Paper title

Authors name Family name [[1]](#footnote-1)\*

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RESEARCH ARTICLE

ABSTRACT: Here short summary total length of 300 words should be written here applying “Abstract MVM style”

Highlighted Text will defined by Journal.

**KEY WORDS**: *key word1, key word2, key word4, key word5*

Paper title in serbian

REZIME: Summary should be written in Serbian. If you do not know Serbian stuff of Journal will translate text.

**KLJUČNE REČI**: *E-vozilo, tehnološka neutralnost, politika EU*

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PAPER TITLE

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# Introduction

“Paragraph\_MVM” style should be applied. Climate change and environmental pollution are an existential threat to the world. A sustainable approach must examine the effects of the respective measures on all ecological fields of action - local and global emissions, energy efficiency and noise emissions (see Figure 1). The political and societal objective is to limit global warming to 1.5°C. The European Union (EU) set ambitious greenhouse gas (GHG) emission reduction targets in the wake of the climate change conferences in Paris in 2015, Marrakech in 2016, Bonn in 2017 and Katowice in 2018. To achieve this challenging global warming limit, the “European Green Deal” has been established by the EU on July, 14th 2021 to reduce global emissions (greenhouse gas emissions) compared to 1990 levels by 55% by 2030 and to ensure no net emissions of greenhouse gases (resp. CO2 equivalent) by 2050. Furthermore, economic growth shall be decoupled from resource use. On this path, every sector – so also the transport sector – has to achieve these challenging goals. By now, transport global emissions represent around 25% of the total greenhouse gas emissions in the EU (and 20% in Germany). In order to achieve climate-neutrality in the EU by 2050, ambitious targets in the transport sector are set by EU emission regulations. This means a 90% reduction (sic!) in transport-related greenhouse gas emissions by 2050.



Figure 1. Figure title, [ref. no] Figure\_MVM”

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# heading 1, heading\_MVM style

The overall ecological assessment for the time horizon “today” according the model in

the fluctuating residual load must mainly be covered by controllable power plants. In concrete terms, this means that if the demand for charging power increases, only fossil-fuel power plants are ramped up, so that instead of the average power mix, a fossil-fuel power mix is more likely to be used. This worsens the eco-balance of electro-mobility. Figure 17 shows this effect using a typical passenger car as example.”

Table 1. Example (use Table\_Title\_MVM style)

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| Xxxx | 444 | 444 | 222 | 55555555 | 7776 |
| Xxx | 44 | 222 | 444 | 77 | 6666 |

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In order to objectify the "real" additional cost of the alternative electric options forced by the EU, any vehicle and infrastructure subsidies are disregarded here, as these funding only brings initial relief anyway. The overall economic evaluation of the pure vehicle costs (including infrastructure) depending on the drive technology for the time horizon "today" with an usual depreciation period of 10 years is shown in Figure 18.

# Analysis

Equations shoud be written in MathType and should be numbered in the right column of hidden table, right justified.

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# Aknowledgement

Finacial and any other support should be give here

# References

1. Family Name, Name Initial.: Reference title; vol. XX, no. DD, Publisher, Year of publishing.
2. Family Name, Name Initial.: Reference title; vol. XX, no. DD, Publisher, Year of publishing.
3. Family Name, Name Initial.: Reference title; vol. XX, no. DD, Publisher, Year of publishing.

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