technology] (bmvit)
In collaboration with the

Bundesministerium für Land- und Forstwirtschaft, Umwelt und Wasserwirtschaft [Federal Ministry of Agriculture, Forestry, Environment and Water Management] (BMLFUW)
Bundesministerium für Wissenschaft, Forschung und Wirtschaft [Federal Ministry of Science, Research and Economy] (BMWFW)

Burgenland
Carinthia
Lower Austria
Upper Austria
Salzburg
Styria
Tyrol
Vorarlberg
Vienna

Austrian Association of Towns and Cities
Austrian Association of Municipalities

Vienna, November 2016

The Annex to the Austrian National Strategic Framework 'Clean Energy in Transport' provides detailed information on the legal and strategic framework conditions presented in the main document as well as on the status quo of the market development of alternative fuels for transport, the corresponding infrastructure and the existing state sector measures in Austria.

The structure of the document follows the National Strategic Framework. Additional information on the introductory section 1 and on the description of the status quo in section 2 is provided.

Contents

1 Introduction: Background information

1.1 Austria needs a mobility shift

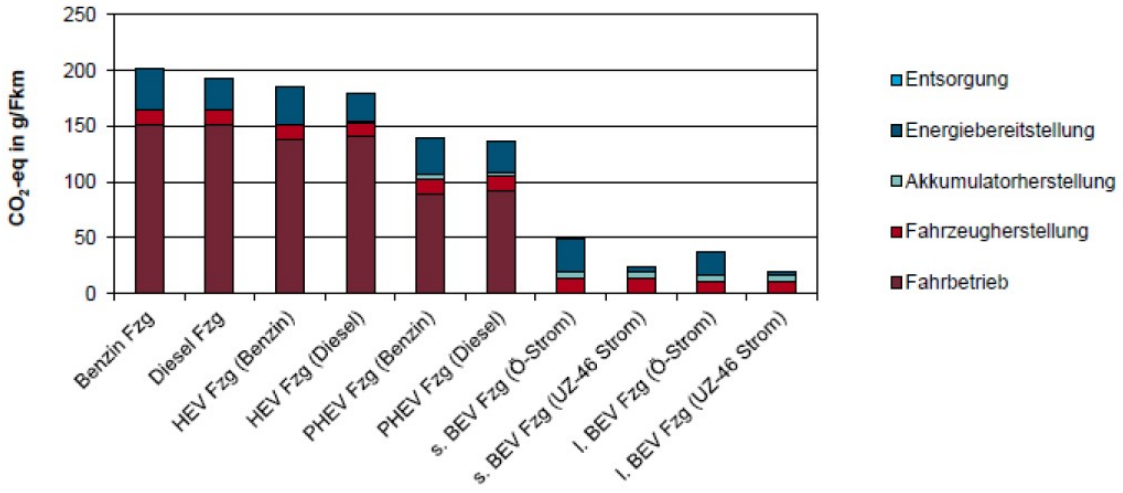
Table 1: Overview of infrastructure-relevant fuels in accordance with Directive 2014/94/EU

Fuel/energy source	Description
Electricity	Like fuel cell vehicles (see hydrogen), electrically operated vehicles have the potential to be CO_2 neutral and free of any local emissions. The prerequisite for this is that the traction current must be generated from renewable energies. Today, Austria is in the privileged position of generating around 70% of electricity from renewable sources. In parallel with the rising demand for energy for transportation purposes, the quota for renewable energy will also continue to rise in the electricity sector, contributing to a further improvement of the climate footprint of battery-electric vehicles.
Natural gas CNG (compressed natural gas)	Natural gas is transported in pressure tanks under a pressure of approximately 200 bars and burned in optimized gasoline engines, although the development potential of these engines has not yet been fully exploited. The special tanks in natural gas vehicles are built to the strictest safety guidelines and tested under extreme conditions. These tanks can store gas at a pressure of approximately 200 bars and thus reduce the volume to a rate of about 1/200. They are fitted with number of additional safety devices, such as valves, which prevent the excessive build-up of pressure in the event of a fire or emergency shut-off valves, and are subjected to regular checks. Natural gas or CNG is among the most environmentally friendly fossil fuels. CNG is a low-emission solution where CO_2 emissions are reduced by as much as 20% compared to conventional fuels. In addition to that, particle emissions are almost completely eliminated and harmful nitrogen oxide emissions are reduced to a minimum. Natural gas can be compressed to a very high level, which increases performance. Due to its high octane number (RON = research octane number) of 125 (compared to 95 or 98 for petrol), fuel combustion in the engine is significantly more efficient.
Natural gas (liquefied natural gas – LNG)	LNG is produced by the liquefaction of natural gas at temperatures between -161 and -164 °C. The volume ratio of LNG is only about 1/600 compared to gaseous natural gas at atmospheric pressure, which multiplies its volumetric energy density. In spite of its fossil origin, the use of LNG has several advantages from both the technical perspective, such as less noise generated by lorries at night, and the environmental perspective, such as less pollution. Compared to diesel, the use of LNG reduces SOX emissions and fine dust by almost 100%, NO_X emissions by approx. 80-90% and CO_2 emissions by almost 20%. In addition, LNG can be a component of a strong diversified fuel portfolio. The standard transportation route of LNG is ensured via pipelines from the natural gas production plants to a specially designed LNG terminal in a port. Until now, only insignificant amounts of LNG are transported through pipelines, as approximately 10-25% of the energy content of the gas is required for the costly process of liquefaction. If the distances between the source of natural gas and the consumer are not too large (under 2 500 km), it is more economical to transport the gas as CNG through the pipeline.
Hydrogen	Like electric current, hydrogen is not a primary energy carrier, but must be converted from other energy sources at an additional loss of energy. It does not cause harmful emissions, especially carbon dioxide (CO_2), and is sustainable if it is obtained from renewable sources such as wind, sun or biomass. Up to now, hydrogen has mainly been obtained from fossil energy sources for economic reasons. Concepts for the future management of hydrogen generally include the generation of hydrogen from renewable energies, which means that it could be free of emissions. Due to its ecological and economic importance as well as the national value chain, hydrogen can be a decisive energy carrier in both the mobile and the stationary sector. In addition to its versatility in terms of production and use in the energy sector, hydrogen can be used by the steel industry as well, for reducing its carbon footprint.

The comparison of electric cars and conventional petrol/diesel vehicles clearly indicates that electric vehicles perform significantly better in all relevant environmental parameters. According to the Federal Environmental Agency, this advantage can be even more pronounced if

electricity is generated from renewable sources. Figure 1 shows the results of this ecobalance study.

Figure 1: Total greenhouse gas emissions (CO2 equivalent) of passenger vehicles[1]



Fzg: Fahrzeug
CO_2-eq: CO_2 Äquivalente
Fkm: Fahrzeugkilometer

UZ: Umweltzeichen
s. BEV: schweres BEV
l. BEV: leichtes BEV

Fzg: Vehicle
CO_2-eq: CO_2 equivalent
Fkm: Vehicle kilometre

UZ: Environmental labels
s. BEV: Heavy BEV
l. BEV: Light BEV

Waste
Energy provision
Battery production
Vehicle production
Driving

[1] German Federal Environmental Agency, 2015

1.2 Need for legal and strategic requirements

Table 2: Legal and strategic framework for a change in mobility

Relevant regulations, contracts and strategies	Main content/objectives and relevant content for the market development of alternative fuels for transport applications
UN level	
Paris Convention (United Nations Framework Convention on Climate Change) – 12 December 2015 at the UN Climate Conference in Paris. Signed by 175 states in April 2016. Ratified by the Austrian National Council on 8 July 2016. Entered into force on 4 November 2016.	Limiting the increase of the global average temperature to well below 2 °C over the preindustrial level; to 1.5 °C if possible. Obligation of the parties to the agreement to achieve overall emission reduction targets with the purpose of achieving the overall decarbonisation of the global economic system.
EU level	
Regulations	
Commission Regulation (EC) No 443/2009 setting emission standards for new passenger cars (2009), as amended by Regulation (EU) No 333/2014 as regards the establishment of the modalities for the achievement of the 2020 target for the reduction of CO_2 emissions by new passenger cars (2014)	By 2021, new cars launched as part of a manufacturer's fleet may not exhaust more than 95 g CO_2/km on average of (special bonuses for electric vehicles). This value is 130 g CO_2/km in 2015.
Regulation (EU) No 510/2011 on setting CO_2 emission performance standards for light duty vehicles (2011)	Average CO_2 emission of 175 g CO_2/km for new light commercial vehicles by 2015 and 147 g CO_2/km by 2020.
Regulation (EU) No 1315/2013 on guidelines for the development of the Trans-European Transport Network (TEN-T Guidelines, 2013)	Promoting a low-carbon, environmentally friendly, cost-efficient, safe and user-friendly transportation.
Directives	
Directive 2008/50/EC on air quality and clean air in Europe	Definition and specification of air quality targets for the prevention, avoidance or reduction of adverse effects on human health and the environment. Penalties for non-compliance (implementation in Austria via the Federal Pollution Control Act).
Directive 2009/33/EC on the promotion of clean and energy-efficient road vehicles *(under revision)*	Energy and environmental impact (energy consumption, CO_2 emissions, pollutant emissions) of the procurement of road vehicles by public operators for the promotion of the market for clean and energy-efficient vehicles (implemented in Austria via the Federal Procurement Act and the adaptation of the general tendering provisions).
Directive 2009/28/EC on the promotion of the use of energy from renewable sources *(under revision with the target horizon of 2030)*	A 10% market share for renewable energy sources used for producing transport fuels by 2020 (implementation in Austria via the 2012 Austrian Ordinance on Automotive Fuels).
Directive 2012/27/EU on energy efficiency	A 20% increase in energy efficiency by 2020. Use of the considerable potential of increased energy savings in buildings, traffic, products and processes (implementation in Austria via the Austrian Energy Efficiency Act).
Directive 2014/94/EU on expanding the infrastructure for alternative fuels	Reducing the environmental impact of traffic and the dependence on oil by establishing a common framework for measures established for the construction of the infrastructure for alternative fuels (implementation in Austria scheduled until 18 November 2016)

Directive 2015/1513/EU (ILUC Directive)	Limiting the share of energy from first generation biofuels to a maximum of 7% of final energy consumption in the transport sector in Member States by 2020.
Legislative proposals	
The European Commission's proposal for the establishment of binding national targets for the reduction of greenhouse gas emissions (2021-2030) based on the European Climate and Energy Framework for 2030 (Conclusions of the European Council, 23/24 October 2014)	The burden sharing regulation, which sets binding national targets for the reduction of greenhouse gas emissions in the period 2021-2030 in the economic sectors not covered by the EU ETS emissions trading scheme. The sectors of buildings, agriculture, waste management and transport were responsible for almost 60% of the EU's total emissions in 2014. Transport in Austria accounts for 45% of non-ETS emissions. A CO_2 reduction target of -36% is proposed for Austria. http://europa.eu/rapid/press-release_MEMO-16-2499_en.htm
Strategic guidelines	
A European strategy for low-emission mobility COM(2016)501	The establishment of guiding principles for the Member States marking out the path towards low-emission mobility and the announcement of planned Commission initiatives. Some of the most important elements of the strategy: - Increasing the efficiency of the transport system - A quick introduction of low-emission alternative energy carriers in the transport sector - Transition to emission-free vehicles Among others, binding CO_2 standards were announced for lorries, city buses and long-distance buses.
Energy Union COM(2015)080: Framework strategy for a crisis-proof European energy union with a future-oriented climate protection strategy and implementation mechanism	The goal is the transition to a sustainable, low-carbon and environmentally-friendly economy. The energy union consists of five dimensions: - Energy security - Integrated internal market - Energy efficiency - Transition to a low CO_2 emissions economy - Research, innovation and competitiveness As the transport sector accounts for more than 30% of the final energy consumption in Europe, it must be made more energy-efficient and low in CO_2 emissions. Among others, national climate and energy schemes must be implemented to achieve the targets for the reduction of greenhouse gases by 2030, the expansion of renewable energies and an energy efficiency increase.
A European strategy for alternative fuels COM(2013)017	The objective is to break the dependence on oil by means of a comprehensive strategy for alternative fuels and a roadmap for their implementation in all modes of transport, in order to create a long-term framework for providing guidance on technological development and investment in the distribution of these fuels as well as building confidence among consumers. Directive 2014/94/EU was part of the 'Clean Energy in Transport' package, the core element of which is strategy.
White Paper on Traffic COM(2011)144	Road map to a unified European transport area in view of reducing greenhouse gas emissions in transportation by 60% by 2050. As regards the development and introduction of new, sustainable fuels and propulsion systems, two objectives were established: - Halving the use of passenger cars running on conventional fuel in urban traffic by 2030; full abandonment of such vehicles in cities by 2050; and achievement of a largely CO_2-free city logistics sector in urban centres by 2030 - Achieving a proportion of low CO_2-emission, sustainable aircraft fuels of 40% by 2050
Austria	

2012 Overall Transport Scheme for Austria	Electromobility as a building block for a modern and efficient overall transport system. This goes further than merely replacing the internal combustion engine with an electric engine. Electromobility is expected to help make traffic more efficient and environmentally friendly, - as part of a combined use of public transport and environmentally friendly vehicles in private transport and - in conjunction with the use of efficient and renewable sources of energy - as part of an intelligent and intermodal overall transport system.
Implementation plan for electromobility inside and outside of Austria 2012	The interministerial implementation plan for electromobility adopted by the Federal Government in 2012 aims to help Austrian transport policy leverage electromobility in a technologically neutral manner. Adopted by the Council of Ministers, the implementation plan for electromobility inside and outside of Austria defines 65 measures, such as the steps towards the market launch and the establishment of an incentive system aimed at raising awareness of new mobility solutions and maximizing the positive environmental effects
In preparation: Integrated energy and climate strategy	The goal is the creation of an integrated energy and climate strategy, which will provide a framework for the future orientation of the Austrian energy and climate policy. The objectives are derived from the corresponding EU guidelines, in particular the future effort sharing measures regarding non-emissions trading (Effort Sharing). At the beginning of the process, a Green Paper was drawn up to provide the basis for an informed and factual discussion on an integrated energy and climate strategy. The Green Paper analyses the existing situation in terms of CO_2 emissions, energy consumption and power generation in Austria, and compares the existing scenarios for future development. A consultation process on the Green Paper is still ongoing until November 2016, with the broad involvement of all stakeholders.

In the federal states, alternative fuels for transport are handled primarily as part of electromobility strategies or higher-level mobility strategies.

Table 3: Strategies adopted by the federal states for alternative fuels for transport (as of June 2016)

Federal state	Description	Source
New 2016 Carinthia	The targets set by Carinthia were published in the 2014 energy master plan, which defines the ambitious goal of a CO_2-free mobility by 2035. This includes the promotion of public transport, cycling and walking as well as the transition to individual (automotive) mobility with alternative drives. The master plan will be accompanied by a mobility strategy based on electromobility as part of the overall transport system. The mobility master plan for Carinthia, MoMaK 2035, was presented by the state government in July 2016.	http://www.mobilitaetsmasterplankaern-ten.at/306626_DE
NEW 2016 Carinthia	There is no specific electromobility strategy in Salzburg. Developed in 2015, the state mobility concept 'Salzburg mobil 2016 - 2025' defines the strategies for sustainable mobility and local transport policy measures. The goal is to reduce air pollutants and CO_2 emissions according to the climate and energy strategy 2050. Particularly, non-fossil engines are used in both public and private transportation. Vehicles operated with fossil fuels will be replaced with 10 000 electric vehicles. The concept was adopted by the state government in September 2016 and a separate strategy for alternative fuels was announced.	https://www.salzburg.gv.at/themen/verkehr/salzburgmobil
NEW 2016 Styria	For autumn 2016, the state announced the 'KESS 2030' Energy and Climate Strategy Styria with the aim of combining and legally anchoring the climate protection plan and the energy strategy for 2025. The 2030 Electromobility Styria was presented in early October 2016 as a component of KESS 2030. The state strategy has two phases. Phase 1 lasts until 2020 and promotes the transition to electromobility, especially in public and company fleets as well as private individuals. For this phase, a programme containing 21 measures was implemented in four main areas: - Model function of the public sector. - Legal framework for the expansion of the charging infrastructure. - Funding for the establishment of infrastructure and vehicle procurement. - Measures to raise awareness and connect the actors.	http://www.energie.steiermark.at/cms/beitrag/12530147/132798639
NEW 2015 Vorarlberg	With the 2008 VLOTTE pilot project, Vorarlberg served as a model region for electromobility in Austria and adopted an electromobility strategy in October 2015. These include 32 measures for the promotion of electromobility with a focus on public transport, two-wheelers, charging infrastructure and specific passenger car applications. 20 electric buses will be purchased for the transport network. In addition, 10 000 electric vehicles will be introduced in Vorarlberg by 2020. The electricity needs will be covered by locally generated renewable energy. The electromobility strategy is incorporated into the transport strategy, the energy autonomy scheme and the bicycle transport strategy of Vorarlberg.	http://www.energieautonomie-vorarl-berg.at/de/elektromobilitaetsstrategie-2020

NEW 2015 Vienna	The electromobility strategy of the City of Vienna, adopted by the City Council in September 2015, explains the principles, objectives and measures taken by the city for the promotion of electromobility by 2025. The strategy emphasizes the priority of public transportation. Charging stations will be constructed only in semi-public space. The main focus of the electromobility strategy is on the following: - the measures for the electrification of vehicle fleets; and - the establishment of the required charging infrastructure. In Vienna, at least 10% of all car trips must be taken by electric vehicles in 2025. Furthermore, the Smart City Vienna framework strategy adopted in 2014 puts forward the following mobility objectives: - Ensuring that the largest possible share of traffic is relocated or replaced by new drive technologies (such as electricity) by 2030. - Ensuring that the entire motorized traffic within the city limits occurs without conventional drive technologies by 2050. In spring 2016, MA 33 was accepted as the new contact partner for the development and implementation of a specific infrastructure concept.	https://www.wien.gv.at/stadtentwicklung/studien/pdf/b008435.pdf
ANNOUNCED 2016 TYROL	The 2016 electromobility strategy for Tyrol was announced under the motto 'So fahrt Tirol 2050' ['How Tyrol drives in 2050']. In addition to researching technology trends, an incentive system must be developed as well. Tyrol hopes to achieve autonomy in energy production by 2050. The electromobility strategy should be ready by the second quarter of 2016.	https://www.tirol.gv.at/meldungen/meldung/artikel/regierungsklausur-1/
Burgenland	Burgenland has no electromobility strategy, but increasing e-mobility throughout Burgenland is among the priorities of the new government, in place since 2015. Adopted in 2013, the Burgenland 2020 energy strategy regards the transition to electromobility as a key issue. The state's overall transport strategy (2014) contains a large number of relevant provisions as well.	http://www.tobgld.at/uploads/tx_mddownloadbox/Energiestrategie_Burgenland_2020_.pdf http://www.burgenland.at/fileadmin/user_upload/Downloads/Mobilitaet_und_Sicherheit/Mobilitaet/Gesamtverkehrsstrategie_Burgenland_Web_9MB.pdf
Lower Austria	Adopted in 2014, the electromobility strategy defines the following targets by 2020: - 5% of electromobility in the entire carpool - Reduction of passenger car traffic by 25 000 people through electromobility - A state-wide increase in value creation and employment in the field of electromobility.	http://www.ecoplus.at/sites/default/files/niederoesterreichische-elektromobilitaetsstrategie-2014-2020-web.pdf
Upper Austria	Upper Austria has no electromobility strategy. The promotion of electric mobility and environmentally-friendly drives and fuels are priority measures within the scope of traffic sector objectives defined in the context of the Upper Austrian energy strategy (2009). A new energy strategy related to the public and private charging infrastructure is currently under development.	http://www.land-oberoesterreich.gv.at/files/publikationen/praes_energiezukunft2030.pdf

2 Status Quo: Detailed Information

2.1 Current Status of the Market Development of Alternative Fuels for Transport Applications

Table 4: New registrations by type of vehicle, fuel or energy source (as of July 2016)

Types of vehicle, fuel and energy source	2010	2011	2012	2013	2014	2015	2016 (Q1+Q2)
Passenger cars Kl. M1	328 563	356 145	336 010	319 035	303 318	308 555	171 770
Petrol incl. flex-fuel	159 740	159 027	143 325	134 276	126 503	122 832	68 262
Diesel	167 130	194 721	189 622	180 901	172 381	179 822	99 274
Electro (BEV)	112	631	427	654	1 281	1.677	2.008
Natural gas CNG (monovalent & bivalent)	333	444	460	628	788	703	293
Plug-In Hybrid (PHEV)	k. A.	k. A.	k. A.	184	434	1.101	562
Hydrogen (FCEV)	k. A.	k. A.	k. A.	k. A.	3	9	0
New vehicle registrations M1 (BEV, PHEV, FCEV)	**112**	**631**	**427**	**838**	**1 718**	**2 787**	**2 570**
Share of electric vehicles in new registrations M1	**0.03%**	**0.18%**	**0.13%**	**0.26%**	**0.57%**	**0.90%**	**1.50%**
Further Class L, M and N pure electric vehicles	**1 225**	**979**	**1 400**	**791**	**876**	**930**	**689**
Motorbikes/Trikes/Quadricycles(Class L)	1 206	923	1 094	585	672	651	571
Class M2 and M3 buses	8	5	14	15	1	12	10
Class N1 Heavy-load vehicles (< 3.5 t)	11	51	292	191	203	267	108
Class N2, N3 Heavy-load vehicles (> 3.5 t)	0	0	0	0	0	0	0

Table 5: Vehicle fleet by type fuel and energy source (as of July 2016)

Fuel types and energy sources	2010	2011	2012	2013	2014	2015	2016 (Q1+Q2)
Passenger cars Kl. M1	4 441 027	4 513 421	4 584 202	4 641 308	4 694 921	4 748 048	4 793 759
Petrol incl. flex-fuel	2 445 506	1 997 066	2 001 295	2 003 699	2 011 104	2 019 139	2 033 082
Diesel	1 988 079	2 506 511	2 570 124	2 621 133	2 663 063	2 702 922	2 730 693
Electro (BEV)	353	989	1 389	2 070	3 386	5 032	7 151
Natural gas CNG (monovalent & bivalent)	k. A.	2.670	3.109	3.651	4.262	4.775	4.933
Plug-In Hybrid (PHEV)	k. A.	k. A.	k. A.	408	776	1.512	2.074
Hydrogen (FCEV)	k. A.	k. A.	k. A.	k. A.	3	6	12
Stock of electric vehicles M1 (BEV, PHEV, FCEV)	**353**	**989**	**1 389**	**2 478**	**4 165**	**6 550**	**9 237**
Electric vehicles – changes since last year	**58.3%**	**180.2%**	**40.4%**	**78.4%**	**68.1%**	**57.3%**	**-**
Share of electric vehicles in the total carpool M1	**0.01%**	**0.02%**	**0.03%**	**0.05%**	**0.09%**	**0.14%**	**0.19%**
Further Class L, M and N pure electric vehicles	**3 217**	**4 024**	**5 120**	**5 594**	**6 067**	**6 532**	**7 221**
Motorbikes/Trikes/Quadricycles(Class L)	3 034	3 772	4 565	4 835	5 116	5 324	5 895
Class M2 and M3 buses	113	116	126	139	131	138	148
Class N1 Heavy-load vehicles (< 3.5 t)	69	135	428	619	819	1 069	1 177
Class N2, N3 Heavy-load vehicles (> 3.5 t)	1	1	1	1	1	1	1

2.2. The status of infrastructure construction for alternative fuels

Figure 2: Publicly accessible charging points for electric vehicles (as of July 2016)

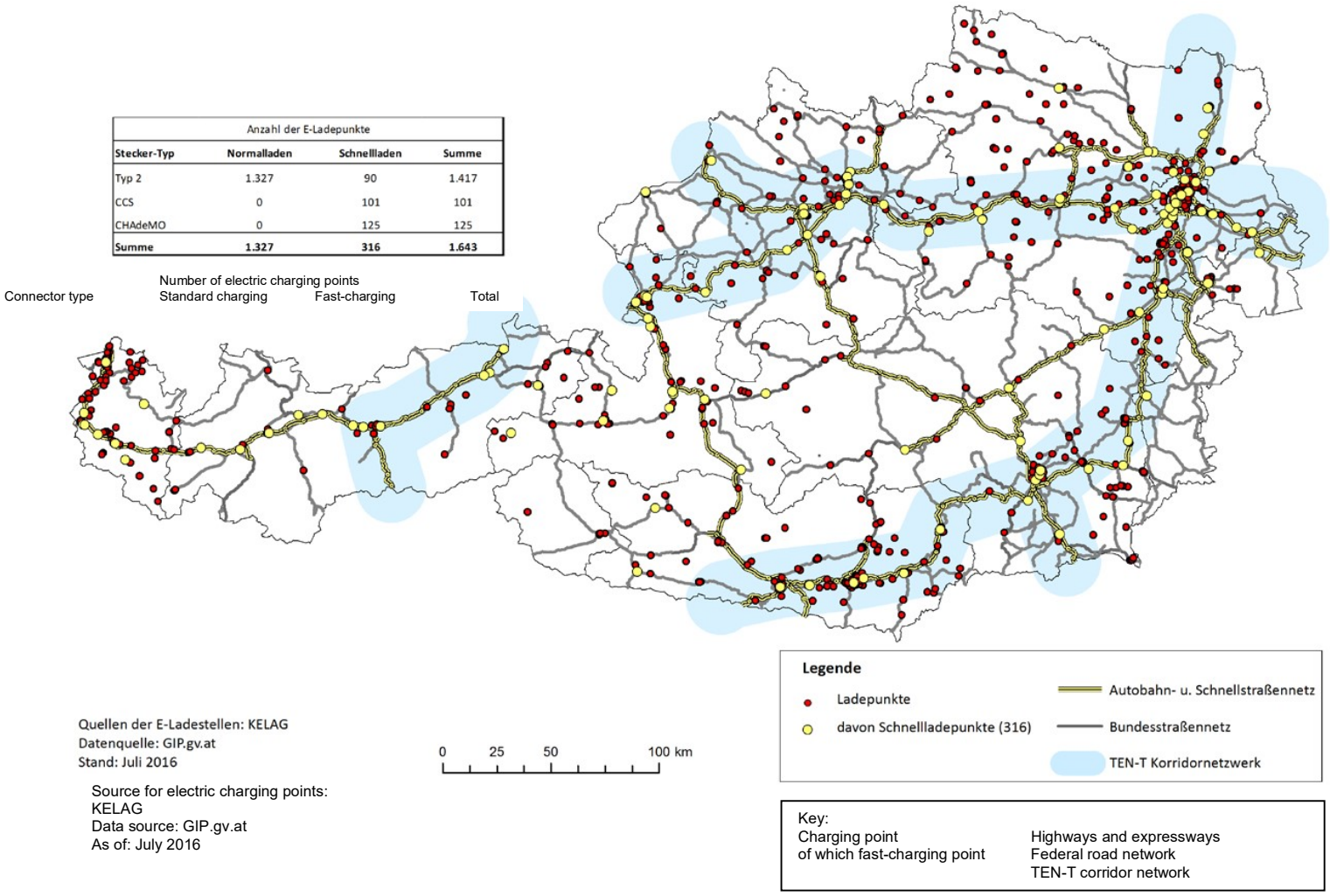
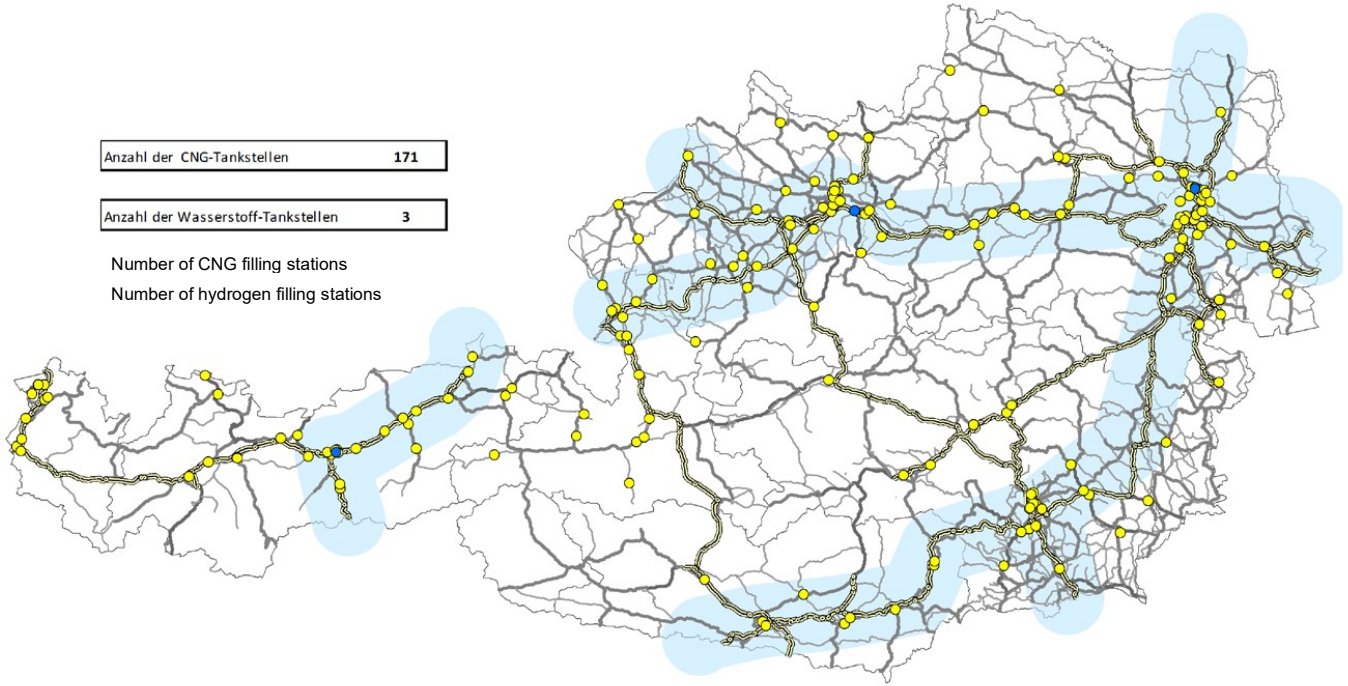


Figure 3: Publicly accessible CNG and hydrogen filling stations (as of July 2016)



Source for CNG filling stations: Fachverband Gas Warme (FGW)
Source for hydrogen filling stations: OMV AG
Data source: GIP.gv.at
As of: July 2016

Key:

CNG filling station	Highways and expressways
Hydrogen filling station	Federal road network
	TEN-T corridor network

2.3 Existing incentives and measures in the public sector

2.3.1 Legal measures

The current legal measures for promoting alternative fuels for transport applications and constructing the relevant infrastructure focus on construction law, which falls under the competence of the federal states in Austria. For example, construction law may provide for empty conduit lines for getting electromobility up and running in the future (see Table 6). Licensing requirements under construction law for charging infrastructure can also be regulated in these legal instruments or derived from similar regulations.

The implementation process of Directive 2014/94/EU included the development of a guideline for the authorization process for the construction of charging infrastructure. Extracts from this are shown below in Figure 4. Part I of the status quo related to construction law has already been published.[2]

Recent years have seen some facilitiations from the federal states. In Lower Austria, for example, the approval procedure was simplified in April 2016. Under the new regulations, the construction of charging stations carries no reporting obligation (LGBl. No 37/2016). In February 2016, Vienna made it clear that garages with electric charging stations do not require special exhaust systems. A Styrian ordinance issued on 15 September 2015 stipulated that while commercial charging stations are subject to commercial law, this does not mean they require authorization per se.

[2] BMVIT, federal states (2016), guidelines to the authorization procedure for the charging infrastructure for electric vehicles http://www.bmvit.gv.at/verkehr/elektromobilitaet/downloads/eTankstelle_Genehmigung_Leitfaden.pdf

Figure 4: Approval procedure for charging stations pursuant to the construction laws of the states (as of June 2016)

Federal state	Current construction method for electric charging stations *), **)	
	Outdoors	In buildings/garages
NÖ	Charging points and stations for accelerated charging are subject to registration.	
	-	Please provide signposting as follows: 'Loading prohibited for electric vehicles with lead-acid traction batteries', according to the guidelines (2015) http://www.ecoplus.at/sites/default/files/leitfaden-zur-errichtung-von-ladestationen-fuer-e-fahrzeuge.pdf
VBG	**Case-by-case analysis:** If they do not endanger the safety or health of people or impose on neighbours, they can be classified as free construction projects.	
BGLD	**Free** without foundation **Notification** only with foundation	**Free**
KTN	**Free**	
W	**Free** for < 3m	**Free:** Equipping a standard parking space with a wall box **Notification:** Equipping all parking spaces with electric charging stations(= charging places) In both cases, please provide signposting as follows: 'Loading prohibited for electric vehicles with lead-acid traction batteries', pursuant to MA37 (2016) http://www.wien.gv.at/wohnen/baupolizei/pdf/stellplaetze-elektro.pdf
STMK	**Free**	
T	**Free** without foundation **Notifications** only with foundation	**Free**
SBG	**Free**	**Free** In the case of projects with a higher charging capacity, construction authorities must be contacted (fire protection)
OÖ	**Free**	

*) The table provides general information. It is advisable to contact the construction authorities to clarify whether permission is required for the project. AustriaTech does not accept liability for the correctness or completeness of the information provided.

**) In principle, a technical description of the charging station (installation and operating instructions), prepared by a professional electrician, is required. In the case of projects in garages, providing site plans and the exact location of the charging station often accelerate the process of clarifying all technical aspects.

Table 6: Empty conduit lines and equipment in buildings and parking facilities for the charging infrastructure

Federal state	Description of the provision
Burgenland	-
Carinthia	**Karntner Bauordnung 1996 [Carinthia Building Regulations], as amended in LGBl. No 31/2015** Section 18(5) (5) For projects under Section 6(a)-(c), the Authority shall order the creation of playgrounds, garages, parking spaces and electric filling stations for motor vehicles according to the type, location, size and use of the building or facilities as well as the necessary structural measures for ensuring basic protection and access for people with disabilities. The location and construction of these facilities shall be based on local requirements. During the construction of playgrounds, the children's safety is top priority. **Parking space regulations in Klagenfurt** Calculation key for apartments (empty conduit lines) In the case of apartments [...], 230 V/400 V electrical connectors should be installed for use as electrical filling stations in 10% of the parking spaces (but at least 1 location). Calculation key for further building projects (full equipment) For new builds (2 to 28) with 21 or more parking spaces, one charging station for electric vehicles must be constructed and operated for every additional 100 parking spaces. At each charging station, 2 parking spaces must be colour labelled for electric cars. **Construction and business requirements – Department of Environmental Protection of Klagenfurt** In 10% of proposed parking spaces (commercially rounded to whole numbers; at least 1 parking space), adequate structural measures must be created for 230 V/400 V electrical connectors, for use as an electrical filling station for motor vehicles (charging current up to 16A) in such a manner that the finalized charging stations cannot be regarded by the operator of the parking spaces as a significantly alteration or extension of an electrical equipment or electrical installation within the meaning of the Austrian Electrical Engineering Act of 1992. (Dimensioning of the main line. Empty conduit lines. Measuring system. Data line. Voltage outputs.) The requirements and definitions of ÖVE ÖNORM EN 61851-1 apply. Parking lots for passenger cars must be colour labelled (RAL 6018) as ‘parking spaces for electric cars’. Next to these parking spaces, one charging station for electric vehicles (electric tanking stations) must be constructed for each couple of parking spaces in accordance with the provisions contained in ÖVE/ÖNORM EN 61851-1, with a connected load of up to 22 kW and at least two IEC 62196-1 type 2 connectors. Required number of parking spaces for different types of facilities: 1 Charging station with 2 marked electric parking spaces for 11-50 parking spaces. 2 Charging station with 4 marked electric parking spaces for 51-100 parking spaces. 3 Charging station with 6 marked electric parking spaces for 101-200 parking spaces. 4 Charging station with 8 marked electric parking spaces for 201-300 parking spaces and so on. (From 51 parking spaces = 1 charging station and 1 further charging station for every additional 100 parking spaces)

Lower Austria	**Lower Austria Building Code 2014, LGBl. No 37/2016** Section 64 - The construction of parking facilities for motor vehicles (3)In the case of parking facilities in buildings with more than 12 apartments, it must be ensured that at least one of the ten compulsory parking spaces can be retrofitted with a charging point with a capacity of at least 3 kW for electric vehicles (empty conduit lines). Reserved spaces for the dispensation and distribution of electricity and similar tasks. (4)In the case of all other non-public parking systems with more than 10 compulsory parking spaces, it must be ensured that at least one parking space for each 10 compulsory parking spaces started is fitted with a charging point for electric vehicles (with a charging capacity of at least 3 kW), or at least one parking space with a charging station for accelerated charging for each additional 25 compulsory parking spaces (with a charging capacity of at least 20 kW). (5)In the case of publicly available parking facilities with more than 50 compulsory parking spaces, it must be ensured that at least one of every additional 10 compulsory parking spaces can be retrofitted with a charging point with a capacity of at least 20 kW for the accelerated charging of electric vehicles. (6) In the case of publicly accessible parking facilities with more than 50 compulsory parking spaces that have been approved since 1 January 2011, it must be ensured that at least one parking space per every 50 compulsory parking spaces can be retrofitted with a charging point (with a capacity of at least 20 kW) for the accelerated charging of electric vehicles before 31 December 2015. (7) In the case of publicly accessible parking facilities with more than 25 compulsory parking spaces that have been approved since 1 January 2011, it must be ensured that at least one parking space per every 50 compulsory parking spaces can be retrofitted with a charging point (with a capacity of at least 20 kW) for the accelerated charging of electric vehicles before 31 December 2018. (8)Pursuant to Sections 6 and 7, publicly accessible parking facilities with an average parking duration of more than 6 hours can be equipped with 4 charging points with a charging capacity of at least 3 kW for each station for accelerated charging.
Salzburg	**-**
Styria	**Styrian Construction Act, as amended in LGBl No 34/2015** Section 92a – charging stations for electric vehicles (1)When constructing shopping centres and parking facilities for motor vehicles and bicycles with more than 50 parking spaces, it must be ensured that one parking space can be retrofitted with a charging station for electric vehicles (e.g. empty conduit lines) for at least every 50 parking spaces. (2)By way of departing from provisions contained in Section 1, the municipalities shall be entitled to specify the number of parking spaces (increasing or decreasing) and/or provide more extensive arrangements for retrofitting them with charging stations for electric vehicles or fully execute the construction of such charging stations.
Tyrol	**-**
Vorarlberg	**-**
Upper Austria	**Upper Austrian Act on Structural Engineering, as amended in LGBl. No 61/2015** Section 20 – Charging stations for electric vehicles (1)When constructing publicly accessible parking facilities for motor vehicles and bicycles with more than 50 parking spaces, it must be ensured that one parking space can be retrofitted with a charging station for electric vehicles (e.g. empty conduit lines) for at least every 50 parking spaces, provided that no appropriate electrical facilities had been installed during construction. (2)Parking spaces under Section 1 must be retrofitted with charging stations for electric vehicles by 31 December 2017 at the latest.
Vienna	**Vienna Garage Act 2008, as amended in LGBl. No 26/2014** Section 6(3) – Installations for the adjustment of motor vehicles – Construction requirements (3) During the construction of garages, it must be ensured that they can be retrofitted with charging places for electrically operated vehicles.

2.3.2 Political Measures

2.3.2.1 Taxes and Fees

Relevant taxes and fees	Main content or relevant tax relief for the market development of alternative fuels for transport applications
Engine-related insurance tax Austrian Insurance Act 1953, as amended	The engine-related insurance tax is to be paid in addition to the 11% insurance tax calculated based on insurance fees (premiums) for the motor vehicle liability insurance. The tax consists of a fixed amount, which depends on the type of the insured motor vehicle and the period for which the insurance policy is paid. - For motorcycles, the calculation is based on the cubic capacity of the engine specified in the registration certificate. - For passenger cars, combination cars and all other types of motor vehicles with a maximum permissible total weight of up to 3.5 tonnes, the calculation is based on the performance of the combustion engine specified in the registration certificate, decreased by 24 kilowatts (fractional kilowatts shall be rounded up to the nearest full kilowatt). For passenger cars, combination cars and all other types of motor vehicles (with the exception of motorcycles) with a maximum permissible total weight of up to 3.5 tonnes, the following calculation applies per month for the yearly method of payment of the motor vehicle liability insurance premium: - for the first 24 kilowatts of the registered performance per kilowatt: EUR 0 (regardless of the method of payment) - for the next 66 kilowatts of the registered performance per kilowatt: EUR 0.62 (in case of semi-annual payment: EUR 0.6572; in case of quarterly payment: EUR 0.6696; in case of monthly payment: EUR 0.682) - for the next 20 kilowatts of the registered performance per kilowatt: EUR 0.66 (in case of semi-annual payment: EUR 0.6996; in case of quarterly payment: EUR 0.7128; in case of monthly payment: 0.726) - and for all further kilowatts of the registered performance per kilowatt: EUR 0.75 (in case of semi-annual payment: EUR 0.795; in case of quarterly payment: EUR 0.81; in case of monthly payment: EUR 0.825) Example: - Passenger car, 120 kW, yearly payment of the insurance policy, taxation from 1 March 2014: 120 kW – 24 kW = 96 kW, calculation base: 66 kW x 0.62 = EUR 40.92, 20 kW x 0.66 = EUR 13.20, 10 kW x 0.75 = EUR 7.50 = EUR 61.62 x 12 months = EUR 739.44 of engine-related insurance tax per year - Electric hybrid vehicle, 100 kW total power (73 kW internal combustion engine, 60 kW electric motor), yearly payment of the insurance policy, taxation from 1 March 2014: 73 kW – 24 kW 49 kW x 0.62 = 30.38 x 12 months = EUR 364.56 engine-related motor vehicle insurance tax per year. The engine-related motor vehicle insurance tax must be paid for all motor vehicles that are exclusively electrically driven. Motor vehicles with combustion engines in connection with the transmission of electrical energy (‘electric hybrid vehicles’) are taxable. However, the performance of internal combustion engines in such motor vehicles is taken as the exclusive basis for assessment. https://www.bmf.gv.at/steuern/fahrzeuge/motorbezogene-versicherungssteuer.html
Motor vehicle tax Motor Vehicle Tax Act of 1992 (KfzStG), as amended	The motor vehicle tax is payable after the following motor vehicles in a domestic traffic authorization procedure: - Motor vehicles with a maximum permissible total weight of more than 3.5 tonnes, excluding tractors and traction engines

	- Trailers with a maximum permissible total weight of more than 3.5 tonnes - Motor tractors and traction engines identified as such by the law, regardless of their maximum permissible total weight The motor vehicle tax must be paid for all motor vehicles that are exclusively electrically driven. Motor vehicles with combustion engines in connection with the transmission of electrical energy ('electric hybrid vehicles') are taxable. However, the performance of internal combustion engines in such motor vehicles is taken as the exclusive basis for assessment. https://www.bmf.gv.at/steuern/fahrzeuge/kraftfahrzeugsteuer.html
Standard consumption tax (NoVA)	The NoVA is paid when a motor vehicle is delivered to customers in Austria or is admitted to traffic in Austria for the first time (through import or relocation). The following items are taxed under the NoVA: motorcycles, passenger cars and other motor vehicles principally designed for passenger transportation. The standard consumption tax is a one-time tax. The tax rate is calculated as follows: - Cubic capacity in cubic centimetre minus 100 times 2% = tax % (rounded to the full percentage) For passenger cars: - CO_2 emission value in g/km minus 90 g divided by 5 plus EUR 20/g of CO_2 over 250g/km minus the deduction items. - The result is the tax rate used to calculate the NoVA. Maximum tax rate is 32%. Example: - Net purchase price: EUR 10 000 (before VAT) Diesel engine with emissions of 100 g CO_2/km 100 minus 90 = 10 divided by 5 = 2% tax rate Calculation of the tax in 2016: 10 000 EUR times 2% = 200 minus 300 deducted amount = NoVA EUR 0 (no tax credit) - Net purchase price: EUR 50 000 (before VAT) Diesel engine with a CO_2 emission of 240 g CO_2/km 240 minus 90 g CO_2 km = 150 divided by 5 = a tax rate of 30% Calculation of the tax in 2016: EUR 50 000 x 30% = EUR 15 000 - EUR 300 = NoVA EUR 14 700 Exclusively electrical or electrohydraulical vehicles are exempted from the standard consumption tax. The same calculation system is applied to vehicles under 90 g CO_2/km as well. https://www.bmf.gv.at/steuern/fahrzeuge/normverbrauchsabgabe.html

2016 tax reform (Tax Reform Act of 2015/16), amending the - Value Added Tax Act of 1994 - Sachbezugswerteverordnung [Regulation on the valuation of benefits in kind] (Austrian Income Tax Act of 1988)	In force since 1 January 2016, the tax reform provides incentives in the form of input tax deductions for using M1 and N1 class vehicles with zero CO_2 emissions as service cars. Benefits in kind for private individuals covers completely (formerly at 1.5%): - Input tax deduction for companies Input tax can be deducted for the acquisition (manufacture), rental or operation of passenger cars or combination cars with a CO_2 emission value of 0 g/km (purely electric vehicles or hydrogen vehicles). - In the assessment year of 2016, a new calculation base applies to benefits in kind offered to private individuals, in particular to employees who use an employer's motor vehicle for non-occupational trips, including journeys between their home and the workplace. The benefit in kind must be based on the actual acquisition costs of the motor vehicle (including the value-added tax and the standard consumption tax): - 2% benefit in kind for motor vehicles (max EUR 960 per month) - 1.5% benefit in kind for motor vehicles with less than 130 g of CO_2/km emissions (max EUR 720 per month), where the relevant CO_2 value decreases by 3 grams by 2020. From 2021 onwards, the CO_2 emission value for the year 2020 of 118 g is used. The CO_2 emission limit in the acquisition year of the motor vehicle is essential for the determination of the value of the benefit in kind. - 0% benefits in kind (complete exemption from benefits in kind) for vehicles with a CO_2 emission value of 0 g by 2020 (purely electric vehicles and hydrogen vehicles) Example: - Fiscal year 2015: Electric vehicle 0g CO_2/km EUR, acquisition costs: EUR 47 900 tax burden per month: 47 900 x 1.5% = EUR 718.5 gross Tax burden per year: EUR 8.622 gross - Fiscal year 2016: Electric vehicle 0g CO_2/km EUR, acquisition costs: EUR 47 900 tax burden per month: 47 900 x 0 % = EUR 0 gross Tax burden per year: EUR 0 gross
Tax advantages related to CNG	Mineral oil tax is paid after most liquid and some of the gaseous hydrocarbonaceous products (mineral oils under Section 2(1) of the 1995 Mineral Oil Tax Act - MinStG) as well as fuels (all other goods used as fuels) and heating fuels (all other hydrocarbons used for heating, with the exception of natural gas, peat, coal and comparable solid hydrocarbons). There is no mineral oil tax; however, the lower natural gas fee applies. In Austria, the tax on natural gas is EUR 0.066/Nm^3. https://www.bmf.gv.at/steuern/verbrauchsteuern/mineraloelsteuer.html https://www.e-control.at/industrie/gas/gaspreis/steuern-und-abgaben

2.3.2.2 Purchase Incentives

Federal level: Companies and municipalities

1. CLIMATE ACTIVE MOBILITY FUNDING PRIORITIES 2016

Within the framework of the 'Umweltförderung im Inland' [Environmental Support in Austria] (UFI) programme

- **'Elektro-PKW für Betriebe' [Electric passenger cars for companies]** (Class M1, N1; maximum permissible total weight less than 2.5 tonnes); 100% of electricity from renewable energy sources/budget already exhausted in September 2016

Motor vehicles for:	**Passenger transportation** **Class M1** (up to 9 persons including the driver)	**Freight transportation** **Class N1; maximum permissible total weight ≤2.5 tonnes**
Drive type/fuel type	**Funding per vehicle**	
purely electric drive	EUR 3 000	
... but always 30% of all eligible costs at most		

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/UFI_Pauschalen_Infoblatt_ELADE_PAU.pdf

- **'Elektro-PKW im öffentlichen Interesse' [Electric passenger cars in the public interest]** (Class M1, N1; maximum permissible total weight less than 2.5 tonnes); 100% of electricity from renewable energy sources/budget already exhausted in August 2016

Motor vehicles for:	**Passenger transportation** **Class M1** (up to 9 persons including the driver)	**Freight transportation** **Class N1; maximum permissible total weight ≤2.5 tonnes**
Drive type/fuel type	**Funding per vehicle**	
purely electric drive	EUR 4 500	
... but always 30% of all eligible costs at most		

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/UFI_Pauschalen_Infoblatt_EPKW_PAU_im_oeffentlichen_Interesse.pdf

- **'E-Ladeinfrastruktur' [E-charging infrastructure];** non-discriminatory, public access to the subsidized charging point and the use of electricity from renewable energy sources/until 31 December 2016

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/UFI_Pauschalen_Infoblatt_ELADE_PAU.pdf

Specifications	**Funding per charging station**
Standard charging at wallbox or stands with alternating current of up to 3.7 kW (230V, 16A)	EUR 200
Standard charging at wallbox with alternating current of 3.7-22 kW (400V, 32A)	EUR 300
Standard charging at stands with alternating current of 3.7-22 kW (400V, 32A)	EUR 1 000
Accelerated charging with alternating current or direct current of 22-43 kW (400V, 63A)	EUR 2 000
Fast-charging with alternating current of more than 43 kW or direct current of more than 50 kW (500V, >125A)	EUR 10 000

... but always 30% of all eligible costs at most

In the framework of climate-**active** mobility (incl. climate and energy funds):

- **'Fahrzeuge mit alternativem Antrieb und Elektromobilitat' [Vehicles with alternative drives and electromobility]** (maximum permissible total weight less than 3.5 or 5 tonnes, respectively); of electricity from renewable energy sources and at least 50% of biofuels, respectively/until 15 October 2016

Vehicles for passenger and freight transport		
Drive type/fuel type	**Funding per vehicle**	
Single-track electric vehicles	EUR 375	
Light electric vehicles pursuant to Section 2 of the KFG or three-wheel electric vehicles	EUR 750	
Multiple-track light electric vehicles	EUR 1 500	
Motor vehicles for:	**Passenger transportation** (e.g. passenger cars) **Class M1** (up to 9 persons including the driver)	**Freight transportation** (e.g. light commercial vehicle) **Class N1 and <2.5 tonnes of maximum permissible total weight**
Drive type/fuel type	**Funding per vehicle**	
Plug-in hybrid drive (PHEV) and electric drive with range extender (REEV REX)	**< 35 g CO_2/km:** EUR 2 250 **36-70 g CO_2/km:** EUR 1 500 **> 70 g CO_2/km:** EUR 750	
	EUR 150 per vehicle if biofuel is used in a share of at least 50%	
Full hybrid drive (HEV)	EUR 600	
Vegetable oil	EUR 500	
Biodiesel	EUR 200	
Superethanol E85	EUR 200	
Biogas	EUR 1 000	
Motor vehicles for:	**Passenger transportation** (e.g. minibus) **Class M2** (more than 9 persons including the driver and <5 tonnes of maximum permissible total weight)	**Freight transportation** (e.g. light commercial vehicle) **Class N1 >2.5 tonnes and <3.5 tonnes of maximum permissible total weight**
Drive type/fuel type	**Funding per vehicle**	
purely electric drive	EUR 20 000	
Biogas	EUR 2 000	
Plug-in hybrid drive (PHEV) and electric drive with range extender (REEV REX), full hybrid drive (HEV) Vegetable oil, biodiesel, Superethanol E85	see above	

... but always 30% of all eligible costs at most

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/KA MOBIL_Infoblatt_Fuhr_PAU.pdf

- **'Vehicles with alternative drive and electromobility in the public interest'** (≤5 tonnes of maximum permissible total weight); 100% of electricity generated from renewable energy sources and a rate of biofuel of at least 50%/by 15 October 2016

Motor vehicles for:	**Passenger transportation (e.g. passenger cars)** Class M1 (up to 9 persons including the driver)	
Drive type/fuel type	**Funding per vehicle**	
Plug-in hybrid drive (PHEV) and	**< 35 g CO_2/km:**	EUR 2 850

electric drive with range extender (REEV REX)	**36-70 g CO_2/km:**	EUR 2 100
	> 70 g CO_2/km:	EUR 975
	EUR 150 per vehicle if biofuel is used in a share of at least 50%	
Full hybrid drive (HEV)		EUR 750
Vegetable oil		EUR 750
Biodiesel		EUR 300
Superethanol E85		EUR 300
Biogas		EUR 1 500
Motor vehicles for:	**Passenger transportation (e.g. minibuses)** **Class M2** (more than 9 persons including the driver and <5 tonnes of maximum permissible total weight)	
Drive type/fuel type	**Funding per vehicle**	
purely electric drive		EUR 30 000
Biogas		EUR 3 000
Plug-in hybrid drive (PHEV) and electric drive with range extender (REEV, REX), full hybrid drive (HEV) Vegetable oil, biodiesel, Superethanol E85		see above

... but always 30% of all eligible costs at most

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/KA_MOBIL_Infoblatt_Fahrzeuge_im_oeffentlichen_Interesse.pdf

- **'Electric bikes and cargo bikes'**; 100% of electricity generated from renewable energy sources/before 31 December 2016

Funding per vehicle		
Electric bicycles	EUR 300	
Electric cargo bikes	EUR 500	Loading weight >80 kg
Cargo bikes	EUR 400	Loading weight >80 kg
Bicycle trailer	EUR 100	Loading weight ≥40 kg

... but always 30% of all eligible costs at most

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/KA_MOBIL_Infoblatt_E-Rad_PAU.pdf

- **'Retrofitting for bicycle parking'**; the construction of parking facilities outside the public transport area for buildings (erected before 1 January 2000) with more than 3 residential units, more than 10 workplaces, more than 20 training places and/or more than 40 clients / visitors per day; the parking facilities can be combined with e-charging stations for electric bikes, where 100% of the electricity is generated from renewable energy sources/before 31 December 2016

Funding per bicycle parking place (up to 100 covered bicycle parking places in combination with up to 100 e-charging stations)
EUR 200 per bicycle parking place or
EUR 400 per bicycle parking place with e-charging station
... but always 30% of all eligible costs at most

https://www.umweltfoerderung.at/fileadmin/user_upload/media/umweltfoerderung/Dokumente_Betriebe/Fahrzeuge_Mobilitaet_Verkehr/KA_MOBIL_Infoblatt_Nachruesten_zum_Fahrradparken.pdf

2. CLIMATE-ACTIVE MOBILITY FUNDING PRIORITIES 2016

In the framework of climate-**active** mobility (incl. climate and energy funds):

The funding priorities for climate-active, target group-oriented mobility were aimed at the implementation of individual measure concepts and measure packages, in the field of electromobility as well; case-by-case calculation of subsidy, but flat-rate funding for the following:

- **'Vehicles with alternative drives and electromobility with a maximum permissible total weight more than 3.5 or 5 tonnes, respectively'**; 100% of electricity from renewable energy sources or a 50% share of biofuels, respectively

Motor vehicles for:	**Passenger transportation (e.g. buses)** **Class M3** (more than 9 persons including the driver and >5 tonnes of maximum permissible total weight) **and up to 39 persons including the driver**	**Freight transport (e.g., heavy goods vehicles)** **Class N2** (>3.5 tonnes and <12 tonnes of maximum permissible total weight)
Drive type/fuel type	**Funding per vehicle**	
purely electric drive	EUR 40 000	EUR 20 000
Plug-in hybrid drive (PHEV)	There are no production vehicles available currently; therefore, the funding is individually calculated	
Full hybrid drive (HEV)	EUR 3 000	EUR 2 000
Vegetable oil	EUR 1 500	EUR 1 500
Biodiesel	EUR 200	EUR 200
Biogas	EUR 3 000	EUR 3 000
	Class M3 (more than 9 persons including the driver and more than 5 tonnes of maximum permissible total weight) **and more than 39 persons including the driver**	**Class N3** (more than 12 tonnes of maximum permissible total weight)
Drive type/fuel type	**Funding per vehicle**	
purely electric drive	EUR 60 000	There are no production vehicles available currently; therefore, the funding is individually calculated
Plug-in hybrid drive (PHEV)	There are no production vehicles available currently; therefore, the funding is individually calculated	
Full hybrid drive (HEV)	EUR 10 000	EUR 5 000
Vegetable oil	EUR 1 500	EUR 1 500
Biodiesel	EUR 200	EUR 200
Biogas	EUR 5 000	EUR 5 000

... but always 30% of all eligible costs at most

https://www.umweltfoerderung.at/

Purchasing premiums of the states for enterprises and municipalities

Table 7: Purchasing premiums for companies and municipalities (as of June 2016)

Federal state	Description of the premium
Burgenland	**Alternative mobility funding channel** Acquisition of electric vehicles through the payment of non-repayable subsidies for - New acquisition of electric scooters for pensioners and disabled persons with 30% of the acquisition costs or a maximum of EUR 250 - New acquisition of electric mopeds and electric motorcycles with 30% or a maximum of EUR 350 - New acquisition of or the conversion of vehicles to fully electric drive with 30% or a maximum of EUR 750 - New acquisition of or the conversion of vehicles to natural gas or biogas drive with 30% or a maximum of EUR 750 http://www.eabgld.at/index.php?id=986
Carinthia	As part of the CEMOBIL project, Carinthia provides funding for purely electric vehicles at a rate of 12% of the respective sales price, but at most EUR 3 500. Charging boxes with a value of EUR 1 300 are provided. Funding is provided for institutions, enterprises and private individuals. http://www.cemobil.eu/index.php?ID1=6&id=68&sprache1=de
Lower Austria	**Electric vehicle promotion for municipalities and associations** The following will be supported: 25% (max EUR 1 000) of the federal funding as supplementary funding by Lower Austria for companies or municipalities and associations + up to EUR 500 additional funding for: - Charging stations - e-Car-Sharing Equipment http://www.noel.gv.at/Umwelt/Energie/Elektromobilitaet/e-PKW-Gemeinden_Vereine.html http://www.ecoplus.at/de/ecoplus/cluster-niederoesterreich/e-mobil/foerderungen-fuer-e-fahrzeuge **Funding for alternative drives for vehicles with combustion engines (CNG, Bio-CNG and vegetable oil)** Class M1 (max. 120 gCO_2/km) and tractors. For driving schools, funding is extended to lorries of categories N1, N2 & N3. Funding is capped at EUR 700 per vehicle for new purchases and up to EUR 1 500 for the conversion of tractors. For driving schools and taxi companies for each 5 vehicles purchased or converted, a subsidy of EUR 2 000 is provided. http://www.noel.gv.at/Umwelt/Klima/Foerderungen-Gewerbe-LW/alternativantriebfoerderung.html
Salzburg	**In the context of the climate and environmental package [*Klima- und Umweltpaktes - KLUP*], funding is provided for SMEs, public authorities and associations:** Funding for companies and municipalities ran out on 12 July 2016 as the subsidies were exhausted. → Funding ended on 12 July 2016. https://www.salzburg.av.at/umweltnaturwasser_/Seiten/foerderprogramm-klimaschutz.aspx **Temporary funding for CNG cabs** CNG cabs and rental cars are provided a subsidy of EUR 1 000 in the period between 1 July 2015 and 15 October 2016. In addition to that, Salzburg AG offers petrol vouchers as well. https://www.salzburg.av.at/umweltnaturwasser_/Documents/Infoblatt-Umwelttaxi.pdf

Styria	The City of Graz maintains a subsidy for environmentally-friendly vehicle fleets under the directive on the subsidy of environmentally-friendly car fleets for its municipal enterprise and charitable institutions (tax, commercial, car and transport services). The amount of subsidy is EUR 1 500 for cars with purely electric drive and Plug-In-Hybrids, EUR 750 for full hybrids and EUR 500 for vehicles with a pure or partial gas drive. http://www.umwelt.graz.at/cms/ziel/4919578/DE/ The state of Styria promotes the purchase or lease of taxis. Full hybrid vehicles are subsidized with EUR 3 500. Natural gas vehicles are subsidized with EUR 2 450. https://www.wko.at/Content.Node/branchen/stmk/TransportVerkehr/BefoerderungPKW/Foerderung_fuer_den_Ankauf_von_Vollhybrid-_und_Erdgasfahrz.html
Tyrol	Funding is provided for small and medium-sized enterprises for the purchase of vehicles with alternative propulsion and electromobility. Funding comes in the form of a non-repayable one-time subsidy and covers a maximum of 30% of federal funding granted within the context of environmental federal funding, including all-inclusive EU funding (climate-friendly mobile). https://www.tirol.gv.at/arbeit-wirtschaft/wirtschaftsfoerderung/wirtschaftsfoerderungsproaramm/energiesparmassnahmen/ In 2016, TIGAS (natural gas company) offers an 'environmental premium' in the value of EUR 1 000 (including VAT) for the purchase of a natural gas car. This funding is accessible if the vehicle is registered for the first time after 1 January 2012, the vehicle is registered with the police in North Tyrol in 2016 and the sticker 'Ich fahre mit Erdgas' [I drive with natural gas] is affixed to the vehicle for at least 2 years. In addition, the applicant undertakes to carry out the relevant energy efficiency measures required by TIGAS in accordance with Section 27 of the EEffG (purchase of a natural gas vehicle) as well as completely fill out the data sheet attached to the application form an enclose it in the letter of response. TIGAS is entitled to check the fulfilment of funding prerequisites at the time of their choosing. Additional increased funding for TIGAS's natural gas customers within the framework of TIGAS initiative: ProUmwelt – ContraFeinstaub funding in the amount of around EUR 450 Natural gas vehicles are entitled to park free of charge in the short-term parking zones of the towns of Wöral, Kufstein and Telfs. http://www.tigas.at/index.php/produkte/treibstoff/foerderungen
Vorarlberg	For an environmentally-friendly and economical use of energy in the transport sector, VKW supports the acquisition of new production vehicles running on natural gas. The subsidy is provided in the form of a fuel credit of 500 kg of natural gas (biogas since 2015). The fuel credit can only be used at natural gas filling stations in Vorarlberg. Funding is available since 1 January 2014. http://www.vkw.at/downloads/at/VKW Mobilitaet_Infoblatt_Erdgas_Fahrzeuge_Foerderprogramm.pdf
Upper Austria	**Funding programme for the promotion of e-car sharing** Funding for the implementation of e-car sharing systems in Upper Austria. Climate alliance communities Funding is open for all natural and legal persons. Up to 75% of gross eligible costs is funded per beneficiary and per eligible project. The funding ceiling is EUR 3 000 per municipality. https://www.land-oberoesterreich.gv.at/136327.htm Funding for e-cars from the city of Linz (for companies) in the amount of EUR 2 000 per vehicle Funding for electric cargo bikes for individuals, carpools, companies/organizations in the amount of EUR 400 per bike Funding for electric service bikes for companies/organizations in Linz in the amount of maximum 10% of investment costs http://portal.linz.gv.at/Serviceguide/viewForms.html?chapterid=121399 In 2016, Energie AG Power Solutions currently provides support in the form of different privileges and various discounts for the acquisition of natural gas vehicles. http://erdgasooe.ooegw.at/de/ihre-vorteile/preisvorteile-und-foerderungen-fuer-erdgas-fahrer.html

Vienna	The city of Vienna (until 31 December 2016) promotes the purchase of new natural gas-powered motor vehicles approved for road traffic. Funding ceiling (including conversions): EUR 1 000 per vehicle https://www.wien.gv.at/amtshel-fer/umwelt/umweltschutz/foerderun-gen/erdgasfahrzeuge.html The city of Vienna (until 31 December 2016) promotes the purchase of natural gas-powered vehicles approved for taxi business. Funding is available to new vehicles only and a maximum of two vehicles can be subsidized per taxi operator. https://www.wien.gv.at/amtshelfer/umwelt/umweltschutz/foerderungen/erdgastaxis

Purchasing premiums granted by the states for private individuals

Table 8: Purchasing premiums for private individuals (as of June 2016)

Federal state	Description of the premium
Burgenland	**Alternative mobility funding channel** Acquisition of electric vehicles through the payment of non-repayable subsidies for - New acquisition of electric scooters for pensioners and disabled persons with 30% of the acquisition costs or a maximum of EUR 250 - New acquisition of electric mopeds and electric motorcycles with 30% or a maximum of EUR 350 - New acquisition of or the conversion of vehicles to fully electric drive with 30% or a maximum of EUR 750 - New acquisition of or the conversion of vehicles to natural gas or biogas drive with 30% or a maximum of EUR 750 http://www.eabgld.at/index.php?id=986
Carinthia (until 30 September 2016)	As part of the CEMOBIL project, Carinthia provides funding for **purely electric vehicles** at a rate of 12% of the respective sales price, but at most **EUR 3 500.** Charging boxes with a value of **EUR 1 300** are provided**.** Funding is provided for institutions, enterprises and private individuals. http://www.cemobil.eu/index.php?ID1=6&id=68&sprache1=de
Lower Austria	**Funding for the acquisition of electric vehicles for private individuals (until 31 December 2017 or up to 500 vehicles)** The following will be supported: BEV: acquisition funding up to **EUR 3 000** **+** funding for additional services up to **EUR 2 000**: - Charging station - Energy management system - Stationary current storage - A maximum of 2 annual tickets for public transport - ÖBB discount card for 2 years **PHEV, REX** (max. 70 gCO_2/km) up to EUR 1 500 If the proven costs for the purchase, leasing or conversion of the vehicle exceeds **EUR 47 000** (including all particulars, taxes and fees), **no more subsidies will be paid out.** http://www.noel.gv.at/Umwelt/Energie/Elektromobilitaet/e-PKW-privat.html Alternative drive for vehicles powered by combustion engines (CNG, bio-CNG and vegetable oil) Class M1 (max. 120 gCO_2/km) and tractors. For driving schools, funding is extended to lorries of categories N1, N2 & N3. The funding ceiling is EUR 700 per vehicle for new purchases and up to EUR 1 500 for the conversion of tractors. A subsidy of EUR 2 000 is provided for driving schools and taxi companies for each 5 vehicles purchased or converted. http://www.noel.gv.at/Umwelt/Klima/Foerderungen-Gewerbe-LW/alternativantriebfoerderung.html

Salzburg (until 1 April 2017)	Promotion of the e-mobility of multi-track motor vehicles for private use (only purely electric passenger cars and REX, no PHEVs) The subsidy shall be paid in the form of a one-time, non-refundable lump sum - **Funding in the amount of EUR 5 000** per vehicle when using green electricity pursuant to Section 5(1) of the Green Electricity Act. - Funding in the amount of EUR 6 000 per vehicle after demonstrating the presence of additional capacities for regenerative electricity production. However, the amount of funding cannot exceed 35% of eligible costs. The gross purchase costs of the vehicle (relative to the standard equipment) cannot exceed **EUR 40 000**. https://www.salzburg.gv.at/umweltnaturwasser /Documents/infoblatt_emobilitaet private.pdf
Styria	Under the directive on the support of older people and people with disabilities, Styria guarantees climate-friendly mobility by offering non-repayable funding for the purchase of new electrically operated two-track vehicles that do not require official authorization and, in particular, support the mobility of older people and people with disabilities. Such purchase is funded with an amount of EUR 250. http://www.wohnbau.steiermark.at/cms/dokumente/12117789_113383975/c10ca53b/ABT15EW-3.0-E-Fahrzeuge-Richtlinie-Klimafreundliche-Mobilit%C3%A4t%202015.pdf Private individuals are offered a CNG fuel bonus of (maximum) EUR 600 in the context of the 'Saubere Luft – Erdgas' [Clean Air - Natural Gas] initiative. The amount of funding is a maximum of EUR 800 for commercial and industrial customers and EUR 1 050 for taxi companies and driving schools. https://www.e-steiermark.com/downloads/gas/Erdgas/Folder%20-%20Aktion%20Saubere%20Luft.pdf Starting from October 2016, Styria offers direct funding for electric vehicles and charging stations for private use. http://www.wohnbau.steiermark.at/cms/dokumente/12117789_113383975/af0b3b8b/ABT15EW-3.0%20RL%20Elektromobilit%C3%A4t%202016.pdf
Tyrol	In 2016, TIGAS offers an 'environmental premium' in the value of EUR 1 000 (including VAT) for the purchase of a natural gas car. This funding is accessible if the vehicle is registered for the first time after 1 January 2012, the vehicle is registered with the police in North Tyrol in 2016 and the sticker 'Ich fahre mit Erdgas' [I drive with natural gas] is displayed on the vehicle for at least 2 years. In addition, the applicant undertakes to carry out the relevant energy efficiency measures required by TIGAS in accordance with Section 27 of the EEffG (purchase of a natural gas vehicle) as well as completely fill out the data sheet attached to the application form an enclose it in the letter of response. TIGAS is entitled to check the fulfilment of funding prerequisites at the time of their choosing. Additional increased funding for natural gas customers of TIGAS within the framework of the TIGAS initiative: ProUmwelt – ContraFeinstaub funding in the amount of around EUR 450. Natural gas vehicles are entitled to park free of charge in the short-term parking zones of the towns of Wöral, Kufstein and Telfs. http://www.tigas.at/index.php/produkte/treibstoff/foerderungen
Vorarlberg	As part of the VLOTTE 2.0 project, Vorarlberg provides funding for vehicle purchase for commuters. A grant quota of 125 vehicles is accessible in 2016. At the time of writing (May 2016), around 60 vehicles were funded. (Federal funding) https://www.vlotte.at/inhalt/at/foerderung.htm For an environmentally-friendly and economical use of energy in the transport sector, VKW supports the acquisition of new production vehicles running on natural gas. The subsidy is provided in the form of a fuel credit of 500 kg of natural gas (biogas since 2015). The fuel credit can only be used at natural gas filling stations in Vorarlberg. Funding is available since 1 January 2014. http://www.vkw.at/downloads/at/VKW_Mobilitaet_Infoblatt_Erdgas_Fahrzeuge_Foerderprogramm.pdf
Upper Austria	-
Vienna	The city of Vienna (until 31 December 2016) promotes the purchase of new natural gas-powered motor vehicles approved for road traffic. Funding ceiling (including conversions): EUR 1 000 per vehicle https://www.wien.gv.at/amtshel-fer/umwelt/umweltschutz/foerderun-gen/erdgasfahrzeuge.html

2.3.2.3 Procurement

Table 9: Procurement initiatives of the states

Federal state	Description of the initiative
Burgenland	-
Carinthia	In preparation
Lower Austria	-
Salzburg	In preparation
Styria	In preparation
Tyrol	-
Vorarlberg	The eco-procurement service ÖkoBeschaffungsService in Vorarlberg executed a tender for electric vehicles for municipal use. The tender included 40 vehicles. At the present time (mid-May 2016), a total of 54 electric vehicles were registered by the local authorities and the state administration. http://www.umweltverband.at/verband/archiv/detail/article/neue-einsatzbereiche-fuer-elektromobilitaet/ http://www.umweltverband.at/beschaffen/oebs-shop/
Upper Austria	-
Vienna	In the context of climate protection, the city of Vienna initiated the 'ÖkoKauf Wien' programme in 1998. The aim is to enforce environmental considerations in the procurement of goods, products and services in all areas of the city administration. One of the major related topics is the carpool. As part of this, a range of criteria were set for passenger cars, lorries, construction machines, small tractors and others. https://www.wien.gv.at/umweltschutz/oekokauf/ergebnisse.html#fuhrpark

2.3.2.4 Non-financial incentives

Table 10: Parking fee exemptions for electric vehicles in Austrian municipalities (June 2016)

Federal state	City
Burgenland	-
Carinthia	Klagenfurt Villach St. Veit Wolfberg Krumpendorf
Lower Austria	Krems Perchtoldsdorf
Salzburg	-
Styria	Graz Gleisdorf Weiz Hartberg
Tyrol	Innsbruck Wörgl
Vorarlberg	-

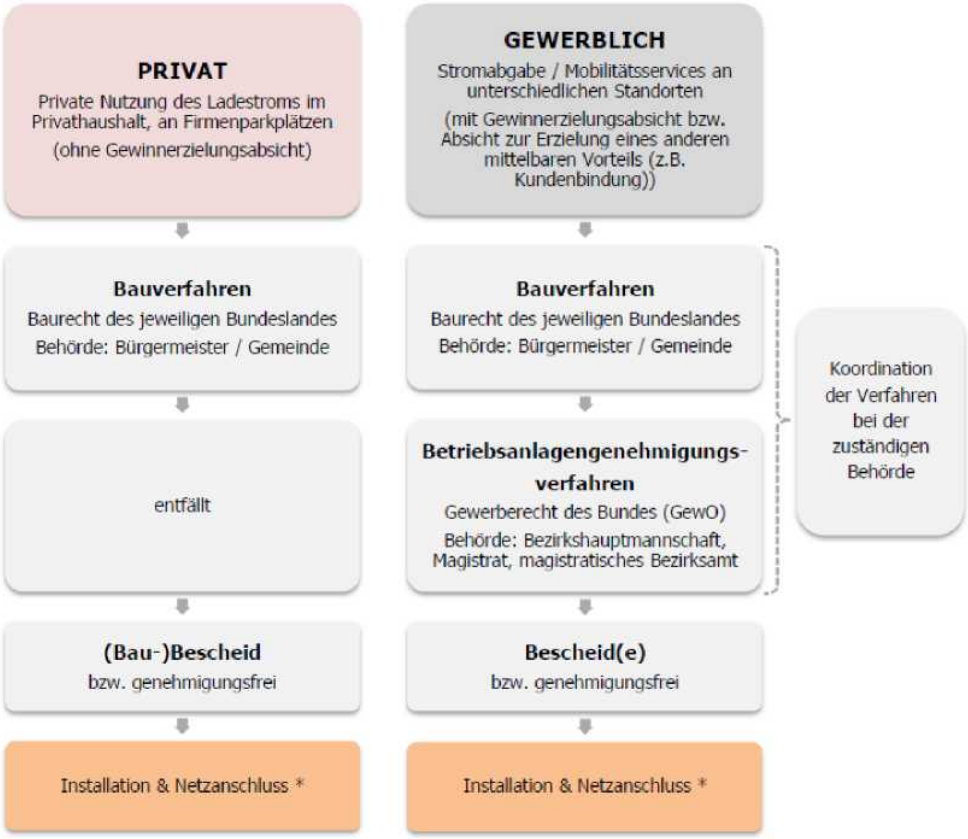
Upper Austria	Wels
Vienna	-

2.3.2.5 Technical and administrative procedures

The guideline for the authorization of the construction of the charging infrastructure already mentioned under Section 2.3.1 consists of two major parts. Part I covers the aspects of the approval process that relate to construction law. The approval process is complete for most non-commercial, i.e. private charging stations. In the case of commercially used charging stations, installation is according to the Austrian trade regulations. Figure 5 compares the two differently designed approval processes

The measures proposed for simplifying the commercial licensing procedures have already been outlined in Chapter 4.1, 'Legal Measures', in the main document on the Strategic Framework.

Figure 5: Overview of the process for private and commercial charging stations



For translation of graphic, see next page.

PRIVATE Private use of charging facilities in private households and company parking lots (on a non-profit basis)	**COMMERCIAL** Current output / mobility services at different locations (for a commercial purpose or with the intention to achieve another indirect advantage, such as customer retention)	
Construction techniques Building regulations of each state – Authority: Mayor / Municipalities	**Construction techniques** Building regulations of each state – Authority: Mayor / Municipalities	Coordination of the procedures with the competent authorities
Unnecessary	**Approval procedures for the construction of commercial facilities** Commercial law of the different states – Authority: district authorities, municipal authorities, district municipal authority office	
(Construction) notice or does not require authorization	**Notice(s)** or does not require authorization	
Installation and grid connection	Installation and grid connection	

*) The electrical connection to the public supply network must be executed by a licensed electrician who meets the special technical requirements (see the TAEV website at http://akademie.oesterreichsenergie.at/taev.html) The construction of charging stations is internationally standardized (for example, ÖNORM EN 61851). Therefore, all electrotechnical aspects of the installation and operation are regulated.

Depending on the connected load, further materials of electrotechnical law may have to be considered in this context, (such as ElWOG, state-level ElWOGs, heavy current path laws etc.).

2.3.3 Construction of infrastructure and production facilities

In addition to the subsidies offered as part of the climate-friendly BMLFUW programme for the construction of the charging infrastructure for enterprises and municipalities already mentioned in Section 2.3.2.2, states offer funding for the expansion of the charging infrastructure as well.

Table 11: Funding for the deployment of charging infrastructure by federal states

Federal state	Description of the premium
Burgenland	Funding for local charging boxes in the context of village reform with a total budget of EUR 50 000
Carinthia	-
Lower Austria	Funding is provided for private individuals, companies and associations for the construction of charging stations (see the purchasing premiums mentioned above for the promotion of electric vehicles for private individuals, municipalities and associations)
Salzburg	-
Styria	Starting from October 2016, Styria offers direct funding for electric vehicles and charging stations for private use. http://www.wohnbau.steiermark.at/cms/dokumente/12117789_113383975/af0b3b8b/ABT15EW-3.0%20RL%20Elektromobilit%C3%A4t%202016.pdf
Tyrol	The state of Tyrol offers purchasing subsidies for charging stations for single-track and multi-track electric vehicles for use at publicly accessible places with a high dwelling time and visitor frequency. The one-time subsidy amount is 50% of the invoice amount and is limited to EUR 10 000 per customer. Additional funding, amounting to 50% of the invoice amount, but limited to EUR 10 000, is available for charging stations at the consumption points in the TINETZ distribution network. Therefore, a total subsidy amount of 100% of the invoice amount, or EUR 20 000 per customer, is possible. Budget: EUR 200 000 http://energieeffizienz.tiwag.at/ http://energieeffizienz.tiwag.at/fileadmin/energieeffizienz_tiwag_at/Paket_2015/Antragsformular_Ladestationen_TIWAG 2015.pdf Investment promotion from the public sector for the construction of natural gas stations
Vorarlberg	-
Upper Austria	**Construction of charging stations for electric vehicles in Upper Austrian municipalities** Upper Austrian municipalities are offered funding for the construction of charging stations, with a ceiling of EUR 5 000 per station. In order to qualify for funding, the charging stations must meet certain conditions. Funding became available as of 18 August 2015 until the funds are depleted, no later than 30 September 2016. The budget is EUR 750 000. https://www.land-oberoesterreich.gv.at/162399.htm
Vienna	-

2.3.4 Research, Technological Development and Demonstration

Federal government – Research, development and demonstration

Table 12: The research, development and demonstration programme of the federal government

Name	Subject of the funding	Reference	Processing
'Leuchttürme der Elektromobilitat'	'Leuchttürme der Elektromobilitat' is a research and demonstration programme of the Federal Ministry for Transport, Innovation and Technology (bmvit) and the Austrian Climate and Energy Fund in the field of sustainable mobility and energy supply. The programme encompasses large-scale, highly visible projects that address the topics of vehicles, users and infrastructure and contribute significantly to the strength of the Austrian business environment, to the visibility of electromobility as well as the spread of integrated system solutions for electromobility. 2015 saw the 7th tender procedure under 'Leuchttürme der Elektromobilitat', which focused on 'Low-Emission Electric Fleets' and aimed at significantly reducing greenhouse gas emissions by Austrian vehicle fleets. Published in autumn 2016, the 8th tender procedure addressed special aspects of production and special vehicles.	https://www.ffg.at/leuchttuerme-der-elektromobilitaet-0 https://www.ffg.at/ausschreibungen/7.AS LT-Emobilitaet https://www.ffg.at/ausschreibungen/8.AS LT-Emobilitaet	Climate and energy funds Settlement agency: Forschungsförderungsgesellschaft [Austrian Research Promotion Agency] (FFG)
'Mobilitat der Zukunft'	The 'Mobilitat der Zukunft' programme provides funding for research projects that provide medium or long-term solutions to challenges arising within society with respect to mobility and create new markets through innovation. The 6th tender - focused on 'Innovative personal mobility', 'Development of alternative vehicle technologies' and 'General development of transport infrastructure' - ended on 10 February 2016.	https://www.ffg.at/mobilitaetderzukunft https://www.ffg.at/mobilitaetderzukunft_call2015as6	Settlement agency: Forschungsförderungsgesellschaft [Austrian Research Promotion Agency] (FFG)
Electric mobility for all – an urban electromobility programme	Under this programme, the bmvit funds projects that focus on the operation of electric car sharing services and electric taxi fleet in urban areas. Consisting of the implementation of two demonstration projects, Phase 2 began in 2015.	https://www.bmvit.gv.at/verkehr/elektromobilitaet/foerderungen/urban2.html https://www.schig.com/foerderungen-ausschreibungen/	Settlement agency: Schieneninfrastruktur-Dienstleistungsgesellschaft mbh (SCHIG)
start:e – e-mobility start-up challenge	Funded by the bmvit in cooperation with the Austrian Climate and Energy Fund, the 'start-e' initiative provides financial support for projects related to new enterprises dealing with electric mobility. Potential entrepreneurs and startup owners are encouraged to get involved in the field of electric mobility and to contribute their know-how to drive technological innovation as well as to venture into the market with their ideas and solutions. Within the framework of the invitation to tender, startups can network with each other and with potential partners and investors, and communicate their projects effectively to the public. Of the 27 submissions in 2015, 10 innovative ideas were ultimately selected.	http://www.start-emobility.at https://www.bmvit.gv.at/verkehr/elektromobilitaet/foerderungen/starte.html	Austrian Climate and Energy Fund

Model regions for electromobility	In the model regions for electromobility, the Federal Ministry for Agriculture, Forestry, the Environment and Water Management and the Climate and Energy Fund work in cooperation to support the development of electric mobility regions. To date 7 model regions have received funding. Under a new invitation to tender in the summer of 2015, these regions applied again with projects focusing on 'Awareness raising: practical tests for user groups', 'Interoperability of charging stations' and 'Promotion of electric vehicles for commuters'.	https://www.klimafonds.gv.at/foerderungen/aktuelle-foerderungen/2015/modellregionen-elektromobilitaet/	Climate and energy funds Settlement agency: Forschungsförderungsgesellschaft [Austrian Research Promotion Agency] (FFG)
Smart Cites Demo	The 'Smart Cities Demo' programme aims to initiate visible implementation measures in urban areas for the creation of an innovative interim system integrating (individual) technologies and methods, (individual) systems as well as (partial) processes. The 7th invitation to tender covered areas that included buildings, energy and urban mobility.	https://www.ffg.at/smart-cities-das-programm https://www.ffg.at/smart-cities-das-programm-cities-demo-7-ausschreibung/downloadcenter	Austrian Climate and Energy Fund Settlement agency: Forschungsförderungsgesellschaft [Austrian Research Promotion Agency] (FFG)
Energy model region	In the energy model region, innovative energy technologies from Austria will be used to develop and demonstrate prototype solutions for the intelligent, safe and affordable energy and traffic systems of the future. The focus is on an efficient interplay between production, consumption, system management and storage in an overall system optimized for all market participants, with a timely supply of up to 100% renewable energies. The first call for tenders ran from 21 December 2015 to 31 March 2016 and promoted the development of concepts for the Energy Model Region.	https://www.ffg.at/vorzeigeregion-energie/ausschreibungen https://www.ffg.at/sites/default/files/images/seiten/vorzeigeregion 2015-12-21_fin_dl.pdf	Austrian Climate and Energy Fund Settlement agency: Forschungsförderungsgesellschaft [Austrian Research Promotion Agency] (FFG)

Several market-oriented research and demonstration projects have been funded through the 'Leuchttürme der Elektromobilität' and the 'Modellregionen Elektromobilität 'programmes since 2009 and 2008, respectively. For example, the LEEEF and SEAMLESS projects launched in 2016 after receiving funding under the 2015 'Leuchttürme der Elektromobilität' call for tender, which focused on electric fleets.

Table 13: 'Leuchttürme der Elektromobilitat'

EMPORA I + II - E-Mobile Power Austria
E-LOG-Bio Fleet
CMO - Clean Motion Offensive
eMORAIL - Integrated eMobility Service for Public Transport'
SMILE - Smart Mobility Info & Ticketing System Leading the Way for Effective E-Mobility Services
VECEPT - Vehicle with cost-efficient power train, All Purpose Cost Efficient Plug-In Electric (Hybridized) Vehicle
CROSSING BORDERS

EMILIA - Electric Mobility for Innovative Freight Logistics in Austria
eMPROVE - Innovative solutions for the industrialization of electrified vehicles
LEEEF - Low Emission Electric Freight Fleets
SEAMLESS - Sustainable, Efficient Austrian Mobility with Low-Emission Shared Systems

Figure 6: Electromobility model regions

Geographical distribution of the regions included in the electromobility model regions programme. The E-Mobility Post model region is active in many regions of Austria (see examples)

Table 14: Christian Doppler Laboratory (for alternative fuels and vehicles)

Christian Doppler Laboratory for Sustainable SynGas Chemistry University of Cambridge 1 April 2012 - 31 March 2019 (EUR 1.3 million)
Christian Doppler Laboratory for Lithium Batteries: Aging Effects, Technology and New Materials Graz University of Technology 1 September 2012 - 31 August 2019 (EUR 1.5 million)
Christian Doppler Laboratory for Interfaces in Metal-Based Electrochemical Energy Converters, Jülich Research Centre and an external module at the Vienna University of Technology, 1 September 2014 - 31 August 2021 (EUR 1.2 million)

Federal states – Research, development and demonstration

Table 15: Research, development and demonstration programme of the federal states

Federal state	Description of the premium
Burgenland	General research funding
Carinthia	General research funding
Lower Austria	'Sustainabilty 2016' call for funding: responsible management (Budget: EUR 300 000) http://www.noe.gv.at/Wirtschaft-Arbeit/Wirtschaft-Tourismus-Technologie/-U-Entwicklung-Nachhaltigkeit/foerdercall nachhaltigkeit_noe.html
Salzburg	**General research funding**
Styria	Funding by Upper Austria and Styria for Smart Mobility (across different fuel types), one-time, EUR 2 million per state (for 2016) http://www.kommunikation.steiermark.at/cms/beitrag/12341573/29767960/
Tyrol	Pilot project: Reduction of CO_2 emissions in the cold chain logistics (budget: EUR 100 000) Practical test of the alternative fuel company vehicle (budget: EUR 105 000) https://energieeffizienz.tiwag.at/ Promotion of innovation in Tyrol is based on the cornerstones of the Tyrolean innovation strategy (https://www.tirol.gv.at/arbeit-wirtschaft/wirtschaft-und-arbeit/tiroler-forschungs-und-innovationsstrategie/) and is regarded as an open-topic promotion tool. This means that it is possible to support research and development projects in the field of alternative fuels (renewable energies), but without specific budget reservations.
Vorarlberg	General research funding
Upper Austria	Funding by Upper Austria and Styria for Smart Mobility (across different fuel types) One-time, EUR 2 million per state (for 2016) http://www.land-oberoesterreich.gv.at/164800.htm
Vienna	General research funding

In addition to these measures, training and qualification are also important in the context of the Austrian projects. Special education materials have been developed in recent years, particularly in the field of electromobility, as well as a special training module on high-voltage drives for car technicians. Besides these topics, raising awareness about environmental effects is also prioritised.

Table 16: Education, qualification, raising awareness (excerpt)

Domain	Description
Tourism	Guidelines on sustainable mobility in tourism http://www.bmwfw.gv.at/Tourismus/Veranstaltunaen/Documents/Leitfaden_Mobilitaet_Web Doppelseite.pdf
Education	E-Mob-Train – Further education available in the field of electromobility http://emobtrain.at/wordpress/. http://www.bmvit.gv.at/verkehr/elektromobilitaet/downloads/emobtrain.odf
Education	'Intelligent unterwegs' [Intelligent transport] educational materials on mobility: innovative concepts Visions for the future and environmentally friendly alternatives http://www.bmvit.gv.at/verkehr/elektromobilitaet/ausbildung/unterrichtsmaterial/index.html http://www.bmvit.gv.at/verkehr/elektromobilitaet/ausbildung/unterrichtsmaterial/downloads/material_gesamt.pdf
University Studies	FH Campus Vienna: 'Green Mobility' master study https://www.fh-campuswien.ac.at/departments/technik/studiengaenge/detail/green-mobility.html
Info portal	www.autoverbrauch.at
Event	http://elmotion.at/ http://www.a3ps.at/a3ps-conferences