



Deliverable 2.2

P2Z_PolicyFrameMapper

(Support document to D2.2)

31/08/2025

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- Executive summary -

This document supports the delivery of Path2Zero's Deliverable D2.2 named P2Z_PolicyFrameMapper. The P2Z_PolicyFrameMapper constitutes an interactive dashboard that presents an overview of the current policy frameworks across EU member states related to transport sector decarbonization. It includes descriptions of existing policies and measures and facilitates comparative analyses. The supporting document summarizes the development process of the dashboard and the underlying data basis. Moreover, it explains how to use the dashboard. The dashboard itself can be accessed via a permanent link and will be part of web-based platform that includes each of Path2Zero's deliverables, interactive tools respectively.

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List of Acronyms	
Short title	Full title
·EU	European Union
P2Z	PATH2ZERO
UNFCCC	United Nations Framework Convention on Climate Change
GHG	Greenhouse Gases
WP	Work Package
TX.X	Task
DX.X	Deliverable
STraDyM	Transport Strategies Dynamic Model
NDC	Nationally Determined Contribution
NECP	National Energy and Climate Plan
LNOB	Leave No One Behind
NSG	National Stakeholders Group
GA	Grant Agreement

SEA	Strategic Environmental Assessment
KPI	Key Performance Indicator
PERTE	Strategic Projects for Economic Recovery and Transformation
EV	Electric Vehicle
LULUCF	Land Use, Land-Use Change and Forestry
NGO	Non-Governmental Organization
PET-VTT	Pan European Times VTT Model
MaaS	Mobility as a Service

List of Partners

Short title	Full title
DLR	DEUTSCHES ZENTRUM FÜR LUFT - UND RAUMFAHRT EV
TRT	TRT TRASPORTI E TERRITORIO SRL
VTT	TEKNOLOGIAN TUTKIMUSKESKUS VTT OY
UPM	UNIVERSIDAD POLITÉCNICA DE MADRID
CERTH	ETHNIKO KENTRO EREVNAS KAI TECHNOLOGIKIS ANAPTYXIS
KTI	KTI MAGYAR KÖZLEKEDESTUDOMÁNYI ÉS LOGISZTIKAI INTELZET NONPROFIT KORLÁTOLT FELELŐSÉGU TÁRSASÁG
ICLEI EURO	ICLEI EUROPEAN SECRETARIAT GMBH (ICLEI EUROPASEKRETARIAT GMBH)
RC	RUPPRECHT CONSULT-FORSCHUNG & BERATUNG GMBH
UNIVLEEDS	UNIVERSITY OF LEEDS
TOI	TRANSPORTÖKONOMISK INSTITUTT
ENTPE	ÉCOLE NATIONALE DES TRAVAUX PUBLICS DE L'ÉTAT
UNIPD	UNIVERSITÀ DEGLI STUDI DI PADOVA

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1. Introduction

1.1 About PATH2ZERO

Transport remains one of the few sectors where greenhouse gas (GHG) emissions continue to rise, in contrast to others where targeted policies have helped stabilise or reduce emissions. This persistent trend highlights the complexity of decarbonising a sector so closely linked to economic growth. To effectively address this challenge, we need to move beyond high-level models and towards tailored, data-driven policy tools that can accurately assess impacts on transport activity and emissions.

PATH2ZERO responds to this need by equipping stakeholders with a comprehensive knowledge base to develop, evaluate, and benchmark effective net-zero transport pathways. The project takes a cross-sectoral and collaborative approach, promoting alignment across European and global efforts.

In its first cycle, PATH2ZERO focuses on harmonising data and mapping EU policy elements, introducing:

- P2Z_DataSyncer for streamlined data alignment.
- P2Z_PolicyFrameMapper for visualising relevant policy components.

These inputs feed into a robust forecasting framework:

- P2Z_Forecaster, which models transport activity and emissions through to 2050, integrating economic impact and fairness across sectors and countries.
- Benchmarking tools then assess progress and reveal strategic gaps:
- P2Z_Evaluator evaluates the effectiveness of policies.
- P2Z_Benchmarker compares potential pathways against EU and international climate targets.

In the second cycle, the project refines and strengthens national and cross-national policy frameworks to support more ambitious emissions reduction strategies. This phase includes:

- P2Z_PolicyFrameFinder, supporting the development of coherent policy structures.
- P2Z_SectoralAdviser, ensuring integration across sectors.

Collaboration is central to PATH2ZERO. Through national and international stakeholder co-creation, the project ensures that pathways are not only technically sound but also feasible, inclusive, and informed by best practices. To support this, the project introduces:

- P2Z_Engager for facilitating stakeholder involvement.
- P2Z_Tool, a visualisation platform that communicates policy impacts clearly and effectively.

Together, these tools and methods position PATH2ZERO as a critical enabler in the transition to net-zero mobility, offering policymakers and practitioners the insights and instruments they need to take decisive action.

1.2 Deliverable Objectives

The purpose of Deliverable D2.2 is to provide a comprehensive overview of the current policy frameworks in EU member states, UK and Norway as well as selected cities concerning transport sector decarbonisation, featuring harmonised descriptions of existing policies and measures. The deliverable is based on relevant official documents in the realm of climate, transition and transport policy.

In particular, D2.2 constitutes an interactive and visual-based entry to the stylised, qualitative, uniform, concise, and consistent descriptions of current pathways including targets, strategies, and policies by mapping according data.

D2.2 permits to identify policy measures along criteria such as mechanism type, targeted transport mode, temporal and spatial scope, stakeholder involvement, adaptability, and climate justice considerations.

As such, it helps the project partners to understand transport patterns across Europe by providing easy access to harmonised data and to derive further steps, i.e., quantification, validation, evaluation.

Moreover, it helps public stakeholders to enhance their knowledge base and comparing different objectives and policies planned for decarbonisation in transport between several countries.

As an interactive tool made public eventually, D2.2 supports and enables dissemination, exploitation & communication of Path2zero.

This is the basis for enhancing our knowledge base, identifying sector transition barriers and options, modelling efforts including multi-sectoral and -national integration, the development of a post-2030 climate policy framework as well as harmonising transition efforts.

The document at hand supports the delivery of the tool.

1.3 Intended Audience

The intended audience for the dashboard pertains, on one hand, to Path2Zero project partners in order to dive into their own data collection, identify differences between countries/ cities, gaps or good practices, and in order to guide the quantification of the illustrated pathways in a parallel work package, as well as, on the other hand, to public stakeholders interested in (a comparison of) country or city-specific pathways/ policies with the focus upon decarbonising the transport sector(s).

1.4 Deliverable Versions

The P2Z_PolicyFrameMapper is the interactive tool for easily diving into collected data, which describes current policy pathways towards decarbonisation with a special focus on European transport sector(s). Although it constitutes the visualising result of the initial data collection phase, it is subjected to updates to increase the impact of the project results due to being as up-to-date as possible as it serves as the basis for modelling activities around the quantification of current pathways in a parallel work package. To give an example, ongoing developments in national Climate Action Plans are supposed to be covered. This refers to Path2Zero's first reporting period.

2. PolicyFrameMapper Development

2.1 Data sources and collection

A structured approach to examining policy materials has been used to analyse the national contexts in which policies are embedded.

Critical data sources for the analysis include a variety of strategic and regulatory documents. Among them are the National Energy and Climate Plans (NECPs), and Laws of Energy and Climate, which offer valuable insights into national strategies for reducing greenhouse gas emissions. Transport-related measures included in the NECPs will be extracted and studied. Another important document is the Annual Nationally Determined Contributions (NDCs), which form the foundation of each country's commitment under the Paris Agreement. NDCs typically contain information on national targets, and there is a single document that includes all EU Member States. Additional sources include general and transport-specific roadmaps, briefs, and reports on measures already implemented or to be implemented, and any other technical assessments from statutory advisors to government. These documents provide both retrospective and forward-looking information that is essential for the initial identification of barriers and good practices and provides elements for the assessment of policy effectiveness and future directions occurring in next steps of the project.

These sources include government documents, laws, official decrees and bills proposed to Parliament (not necessarily yet approved), reports of non-profit organizations, and supranational bodies such as the United Nations, the European Union, etc.

The following table (**Error! Reference source not found.**) provides an example of the more relevant data sources used for the analysis, in each country.

Documents	Useful for...	Comments/Examples
National Energy and Climate Plans (NECPs) 2021-2030.	Policies, measures, impacts prevision	All NECPs are available here . Also, the Strategic Environmental Assessment and the Socioeconomical Assessment of the NECP has been used
Nationally Determined Contributions (NDCs)	Progress trends and results	NDCs
Strategic Environmental Assessments of NECPs	Impacts and risks identification and evaluation	Certain information was available here
Regulations derived from Plan implementations	Measures	Example: Law/Regulation of the obligation to install EV charging stations in buildings
Transport and Mobility Plans, Programs or Projects	Specific measures or instruments	Sustainable Urban Mobility Plans (SUMP), aimed to identify specific measures such as bike lines, public transport promotion, etc. National Sustainable Mobility Strategies: EU city database mobility plans
Industrial and Energy Plans, Programs or Projects	Specific measures or instruments	Examples: 1) Hydrogen Roadmap/Strategy/Plan 2) Strategic Projects for Economic Recovery and Transformation (Spanish, PERTE), part of the Recovery and Resilience Funds of the EU Commission.
Other documents from independent sources, NGOs, etc.	Progress, credibility of institutional evaluations	NGOs reports on NECPs or other Plans and Strategies (e.g. SeoBirdLife, available here , in Spanish)

2.2 Database and Tool

Information was collected through two Excel forms, and the report was developed using Power BI, reading the data directly from the Excel files.

The forms were filled by P2Z partners before 28th August 2025.

On the one hand, the first form is oriented to map the individual countries' decarbonisation framework (namely **Form 1**), considering the list of national and regional plans and strategies, as well as their current status, and the overall targets for specific timeframes (2030, 2040, 2050). This allows for a general comparison among countries in the roadmap to achieve the aforementioned targets. The NDCs values and the general social and climate justice goals inclusion are included in this questionnaire.

On the other hand, **Form 2**, deals with the identification and evaluation of decarbonisation policy elements – including measures, tools, levers, etc. – that can be integrated to form a pathway. The structure of this questionnaire is mainly based on the NECPs contents, or similar plans in UK and Norway, since it is the common document of national decarbonisation policies across all the EU countries, but not limited to that. Nevertheless, in order to consider the focus of transport, each transport-related measure has to be linked to one of the defined lists of transport policies. The national data has been gathered by the partners of PATH2ZERO) with each partner filling in the questionnaires for its own country and some neighbouring countries in Europe. In addition, ICLEI has reviewed local policies of a wide range of mid-size cities throughout Europe, where urban transport policies have been implemented in the last two decades looking for a more sustainable urban mobility.

2.3 Updates

The report retrieves its data from the countries' Excel files updated on the 28th August 2025. To update the data, it is only necessary to update the corresponding Excel file.

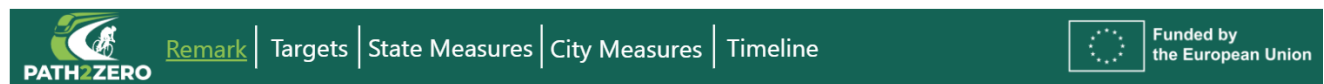
Currently, Power BI gets the data from our UPM OneDrive folder, but this can be changed at any time when update plans are uploaded.

The dashboard, then, is subjected to updates when ongoing developments in national Climate Action Plans be approved.

3. PolicyFrameMapper Sections

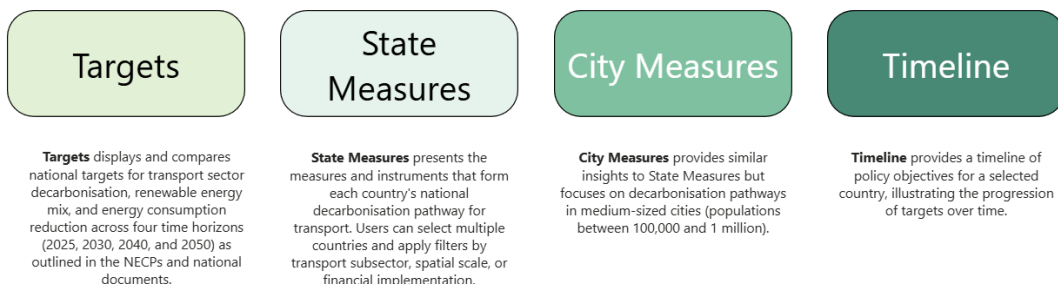
The dashboard is divided in four main sections:

- Remark
- Targets
- State
- Cities Measures
- Timelines.



Policy Frame Mapper

Comprehensive overview of current policy frameworks in EU member states, Norway, the United Kingdom and Switzerland regarding decarbonisation in the transport and energy sectors, featuring descriptions of existing policies and measures. It is a useful tool for comparing the different objectives and policies planned for decarbonisation in transport between several countries.



The Remark section is the frontpage of the PolicyMapper, while the Targets and State and Cities Measures sections allow for comparison of multiple countries in specific domains of decarbonisation proposed measures. Last, the Figures section presents an overview of the most relevant decarbonisation indicators of specific country to select.

3.1 Remark section

This section presents the PolicyFrameMapper, gives the main goal of this dashboard and redirects to the different sections of the PolicyFrameMapper.

3.2 Targets section

This section displays and compares national targets for transport sector decarbonisation, renewable energy mix, and energy consumption reduction across four time-horizons (2025, 2030, 2040, and 2050) as outlined in analysed documents (see 2.1 Data sources and collection).

- GHG Emissions reduction with respect to 1990 (in percentage): either total or by sectors – Agriculture, Energy Supply, Industry, Residential and Commercial, Transport – and Sectors under ETS compared to 2005
- Energy: percentage of renewable energy and non-renewable energy in the total electric generation mix, reduction of final energy consumption, percentage reduction of energetic dependence and sectors under ETS.

3.3 State and Cities Measures section

The two sections present either the measures and instruments that form each country's national decarbonization pathway for transport or similar insights with focus upon decarbonization pathways for a set of selected medium-sized cities (populations between 100,000 and 1 million). Users are supposed select multiple entities and apply filters by transport subsector – road, rail, navigation or aviation –, type of measure – from infrastructures, vehicles or shared mobility to alternatives to mobility –, spatial scale, instruments for financial implementation or governance responsibilities in regulation, financing and enforcement of measures.

3.4 Timelines section

This section provides a timeline of policy objectives for one selected country, illustrating the progression of targets over time. There are 6 main outcomes:

- GHG Emissions reduction: as in the Targets section, can be displayed in total or by sectors.
- Energy Use: it displays either the internal mix of renewable energy or the internal mix of non-renewable energy.
- Mix share of Renewables and Non-Renewables
- Planned investment: total or by sectors.
- Energy Security: evolution of percentage of energy storage and reduction of energy dependence.
- Renewable energies use: this stacked bar figure displays the percentage of renewable energies in gross electricity consumption vs energy consumption vs transport energy use.

4. How to use PolicyFrameMapper

4.1 Instructions

Remark Page

Provides a summary of the contents of the other pages.



The screenshot shows the top navigation bar of the Policy Frame Mapper website. The bar includes the PATH2ZERO logo, a navigation menu with links for Remark, Targets, State Measures, City Measures, and Timeline, and a European Union funding logo. A red box highlights the navigation menu, and a red arrow points from a callout box to it. The callout box contains the text: "You can navigate using the top navigation bar, which contains the logos and text links and appears on all pages". Below the navigation bar, the main heading "Policy Frame Mapper" is displayed, followed by a descriptive paragraph. Below this, there are four colored boxes representing the main sections: Targets (light green), State Measures (light blue), City Measures (medium green), and Timeline (dark green). Each box has a title and a brief description of its content.

Remark | **Targets** | **State Measures** | **City Measures** | **Timeline**

Policy Frame Mapper

Comprehensive overview of current policy frameworks in EU member states, Norway, the United Kingdom and Switzerland regarding decarbonisation in the transport and energy sectors, featuring descriptions of existing policies and measures. It is a useful tool for comparing the different objectives and policies planned for decarbonisation in transport between several countries.

Targets

Targets displays and compares national targets for transport sector decarbonisation, renewable energy mix, and energy consumption reduction across four time horizons (2025, 2030, 2040, and 2050) as outlined in the NECPs and national documents.

State Measures

State Measures presents the measures and instruments that form each country's national decarbonisation pathway for transport. Users can select multiple countries and apply filters by transport subsector, spatial scale, or financial implementation.

City Measures

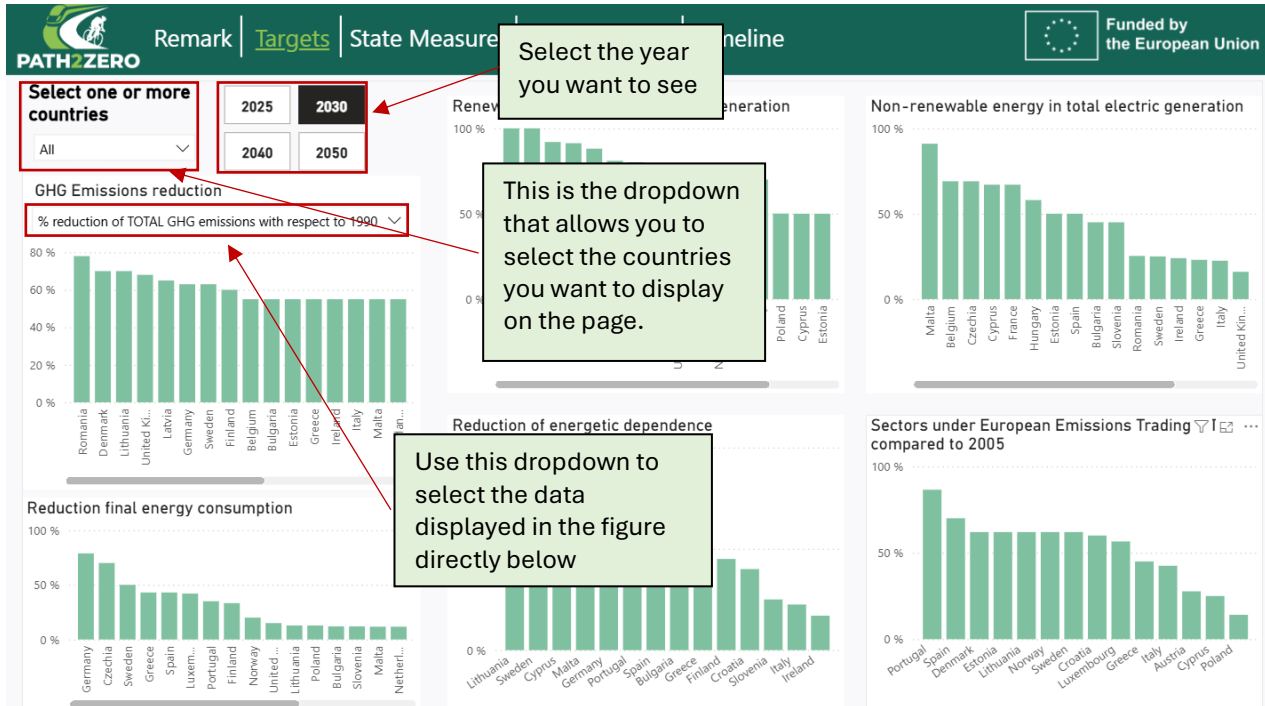
City Measures provides similar insights to State Measures but focuses on decarbonisation pathways in medium-sized cities (populations between 100,000 and 1 million).

Timeline

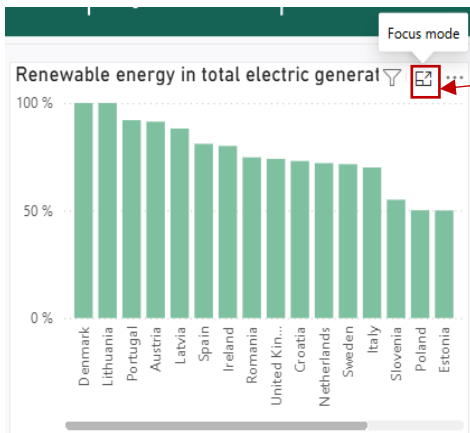
Timeline provides a timeline of policy objectives for a selected country, illustrating the progression of targets over time.

Targets Page

Displays national targets for transport decarbonisation, renewable energy mix, and energy consumption reduction across 2025, 2030, 2040, and 2050, allowing comparison of all countries or a selected subset of countries.

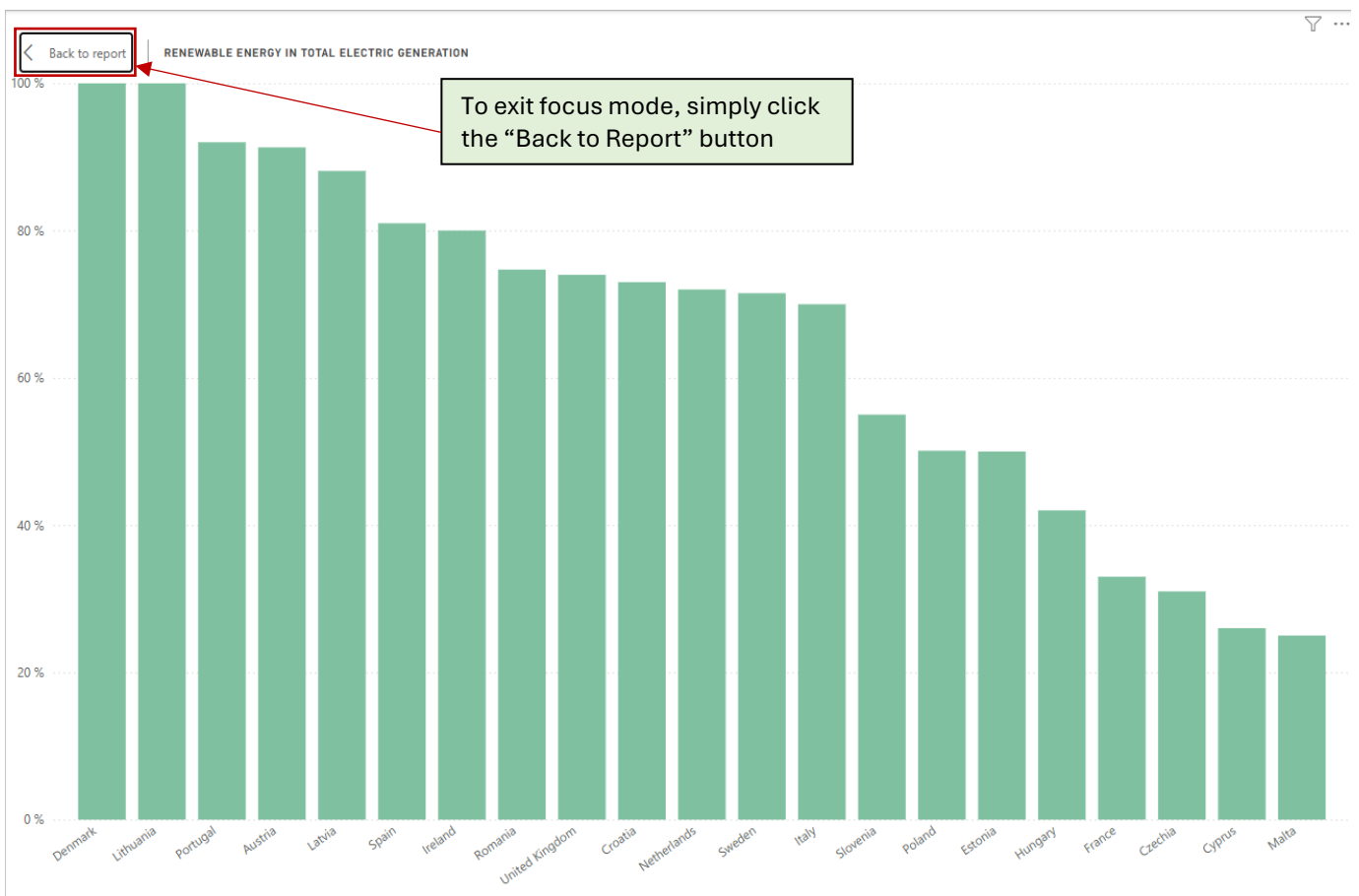


Focus Mode



If you hover your mouse over any figure, the focus mode icon will appear. You can then enter focus mode, which expands the figure and allows a more detailed view

Here we can see the figure expanded after entering focus mode:

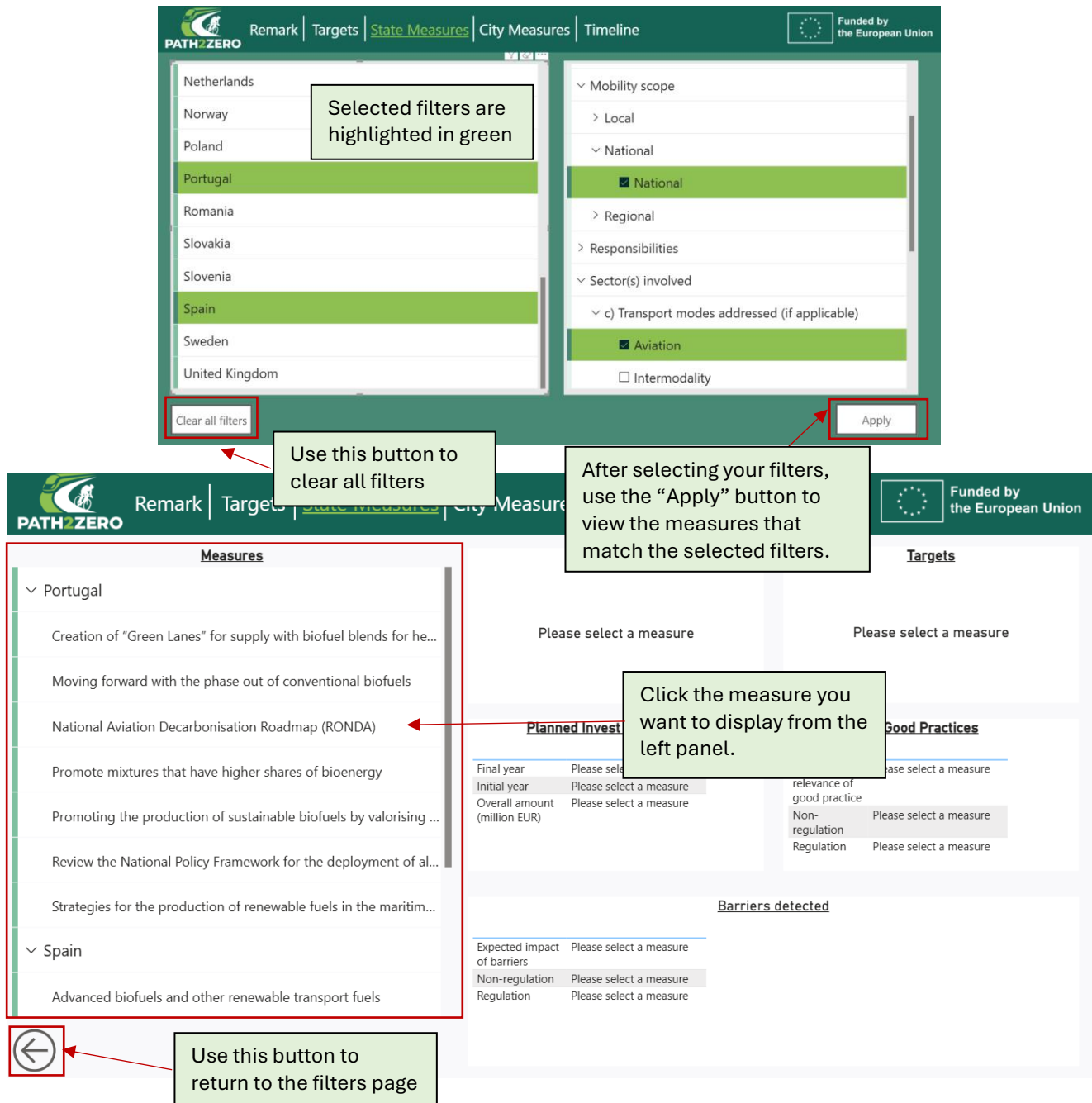


To exit focus mode, simply click the "Back to Report" button

State Measures Page

State Measures shows each country's national transport decarbonisation measures, allowing selection of multiple countries and filtering by subsector, spatial scale, mobility scope and much more.

For example, if we select Spain and Portugal on the left and choose Mobility Scope → National and Transport Modes Addressed → Aviation on the right, clicking “Apply” will display all measures from Spain and Portugal that are **both** regional and related to aviation.



The screenshot shows the PATH2ZERO State Measures interface. The top navigation bar includes 'Remark', 'Targets', 'State Measures' (active), 'City Measures', and 'Timeline'. The 'Funded by the European Union' logo is in the top right.

Left Panel (Country Selection): A list of countries is shown. Portugal and Spain are highlighted in green. A text box states: "Selected filters are highlighted in green". At the bottom of this panel is a "Clear all filters" button. A text box points to it: "Use this button to clear all filters".

Right Panel (Filter Selection): This panel contains several filter categories:

- Mobility scope:** Includes 'Local' and 'National' (selected with a green checkmark).
- Sector(s) involved:** Includes 'Aviation' (selected with a green checkmark) and 'Intermodality'.

 An "Apply" button is at the bottom right. A text box points to it: "After selecting your filters, use the 'Apply' button to view the measures that match the selected filters."

Main Content Area:

- Measures:** A list of measures for Portugal and Spain. Portugal's measures include "Creation of 'Green Lanes' for supply with biofuel blends for he...", "Moving forward with the phase out of conventional biofuels", "National Aviation Decarbonisation Roadmap (RONDA)", "Promote mixtures that have higher shares of bioenergy", "Promoting the production of sustainable biofuels by valorising ...", "Review the National Policy Framework for the deployment of al...", and "Strategies for the production of renewable fuels in the maritim...". Spain's measures include "Advanced biofuels and other renewable transport fuels". A text box points to the "National Aviation Decarbonisation Roadmap (RONDA)" measure: "Click the measure you want to display from the left panel." A red arrow also points from the "Planned Investment" table to this measure.
- Planned Investment:** A table with columns: Final year, Initial year, Overall amount (million EUR), and Please select a measure.
- Good Practices:** A section with a table for "relevance of good practice" with rows for Non-regulation and Regulation, each with a "Please select a measure" dropdown.
- Barriers detected:** A table with columns: Expected impact of barriers, Non-regulation, Regulation, and Please select a measure.

Bottom Left: A back arrow button. A text box points to it: "Use this button to return to the filters page".


Remark | Targets | State Measures | City Measures | Timeline


Funded by the European Union

Measures

- Promoting the production of sustainable biofuels by valorising ...
- Review the National Policy Framework for the deployment of al...
- Strategies for the production of renewable fuels in the maritim...
- ▼ Spain
 - Advanced biofuels and other renewable transport fuels
 - Charging points and infrastr...
 - Decarbonisation of air tra...
 - Public transportation discount
 - Renewable hydrogen development (green hydrogen)**
 - Strategic action on energy, climate and mobility

Goals

Promotion of green hydrogen while minimizing GHG leaks and indirect emissions during its production and distribution

Planned Invest (million EUR)

Final year	2030
Initial year	2021
Total amount	8900

Barriers de

Non-regulation	- High Capital costs - Low demand and public awareness - Insufficient coordination (technical, knowle
Regulation	- Storage and transport challenges - Limited refueling infrastructure - Lack of demand and mandatory measurem
Expected impact of barriers	High

Targets

150–200 hydrogen-powered buses
5,000–7,500 light and heavy-duty hydrogen vehicles
100–150 public hydrogen stations

continuous operation medium- and electrified commercial li...

Practices

- *Training Programs
- *Industry Alliances
- *Coordination Government-Autonomo

The chosen measure appears highlighted in green

Hover your mouse over any text to view the full content if it is not fully displayed. As shown, the Targets text is partially hidden, yet hovering over it displays the entire content

City Measures Page

City Measures focuses on decarbonisation pathways in selected medium-sized cities, offering insights similar to State Measures and used in the same way.


Remark | Targets | State Measures | City Measures | Timeline


Funded by the European Union

Kalamata	> Description
Kranj	mentation
Padova	
Parma	
Reykjavik	
Tauragė	> Sector(s) involved
Turku	> Stakeholders/Recipients/Beneficiaries
Valladolid	
Velenje	
Vitoria	

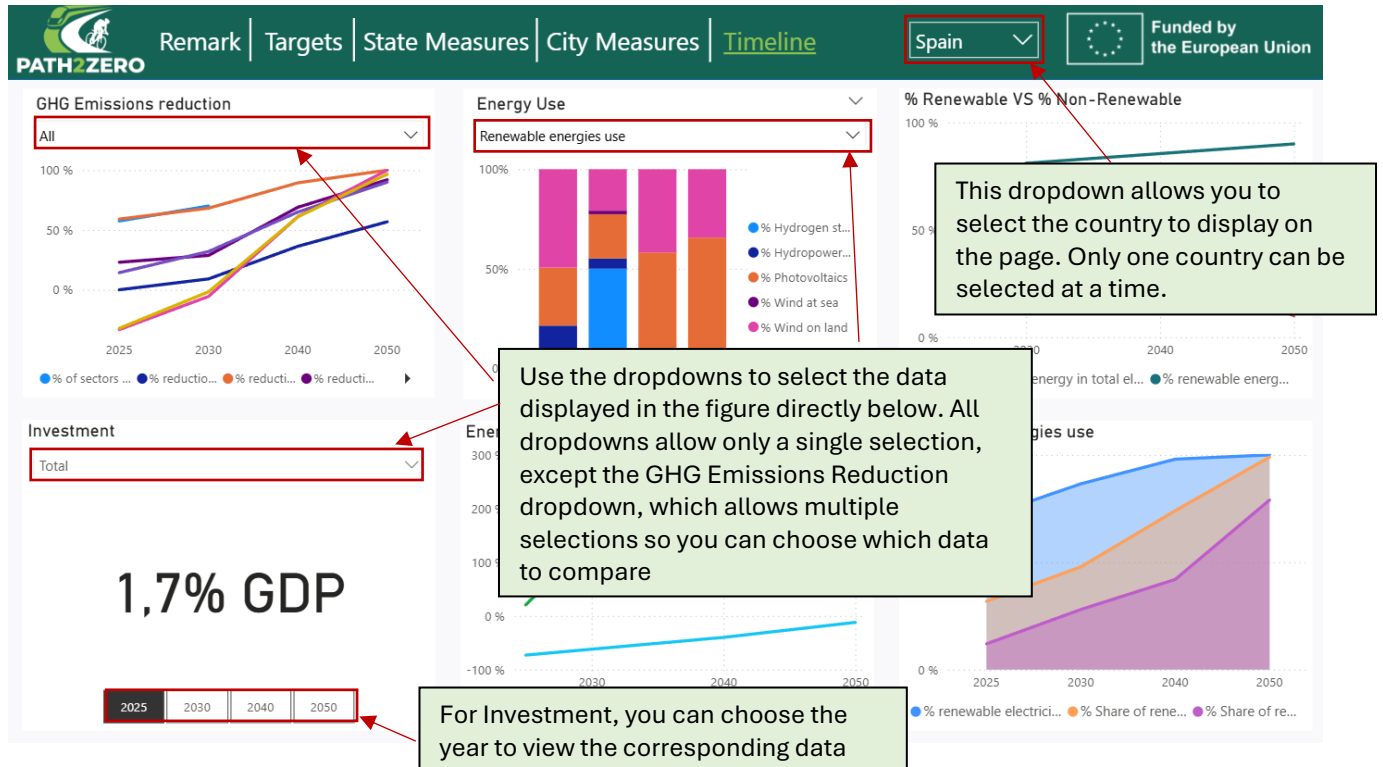
Clear all filters

Apply

Instead of countries, a set of European selected cities is displayed, and it is used in the same way as State Measures

Timeline Page

Timeline provides a timeline of policy objectives for a selected country, illustrating the progression of targets over time.



5. Permanent Link

To enter the P2Z_PolicyFrameMapper, please follow the link below:

<https://app.powerbi.com/view?r=eyJrIjoiaMjcwZTEwNTgtMGY2Yy00YTlxLWJkODUtOGY3ZTJmZWQxYjNliiwidCI6IjZhZmVhODVhLWZmZmMtNDI3MC1iNjlkLWE0ZmlzOTI3YzI1NCIsImMiOiI9>

6. Conclusions

The dashboard named "P2Z_PolicyFrameMapper" is a tool that enables systematic comparisons across decarbonization targets, measure's categories, pathways, and States in EU and UK and Norway. Also, it allows to identify several European cities decarbonization measures. Furthermore, it supports assessment of justice-related aspects, implementation barriers, and the identification of best practices.

Appendix-References:

-NORWAY

Norway's Climate Action Plan for 2021–2030. Norwegian Ministry of Climate and Environment. (2024). The Government's climate status and action plan

2024. <https://www.regjeringen.no/contentassets/a78ecf5ad2344fa5ae4a394412ef8975/en-gb/pdfs/stm202020210013000engpdfs.pdf>

White Paper No. 25 (2024–2025): Climate Report 2035 – On the way to a low-emission society.

<https://www.regjeringen.no/contentassets/d51d0e3cc153440b9611cdece49f4549/no/pdfs/stm202420250025000dddpdfs.pdf>

CO2 emissions. Government of Norway 2025 <https://www.regjeringen.no/no/tema/okonomi-og-budsjett/skatter-og-avgifter/veibruksavgift-pa-drivstoff/co2-avgiften/id2603484/>

Road tax on fuel. Government of Norway. <https://www.regjeringen.no/no/tema/okonomi-og-budsjett/skatter-og-avgifter/veibruksavgift-pa-drivstoff/id2603482/>

One-time fee. Norwegian Tax Administration. <https://www.skatteetaten.no/bedrift-og-organisasjon/avgifter/bil/engangsavgift/>

EFTA (European Free Trade Association)-ESA approves VAT exemption for electric cars. Government of Norway. <https://www.regjeringen.no/no/aktuelt/esa-har-godkjent-momsfritak-for-elbiler/id3080127/>

Electric car statistics show the latest figures for electric cars in Norway. Statistics Norway.

<https://www.ssb.no/transport-og-reiseliv/landtransport/statistikk/bilparken/artikler/nysgjerrig-pa-elbiler-i-norge-se-siste-elbilstatistikk-her>

About the traffic insurance fee. Traffic Insurance Association.

<https://www.tff.no/tema/trafikkforsikringsavgift/trafikkforsikringsavgiften/>

About the traffic insurance fee. Norwegian Public Roads Administration. <https://www.vegvesen.no/kjoretoy/eie-og-vedlikeholde/trafikkforsikringsavgift/>

National Transport Plan 2025–2036. Norwegian Public Roads Administration.

<https://www.vegvesen.no/fag/fokusomrader/nasjonal-transportplan/nasjonal-transportplan-2025-2036/>

The toll system in Oslo. Norwegian Public Roads Administration.

<https://www.vegvesen.no/vegprosjekter/byvekstavgift/oslopakke-3/bompengesystemet-i-oslo/>

Ferry connections: part of the road network. Norwegian Public Roads Administration.

<https://www.vegvesen.no/fag/trafikk/ferje/>

Regulations on conditional parking for the general public and enforcement of private parking regulations. Law data Norway. https://lovdata.no/dokument/SF/forskrift/2016-03-18-260/KAPITTEL_7#§34

Support for charging infrastructure for electric cars and On-the-go charging for heavy vehicles. Enova-Norway.

<https://www.enova.no>

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