

ENERGY COMPACT

 **EC6 ENERGY TRANSITION: Promotion of electric mobility in land transport in the Republic of Honduras**



United Nations



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SECTION 1: AMBITION

1.1. Ambitions to achieve SDG 7 by 2030. [Select all appropriate options]

(Member States' targets could be based on their NDCs, energy policies, five-year national plans, etc. Goals for companies/organizations could be based on their corporate strategy)

7.3. By 2030, double the global rate of improvement in energy efficiency.

Target(s):

1. **Promote the adoption of electric mobility and energy efficiency technologies in the public land transport service that contributes to the transition to a modern, sustainable, and low-carbon service.**

Timeframe: 2025

Context of the ambition(s):

For the year 2019, the transport sector represented 46% of the total emissions of the energy sector with a value of 4,057.58 Gg of_{CO2} emitted so it represents a high potential for the reduction of atmospheric emissions. Electromobility reduces emissions of particulate matter and other polluting gases that impact health, especially in the cities with the highest population concentration in Honduras.

Target(s):

2. **Promote awareness of electric mobility among the Honduran population through the establishment of inter-institutional strategic alliances and capacity building.**

Timeframe: 2025

Context of the ambition(s):

The country has a program to promote electric mobility which aims to contribute to the reduction of GHG emissions generated by land transport, whose accelerated growth has been a response to an urban development model that has favored the use of private vehicles over mass public transport and non-motorized transport (TNM).

SECTION 2: ACTIONS TO ACHIEVE AMBITION

2.1. Please Add at least one key action for each of the elaborate ambitions in Section 1. [Add rows as needed].

7.3. By 2030, double the global rate of improvement in energy efficiency.

1. **Promote the adoption of electric mobility and energy efficiency technologies in the public land transport service that contributes to the transition to a modern, sustainable, and low-carbon service.**

1.1 Implementation of the Program for the Promotion of Electromobility through the execution of three pilot projects in the public land transport service focused on cities with the highest population concentration in Honduras.

- Formulation of a pilot project on electromobility in public land transport.
- Selection of the city(s) benefiting from the project.
- Budget definition for the implementation of the pilot project.
- Management for the granting of financing for the execution of the project.

1. Prospects of electric bus pilot projects in Honduras:

- Pilot No.1: electric buses in the city of Tegucigalpa (mobility demand to /from the National Autonomous University of Honduras (UNAH). The UNAH has been proposed since this university has a project in which it aspires to become a carbon neutral institution.
- Pilot No.2: electric buses in the city of Comayagua, particularly on the route to Palmerola Airport.
- Pilot No.3: through 15 electric taxis in the city of San Pedro Sula, for the Pink Taxi program of *Ciudad Mujer* and the Honduran Institute of Land Transport (IHTT).
- Evaluation of the performance through the technical, economic, environmental, and social criteria of the operability of electric buses and taxis, as well as the technical aspects of maintenance for a transition to an efficient, low carbon, inclusive and safe public transport to guarantee the sustainability of this.
- Implementation of a telemetry system.
- Conceptualization and definition of the *Desarrollo Orientado al Transporte (DOT)* in the cities of the country, through the determination of the demand for public transport and the development of urban and electrical infrastructure required.
- Determination of the technical and operational requirements, as well as the infrastructure to be developed for the electrification of transport in the areas to be implemented, the pilotages that include the first network of fast charging stations in the country.

1.2 Creation of a support fund for access to financing resources that contributes to the transition to modern, sustainable and low-carbon public transport.

- Creation of a fund that facilitates access to financing by companies that own and operate public transport for the renewal of vehicle fleets with accessible and financially viable business plans.
- Definition of the mechanism of access to financing, of the granting of green funds, through the regulations established by the financial organizations that are guarantors of climate finance schemes.
- Availability of funds for financing electric mobility projects in public land transport.

January 2022 – June 2025

June 2024 – June 2025

2. Promote awareness of electric mobility among the Honduran population through the establishment of a legal and regulatory framework, inter-institutional strategic partnerships and capacity building.

2.1 Development of a legal and operative framework that promotes the adoption of electromobility and energy efficiency in land transport.

- Technical advice and experience exchange for the promotion of Electromobility in Honduras through cooperating countries and the Central American region.
- Formation of a multisectoral workgroup with the participation of key players (sectors: public, private, and civil society) for the socialization of the proposed draft law on electric mobility in/for Honduras.
- Approval of the electric mobility law before the Sovereign National Congress of the Republic of Honduras.
- Development of programs that include incentives and exemptions for the promotion of the adoption of technologies powered by electromobility in land transport.
- Generation of working agreements with the congressional National Commission of Energy (CNE) to enable opportunities that expedite the process of approval of the Law.
- Elaboration of the regulations of the law to the promotion of electric mobility in /for Honduras socialized among the interested parties.
- Approval of the regulations of the law to promote electric mobility in/for Honduras before the Sovereign National Congress of the Republic.
- Establishment of the Roadmap towards the formulation of a "National Policy for the Promotion of Electric Mobility" as an alternative for the rational use of energy, low-emission transport and as a component of sustainable mobility. Likewise, the promotion must contemplate the integration of a gender and social inclusion perspective, which also promotes the empowerment of citizen security as an added value. That should extend to the participation of Honduras' tourism sector; and should become an input of the action strategies for the development of projects in this area.

2.2 Establishment of strategic alliances, capacity building and promotion of awareness towards electric mobility.

- Integration of the academy through the establishment of academic clusters that are linked to the Secretariat in the Energy Office (SEN), national Electric Energy Company (ENEE) and the Honduran Institute of Land Transport (IHTT) to promote research projects in electric mobility, and studies related to the gradual incorporation of electric transport routes throughout the territory of Honduras.
- Conduct socialization workshops with public transport companies to promote and inform about technologies powered by electromobility.
- Facilitate training processes in the operation and maintenance of electric transport units. These capabilities will contribute to developing the technical expertise required by the operational staff providing maintenance services for the effective and efficient operation of these units.
- Create capacities, strengthen dialogue and link the participation of different actors: government institutions, private companies, the automotive sector, local government that will jointly coordinate, execute, and participate during the transition process towards electric mobility through the creation of a multisectoral workgroup.

January 2022 – January 2024

June 2023 – December 2025

SECTION 3: OUTCOME

3.1. Please Add at least one measurable, time-based result for each of the actions in section 2. [Add rows as needed].

Outcome 1.0 Three electromobility pilot project profiles.	February 2023
Outcome 1.1 Renewal of transport units to more efficient and low emission technologies propelled by electromobility through the operation of 3 buses and 15 electric taxis in the cities of Tegucigalpa, Comayagua and San Pedro Sula (reduction of more than 1,300 Ton of CO _{2-eq} and annual savings for change of fuel use to use of electricity by bus: USD \$ 2,400.00 / per year and taxi: USD \$ 1,800.00 / year).	June 2025
Outcome 1.2 Implemented the telemetry system.	June 2025
Outcome 1.3 Creation of a design fund and definition of mechanisms for the financing of projects in public land transport available to the owner and operating companies.	June 2025
Outcome 2.0 Law and regulation of electric mobility approved by the Sovereign National Congress of the Republic.	January 2024
Outcome 2.1 Roadmap for the implementation of a program to promote electromobility in/for Honduras	January 2025
Outcome 2.2 At least one Research Project in electric mobility and evaluation of potential routes in cities with a higher population concentration.	December 2025
Outcome 2.3 Owners and staff of public land transport companies informed and trained on technologies powered by electromobility.	June 2025
Outcome 2.4 Land transport staff trained in operation and maintenance of electric transport units.	June 2025
Outcome 2.5 Multisectoral workgroup formed to address the issues of electric mobility.	December 2025

SECTION 4: RESOURCES AND SUPPORT REQUIRED

The estimates of the necessary investments for the fulfillment of the actions were based on the NDC-Electromobility File prepared by the Ministry of Energy (SEN) of Honduras and the Project Proposal "Technical Advice and Transfer of Experiences for the Promotion of Electromobility in Honduras" of the Regional Fund for Triangular Cooperation in Latin America and the Caribbean, March 2019.

4.1 Specify the financing and investments required for each of the actions in section 2.

1.1 Activity: Implementation of the Program for the Promotion of Electromobility through the execution of three pilot projects in the public land transport service focused on cities with the highest population concentration in Honduras.	Input	Value (USD)
Implementation and evaluation of 3 pilot projects on Electromobility in public land transport.	<ul style="list-style-type: none"> • Electrical charging stations infrastructure • Electric vehicle units. • Evaluation of project performance and impact 	USD \$ 18,000,000.00
Telemetry system implementation	<ul style="list-style-type: none"> • Consulting Services • Software/Hardware tools • Measuring devices 	USD \$1,000,000.00
1.2 Activity: Creation of a support fund for access to financing resources that contributes to the transition to modern, sustainable, and low-carbon public transport.	Input	Value (USD)
Creation of a multisectoral workgroup and workshops developments to define mechanisms for access to financing.	<ul style="list-style-type: none"> • Workshops 	USD \$45,000.00
2.1 Activity: Development of a legal and operative framework that promotes the adoption of electromobility and energy efficiency in land transport.	Input	Value (USD)
Development of workshops with key players for the generation of bases for the formulation of the Regulations of the Law.	<ul style="list-style-type: none"> • Workshops • Professional Consulting Services 	USD \$350,000.00
Elaboration of the Regulation for the Promotion of Electric Mobility.		
Development of workshops for the presentation and socialization of the Legal Framework.		
2.2 Activity: Establishment of strategic alliances, capacity building and promotion of awareness towards electric mobility.	Input	Value (USD)
Technical assistance and transfer of experiences for the promotion of Electromobility.	<ul style="list-style-type: none"> • Consulting services • Workshops 	USD \$ 557,000.00
Development of workshops with key players for linkage processes, synergies, financing processes, training, others.	<ul style="list-style-type: none"> • Professional Consulting Services • Workshops 	USD \$300,000.00
Development of research programs on electric mobility and study of potential routes at the national level.	<ul style="list-style-type: none"> • Field tours • Materials and equipment 	USD \$ 600,000.00
TOTAL		USD \$ 20,852,000.00

4.2 [Country only] If assistance is required for section 2 actions, select below, describe the assistance required, and specify for which action.

[Examples of support to Member States could include access to affordable low-cost debt through strategic risk-elimination instruments, capacity-building in data collection; development of integrated energy plans and energy transition pathways, technical assistance, etc.]

<input type="checkbox"/> Financing	<i>Green Bond for Sustainable Transport</i>
<input type="checkbox"/> Payment-in-Kind (PIK)	<i>Technical capacities of the Secretariat of State in the Office of Energy (SEN), Honduran Institute of Land Transport (IHTT), National Electric Energy Company (ENEE), Energy Honduras Company (EEH), Regulatory Commission of Electric Energy (CREE), Secretariat of State in the Office of Natural Resources and Environment (MI AMBIENTE), International Cooperation Organizations, Multilateral Organizations, Secretariat of State in the Office of Finance (SEFIN), Academia, Honduran Department of Private Enterprise (COHEP), Honduran Association of Banking Institutions (AHIBA), Chambers of Commerce, National Directorate of Roads and Transport (DNVT), Revenue Administration Service (SAR), Property Institute (IP), Secretariat of General Coordination of Government (SCGG), Customs Administration of Honduras (AAH), Honduran Standardization Agency (OHN), System Operator (ODS), Municipal Mayor's Office, among others.</i>
<input type="checkbox"/> Technical Assistance	<i>Consultancies for studies, programs.</i>
<input type="checkbox"/> Other/please specify	<i>For the execution of the activities is necessary non-reimbursable cooperation of USD \$20,852,000.00 (twenty million eight hundred and fifty-two thousand dollars).</i>

SECTION 5: IMPACT

5.1 Countries planned for implementation, including the number of people potentially affected.

According to the estimates made by the Ministry of Energy (SEN), in the NDC-Electromobility File and the Project Sheet of the Electromobility Promotion Program of the Reconstruction and Sustainable Development Plan (PDRS) of Honduras, through the implementation of the pilot project in three of the main cities of the country, an approximate of 4,000 people are identified as beneficiary population and a total of 4,600 people as a contribution to the generation of employment. Likewise, the impact on the entire Honduran population is expected, considering to the extent that the technological conversion to electric vehicles increases, the acquisition of liquid fuels is reduced.

5.2 Alignment with the 2030 Agenda for Sustainable Development - Describe how each of the actions in section 2 impacts the advancement of the SDGs by 2030.

The implementation of actions aimed at the transition for electric mobility in land transport through the development of a legal and regulatory framework that regulates the execution and operation of projects in this sector. This establishes the basis for promoting investment in infrastructure and non-polluting energy systems, generating new business opportunities and promoting research projects in clean energy, to contribute to the participation of renewable energies within the national energy matrix, and with this endorse mitigation actions against climate change.

Through the implementation of pilot projects, synergies and linkages are established between the different key actors where capacities are created, and awareness of electric mobility is promoted in the population. The technical capacities of the institutions and different sectors involved are strengthened. The actions contribute to the fulfillment of SDG 9 and SDG11.

5.3 Alignment with the Paris Agreement and net zero emissions by 2050 – Describe how each of the actions in section 2 aligns with the Paris Agreement and national NDCs (if applicable) and supports net-zero emissions by 2050. [up to 500 words, upload the necessary strategy supporting documents].

Aligned with objective No. 6: Electromobility of the NDC-Honduras and the axis of culture of efficiency and energy saving through objective No. 12 of electromobility and energy efficiency in transport of the country's sectoral energy policy, through the creation of a regulatory framework, the generation of incentives and execution of electric mobility projects contributes to the adoption of best practices in public transport and with the reduction of GHG emissions. The benefits materialize in the implementation of new technologies powered by electromobility. The participation of renewable energies in the national energy matrix is increased, contributing to the reduction of hydrocarbon consumption. It improves the health condition of the inhabitants mainly in the areas with the highest population index, favors better road management of cities. Synergies are established and relationships between the different actors are strengthened.

The availability of funds for access to financing in the execution of projects encourages the transition to sustainable public transport and access to efficient alternative technologies, promotes the generation of employment and gender participation in the sector, as well as the awareness of the population about electric mobility.

SECTION 6: MONITORING AND REPORTING

6.1. Describe how you plan to track the progress of the results proposed in section 3. Also describe whether you plan to use other existing reporting frameworks to track progress on proposed outcomes.

Monitoring 1.0: Final profile reports of electromobility pilot projects.

Monitoring 1.1: Monthly performance evaluation and annual audit for each of the pilot projects implemented in Honduras.

Monitoring 1.2: Final project implementation report and impact assessment for beneficiaries and users of the service.

Monitoring 1.3: Telemetry system implementation report.

Monitoring 1.4: Report on project financing mechanisms available in the public land transport service.

Monitoring 2.0: Development of quarterly meetings between the key players linked to the transport sector, led by the Secretariat of State in the Office of Energy (SEN) and the Honduran Institute of Land Transport (IHTT), integration with the National Congress of the Republic of Honduras to enable opportunities that speed up the process of approval of the law and its regulations.

Monitoring 2.1: Program of implementation and execution of the "Roadmap for the Promotion of Electric Mobility" developed by the Secretariat of State in the Office of Energy (SEN) and the Honduran Institute of Land Transport (IHTT).

Monitoring 2.2: Semi-annual progress report on research in electric mobility and evaluation of potential routes in other cities with a higher population concentration.

Monitoring 2.3 and 2.4: Training programs and evaluation of knowledge applied to owners and staff of public land transport companies and subject to operation and maintenance of electrical units.

Monitoring 2.5: Development of semi-annual meetings with the participation of the members of the multisectoral table, led by the Secretariat of State in the Office of Energy (SEN) to address national advances in electric mobility.

SECTION 7: GUIDING PRINCIPLES CHECK LIST

Please use the checklist below to validate that the proposed Energy Compact is aligned with the guiding principles.

Stepping up ambition and **accelerating action** - Increase contribution of and accelerate the implementation of the SDG7 targets in support of the 2030 Agenda for Sustainable Development for Paris Agreement

I.1 Does the Energy Compact strengthen and/or add a target, commitment, policy, action related to SDG7 and its linkages to the other SDGs that results in a higher cumulative impact compared to existing frameworks? X Yes No

I.2 Does the Energy Compact increase the geographical and/or sectoral coverage of SDG7 related efforts? X Yes No

I.3 Does the Energy Compact consider inclusion of key priority issues towards achieving SDG7 by 2030 and the net-zero emission goal of the Paris Agreement by 2050 - as defied by latest global analysis and data including the outcome of the Technical Working Groups? X Yes No

II. Alignment with the 2030 agenda on Sustainable Development Goals – Ensure coherence and alignment with SDG implementation plans and strategies by 2030 as well as national development plans and priorities.

II.1 Has the Energy Compact considered enabling actions of SDG7 to reach the other sustainable development goals by 2030? X Yes No

II.2 Does the Energy Compact align with national, sectoral, and/or sub-national sustainable development strategies/plans, including SDG implementation plans/roadmaps? X Yes No

II.3 Has the Energy Compact considered a timeframe in line with the Decade of Action? X Yes No

III. Alignment with Paris Agreement and net-zero by 2050 - Ensure coherence and alignment with the Nationally Determined Contributions, long term net zero emission strategies.

III.1 Has the Energy Compact considered a timeframe in line with the net-zero goal of the Paris Agreement by 2050? X Yes No

III.2 Has the Energy Compact considered energy-related targets and information in the updated/enhanced NDCs? X Yes No

III.3 Has the Energy Compact considered alignment with reaching the net-zero emissions goal set by many countries by 2050? X Yes No

IV. Leaving no one behind, strengthening inclusion, interlinkages, and synergies - Enabling the achievement of SDGs and just transition by reflecting interlinkages with other SDGs.

IV.1 Does the Energy Compact include socio-economic impacts of measures being considered? X Yes No

IV.2 Does the Energy Compact identify steps towards an inclusive, just energy transition? X Yes No

IV.3 Does the Energy Compact consider measures that address the needs of the most vulnerable groups (e.g. those impacted the most by energy transitions, lack of energy access)? X Yes No

V. Feasibility and Robustness - Commitments and measures are technically sound, feasible, and verifiable based a set of objectives with specific performance indicators, baselines, targets and data sources as needed.

V.1 Is the information included in the Energy Compact based on updated quality data and sectoral assessments, with clear and transparent methodologies related to the proposed measures? X Yes No

V.2 Has the Energy Compact considered inclusion of a set of SMART (specific, measurable, achievable, resource-based and time based) objectives? X Yes No

V.3 Has the Energy Compact considered issues related to means of implementation to ensure feasibility of measures proposed (e.g. cost and financing strategy, technical assistant needs and partnerships, policy and regulatory gaps, data, and technology)? X Yes No

SECTION 8: ENERGY COMPACT GENERAL INFORMATION

8.1 Title/name of the Energy Compact:

Promotion of electric mobility in land transport in the Republic of Honduras

8.2. Name of the principal entity (for joint energy pacts, list all parties and include, in parentheses, their entity type, using the entity type below)

As a leading entity is the Secretariat of State in the Office of Energy (SEN), the organizations and entities to assist in the process of compliance with the pact are the following:

- Government: Secretariat of State in the Office of Natural Resources and Environment (MI AMBIENTE), Honduran Institute of Land Transport (IHTT), Secretariat of State in the Office of Finance (SEFIN), Revenue Administration Service (SAR), Secretariat of General Coordination of Government (SCGG), Honduran Customs Administration (AAH), Honduran Standardization Agency (OHN), National Directorate of Strategic Planning and Sectoral Policy (DNPEPES), Presidential Office of Climate Change (Clima+), Presidential Office of Green Economy (OPEV), Regulatory Commission of Electric Energy (CREE), Empresa Energía Honduras (EEH), National Electric Energy Company (ENEE), National Directorate of Roads and Transport (DNVT), System Operator (ODS), Property Institute (IP), Professional Training Institute (INFOP), Ciudad Mujer, Secretariat of Foreign Affairs and International Cooperation (SRECI).

- Local government: Municipalities.

- Private Sector: Honduran Council of Private Enterprise (COHEP), automotive industry.

- Civil Society: transport sector, Chambers of Commerce, Association of Municipalities of Honduras (AMHON), professional associations, Honduran Association for Development (AHDESA), Association of Distributed Renewable Energy Solution Providers of Honduras (APRODERDH), Honduran Association of Banking Institutions (AHIBA).

- Academic Institution / Scientific Community: Public and private universities such as the National Autonomous University of Honduras (UNAH), Central American Technological University (UNITEC), among others.

- Multilateral Organization / Intergovernmental Organization: Central American Bank for Economic Integration (CABEI), German Technical Cooperation (GIZ).

8.3 Leading entity type

Government

Non-Governmental organizations (NGOs)

Private Sector

Local/Regional Government

Civil Society Organization/Youth

Philanthropic Organization

Multilateral Agency/Intergovernmental Organization

Academic Institution/Scientific Community

Other relevant actor

8.4. Contact Information: Secretariat of State in the Office of Energy (SEN), Honduran Institute of Land Transport (IHTT)

8.5. Select the geographical coverage of the Energy Pact

Africa Asia and the Pacific Europe Latin America and the Caribbean North America West Asia Global

8.6. Please select the Energy Compact thematic focus area(s)

Energy Access Energy Transition Enabling SDGs through inclusive Energy Transitions Innovation, technology and data Finance and investments.

SECTION 9: ADDITIONAL INFORMATION (IF NECESSARY)

Reference is made to the project implemented in the region, Costa Rica, on My Transport:

Reference links: https://www.giz.de/en/downloads/giz2019_es_Factsheet_MiTransporte.pdf

<https://www.youtube.com/watch?v=58LnD5zLGqQ>