

**Batumi Initiative on Green Economy (BIG-E)
Actions by Portugal**

Country: Portugal, Institute for Nature Conservation and Forests

Title:

Promote the compliance of the Nagoya Protocol on Access to Genetic Resources and the Fair and Equitable Sharing of Benefits Arising from their Utilization to the Convention on Biological Diversity

Focus area 2: Promote the internalization of negative externalities and the sustainable use of natural capital

Description of action: Ratification of the Nagoya Protocol and development of national legislation on fair and equitable sharing of the benefits arising from the utilization of genetic resources, thereby contributing to the conservation of biological diversity and the sustainable use of its components

Action's timeframe/milestones, as appropriate: Ratification and national legislation by 2017

Type of action: Legal/Regulatory/Policy

Economic sectors: Economy-wide

Reference instruments and sources, as appropriate: Nagoya Protocol / EU Regulation 511/2014

Expected co-benefits and impact of the outcome: Benefits arising from the utilization of genetic resources directed towards the conservation of biological diversity and the sustainable use of its components

SDGs target(s) that the action may contribute to implement: 14 (Life below water), 15 (Life on land), 17 (Partnerships for the goals)

Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate: NA

Objectively verifiable indicators, as appropriate: Date of Ratification / date of adoption of legislation

Partners: NA

Contact point:

Institute for Nature Conservation and Forests

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**Batumi Initiative on Green Economy (BIG-E)
Actions by Portugal**

Country: Portugal, Mobility and Transport Institute

Title:

Electric mobility

Focus area 4,5 and 8: Shift consumer behaviours towards more sustainable consumption patterns; Develop clean physical capital for sustainable production patterns; Improve access to services, healthy living and well-being

Description of action: Promotion of electric mobility by improving the existing charging infrastructure network and increasing the number of charging station, adopting new legislation addressing the market of electricity distribution for transport use, giving different kinds of incentives to electric vehicles acquisition and use by transport operators and by individuals, promoting the renewal of transport fleets of Public Administration with electric vehicles and completing the regulatory framework for electric mobility.

Action's timeframe/milestones, as appropriate: Achieving more than 2.000 public charging stations by 2020; replace 1200 vehicles of the public administration fleet with electric vehicles, by 2020.

Type of action: Legal/Regulatory/Policy/Economic/Fiscal

Economic sectors: Transport Sector, Energy Sector and Public Administration Sector

Reference instruments and sources, as appropriate: PNAEE 2016 (National Action Plan for Energy Efficiency), Eco_mob Program (RCM 54/2015, 28th July) and National Reforms Program (PNR), 30th April 2016

Expected co-benefits and impact of the outcome: Decarbonising transport, reduction of fossil fuels consumption, air quality and well-being improvement, development of innovation and economic growth.

SDGs target(s) that the action may contribute to implement: 11 (Sustainable cities and communities), 13 (Climate action), 9 (Industry, Innovation and growth) and 3 (Good health and well-being)

Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate: NA

Objectively verifiable indicators, as appropriate: Number of charging stations, number of electric vehicles, reduction of fossil fuels consumption, number of jobs created.

Partners: Energy sector decision makers, Public administration entities.

Contact point:

MOBIE – National manager for the public electric vehicle charging network

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**Batumi Initiative on Green Economy (BIG-E)
Actions by Portugal**

Country: Portugal, Mobility and Transport Institute

Title:

Growing Transport System Efficiency - Promotion of modal shift from individual transport to public transport

Focus area 4,5 and 8: Shift consumer behaviours towards more sustainable consumption patterns; Develop clean physical capital for sustainable production patterns; Improve access to services, healthy living and well-being

Description: Measures to improve quality of public transport services and measures to reduce the use of individual motorized transport (“Push and Pull” Strategy); Better public transport offers, modal integration (intermodality); incentives to public transport and soft modes utilisation; new mobility services (carsharing, bikesharing); Raise awareness of companies and big mobility generators; Parking price management and more areas free of vehicles in urban sectors. New legal framework for public transport services transferring responsibilities of the organisation of transport services to local and regional authorities.

Action’s timeframe/milestones, as appropriate: Renovate the public transport fleet, replacing 500 current buses with cleaner alternatives, such as GNL and Electric vehicles, until 2020.

Number of bicycles available on public sharing schemes. 6000 bicycles until 2020.

Type of action: Legal/Regulatory, Economic, Fiscal, Information

Economic sectors: Transport Sector

Reference instruments and sources, as appropriate: New legal framework for public passengers’ transport services and National Reforms Program (PNR), 30th April 2016.

Expected co-benefits and impact of the outcome: Energy saving, decarbonising transport, air quality and well-being improvement.

SDGs target(s) that the action may contribute to implement: 11 (Sustainable cities and communities), 13 (Climate action), 3 (Good health and well-being) and 12 (Responsible consumption and production).

Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate: NA

Objectively verifiable indicators, as appropriate: Passengers .quilometers (p.km) in public transport.

Partners: Regional transport authorities, transport operators and public and private employers, municipalities.

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**Batumi Initiative on Green Economy (BIG-E)
Actions by Portugal**

Country: Portugal

Title:

Single Environmental Permit (SEP) (Overarching actions)

Focus area 8: Improve access to services, healthy living and well-being

Description of the action: The experience gained over the years in the field of licensing and the recognition that most of the environmental licensing procedures are very complex, disjoint and ask duplicated information, indicted the need to conduct a detailed analysis of the various processes, in order to adapt them to the economics requirements, assuring that the environmental protection level is maintained.

In this sense Portugal carried out a study that aimed to analysed the various environmental permits and its laws, and the results showed that it was urgent to intervene at the following levels: concepts, quality of the information, procedures, in order to minimize the two main phases that were considered crucial for the permit procedure: pre-trail phase and decisions stage. In this framework, it was established the Single Environment Permit: one process, one title, one fee.

The Single Environmental Permit establishes a set of requirements aimed at improving the efficiency and effectiveness of environmental procedures, highlighting: i) the articulation procedures, allowing them to run simultaneously, based on a single application; ii) information management that benefits the transparency and uniformity in the definition the requirements, avoiding duplication of procedures.

The SEP was developed on the existing IT Environmental Permitting Platform, SILiAmb, and it includes a solution for the management of procedures using a dynamic simulator and form. The simulator informs the operator of which environmental permits are applied, of the licensing entity, of the deadline for obtaining the license and of the respective fee. The dynamic forms are presented to the operator according to the frameworks applied and contain all the information which is need by the permitting authority to issue the permit. At the end of the process, a single permit is issued, which contains all the specific decisions (under the several environmental specific regimes) and all the conditions that need to be fulfilled by the installation before its exploration.

Action's timeframe/milestones, as appropriate: Implementation throughout the timeframe of the Batumi Initiative on Green Economy.

Type of action: Legal/Regulatory

Economic sectors: Economy-wide

Reference instruments and sources, as appropriate: Decree-Law 75/2015, regarding the single environmental permit framework, which includes several specific instruments namely environmental impact assessment (EIA Directive), prevention of major accidents which involve dangerous substances (SEVESO Directive) , industrial emissions (EI Directive) , waste management (Waste Directive, landfill Directive), European trading scheme (ETS Directive) , and water uses (water Directive)

Expected co-benefits and impact of the outcome: The main benefits of the SEP are a simplification, harmonization and coordination's of all environmental permits, which are supported by the concept: one process, one title, one fee.

SDGs target(s) that the action may contribute to implement: 8, 9, 11

Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate: NA

Objectively verifiable indicators, as appropriate: Coordination's of all environmental permits in one single process, title, fee.

Partners: All competent authorities involved in the economic and environmental permits.

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