InterGreen-Nodes Final Conference
Online | 05th of May 2022

Final Conference

AGENDA

Project Session	
10:00	InterGreen-Nodes – A short Overview
10:05	Review of the funding period 2014-2020: Interreg CE transport projects results **Claudia Pamperl**, Project and IT Monitoring System Manager
10:15	Project results on policy Level **Roberta Lazzari**, Work package leader for Fostering impact by policy involvement
10:35	Project results on spatial Level **Ulrike Schütz**, Work package leader for Spatial issues of Nodes
10:55	Project results on technical Level **Philip Michalk**, Project Manager & Work package leader for technical and processual solutions for terminals and last mile transport
11:15	Break

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Expert Session	
11:30	ELEKTRA – The push boat with a whole new energy system **Jan-Erik Spereiter**, Research associate Technical University Berlin
11:50	Hyke – the future of urban mobility **Jason Mc Farlane**, CTO Hyke
12:10	Port Szczezin – Action plan for a green Terminal future **Dorota Dybkowska-Stefek**, Chief of Odra Waterway Bureau
12:30	BSR Access – Political View on Urban Nodes **Ulrike Schütz**, European Spatial Development Unit
13:00	End of the Final Conference

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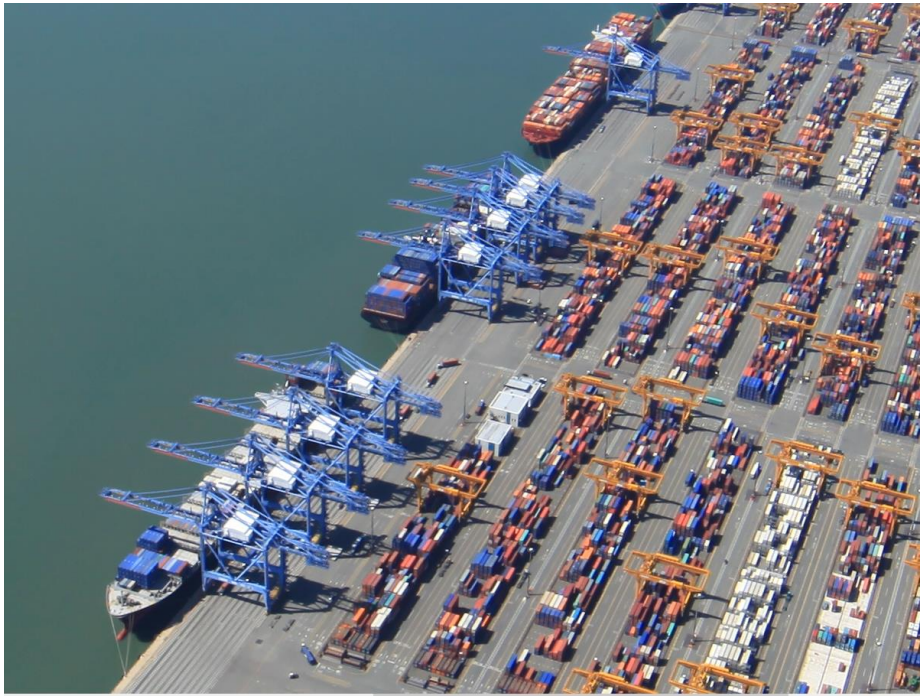
WHAT INTERGREEN IS ABOUT

Challenges:

Politcal: Communication gaps between different actors and stakeholder and a lack in harmonization, especially regarding the incorporation into TEN-T networks.

Spatial Planning: terminals and ports have difficulties to contain the quickly growing freight transport volumes (and thereby channelling these volumes onto sustainable transport modes), due to conflicts in land use. Especially due to the fast growth of urban areas.

Technical: Last mile transport and transshipment are less environmentally friendly as they could be.



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WP T1
Fostering impact by policy involvement

WP T2
Spatial Issues of Nodes

WP T3
Technical and processual solutions for terminals and last mile transport

FUNDING ENDS, THE PROJECT DOES NOT

Interreg CENTRAL EUROPE
European Union European Regional Development Fund
InterGreen-Nodes

Events	Networks	Projects
Next Event: Innotrans September 20th – 23rd 2022	Scandria Alliance OpenENLoCC Pannon LogisticsNetwork Berlin Brandenburg	Current project Applications: BalticGeosGreen (BSR) GRETA (CE)

Our Target Groups

- Public Authorities
- Ports and other operators

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REVIEW OF THE FUNDING PERIOD 2014-2020

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WP 1 –
FOSTERING IMPACT BY POLICY INVOLVEMENT

WPT1: OVERVIEW

*Aim: to establish "**reciprocal information flows** and **appropriate context** between EU and local actor in order to **reduce gap between the communication of relevant information** on the developing green, intermodal, last mile freight transport in urban areas and their broader implication"*

WPT1: OVERVIEW

A.T1.1 Policy framework and scoping of funding opportunities

- **1.1.1 Survey** of policy initiatives
- **1.1.2 Assessment** of funding opportunities
- **1.1.3** International best practice **review**
- **1.1.4 Guidelines** for smooth green nodes development

A.T1.2 Selection of funding opportunities\

- **1.2.1 Tool** for selecting institutional strategies and funding opportunities
- **1.2.2 Action plans** for accessing funding opportunities

A.T1.3 Integrated framework on green freight at EU level

- **1.3.1** Greening last mile, circular economy policies and strategies at the EU level
- **1.3.2** Trainings D.T1.1.1 to D.T1.3.1. as well as from WP2

O1.1 - COORDINATED STRATEGY ON GREEN NODES DEVELOPMENT

D.T1.1.3 - INTERNATIONAL BEST PRACTICE REVIEW

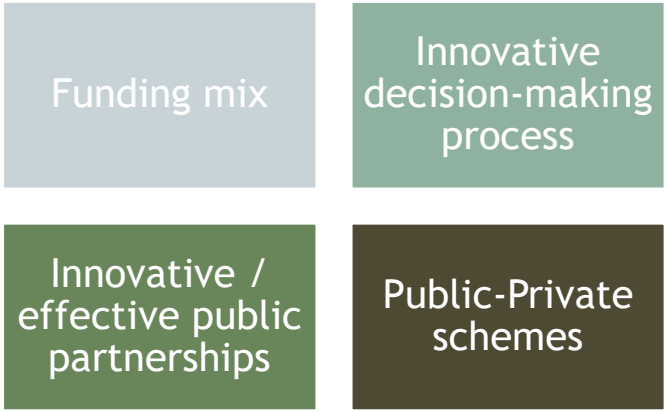
Methodology:

A desk analysis has been implemented by considering four specific criteria of innovative solutions:

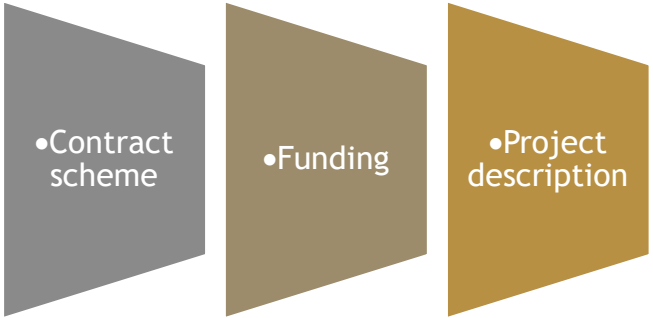
- *Funding mix*
- *Innovative decision-making process*
- *Innovative / effective public partnerships*
- *Public-Private schemes*

For each best practice three main information are provided:

- *Contract scheme*
- *Funding*
- *Project description.*

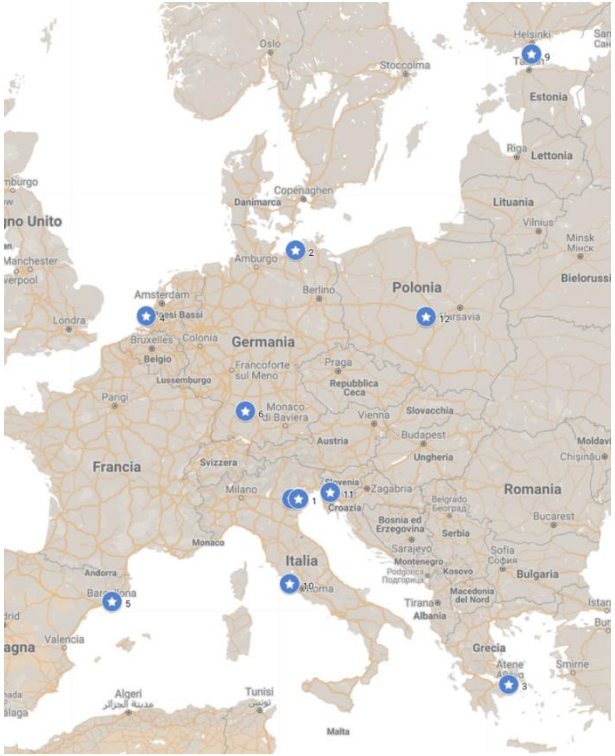


- *4 input criteria*



- *3 output data*

D.T1.1.3 – INTERNATIONAL BEST PRACTICE REVIEW



1 - Port of Venice LNG strategy

2 - OPS: onshore power supply in Baltic sea...

3 - Piraeus port expansion

4 - Rotterdam Maasvlakte 2 Container Ter...

5 - Spanish link mediterranean railway corri...

6 - Baden-Württemberg regional rolling sto...

7 - Padua City Porto

8 - Venice MOS Terminal Fusina

9 - Twin Port III - MoS link between the port...

10 - Grimaldi group fleet update

11 - Second railtrack Divača Koper

12 - Cargo rolling stock modernisation

D.T1.1.3 – INTERNATIONAL BEST PRACTICE REVIEW

Port of Venice LNG strategy

OPS: onshore power supply in Baltic seaports

Piraeus port expansion

Padua City Porto

Venice MOS Terminal Fusina

Twin Port III - MoS link between Helsinki and Tallinn

D.T1.1.3 – INTERNATIONAL BEST PRACTICE REVIEW

Rotterdam Maasvlakte 2 Container Terminal

Spanish link Mediterranean railway corridor

Piraeus port expansion

Grimaldi group fleet update

Second railtrack Divača Koper

Cargo rolling stock modernisation

D.T1.1.4 - GUIDELINES FOR SMOOTH GREEN NODES DEVELOPMENT

- *Despite the complexity of the regulation and funding schemes, these guidelines have been proposed as a "check list" to provide a "step-based approach" to support the decision makers in the project implementation.*
- *The output of the following step-based approach is a matrix that will provide a synoptic view of all the project steps:*

O1.2 - REGIONAL ACTION PLANS TO FUTURE DEVELOP INTER-GREEN NODES THEMES

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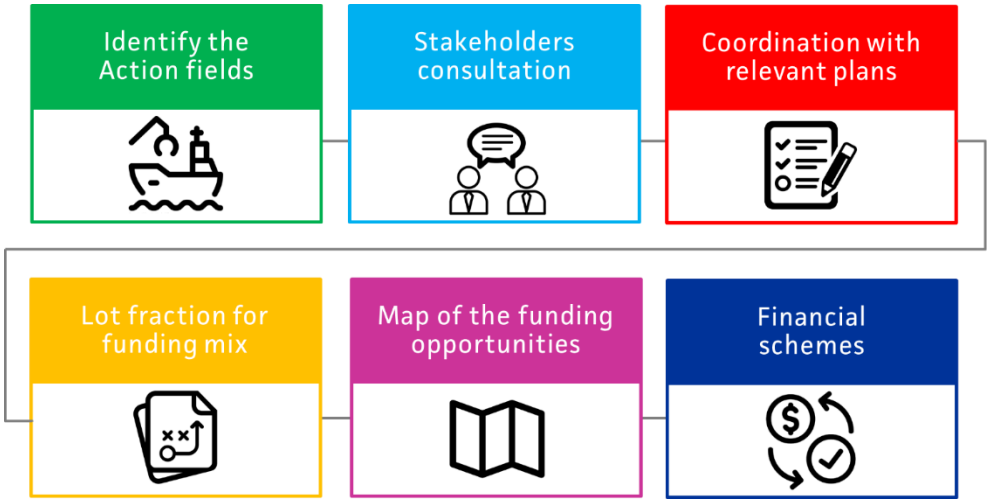
1.2.1- TOOL FOR SELECTING INSTITUTIONAL STRATEGIES AND FUNDING OPPORTUNITIES

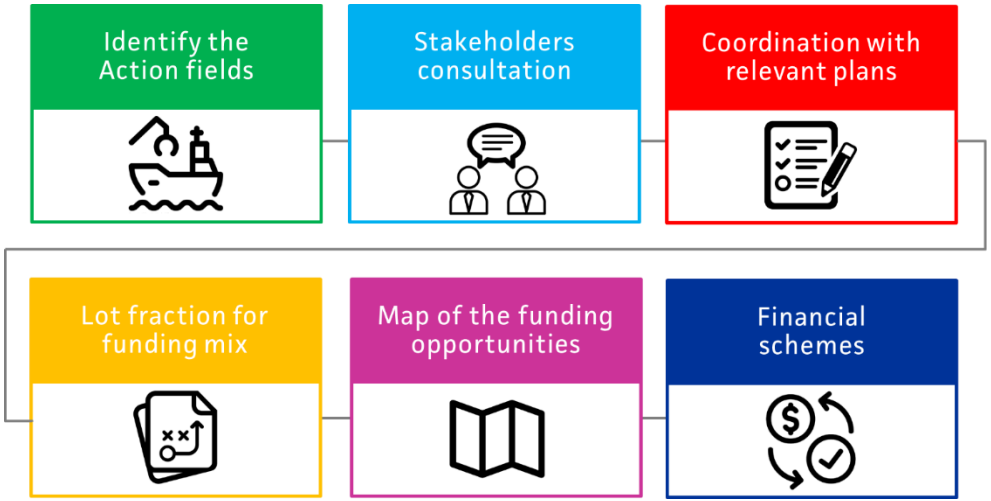
- *The tool presents a common transnational check-list / questionnaire to investigate the transferability and scalability of pilot action, with a focus on:*



1.2.1- TOOL FOR SELECTING INSTITUTIONAL STRATEGIES AND FUNDING OPPORTUNITIES

The expected benefits of the strategy concerning smooth green nodes development are multifold:

- ***speed the process of identification of financial opportunities*** *to transfer e increase the "demonstrator" in each local context.*
- ***improvement in the coordination process*** *that should be implemented in order to achieve the goals as well as relying on an effective administrative framework to be followed.*



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WP 2 –
FOSTERING IMPACT ON THE SPATIAL LEVEL

ANALYSIS OF NODES

analysis of regional preconditions, elaboration of spatial needs and challenges of greening nodes

1st round

- Law, regulations and framework conditions in spatial planning, renewable energy infrastructure, node concepts etc.
- Basic strategies and concepts
- Funding opportunities
- Needs and challenges
- Best practices
- Organization of stakeholder involvement

2nd round

- Main characteristics of the node incl. cargo, transport links, production EE
- Spatial development like focus, concept, needs, needs in ha, land use and conflicts
- Needs and challenges
- Best practices
- Organization of stakeholder involvement

ANALYSIS OF NODES

Transnational summary of spatial needs in greening nodes

- diversity of planning
- significant differences on issues as the competence of planning authorities, their hierarchical position, their tools and the degree of coordination between short- and long-term planning measures
- all countries display a shift in tools and planning decisions towards a more sustainable, greener development
- under the light of new green agendas policy fields are more interconnected
- project partners of InterGreen-Nodes show great activity

ANALYSIS OF NODES

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© Rostock Port

© Freeport Budapest

© Luka Koper

© Interporto Bologna

© Venice Port

REGIONAL ACTION PLANS

Nodes and Regions

- 24 action sheets of 8 regions and nodes :
- examples the content:
  - land use to install renewable energy solution
  - shifting traffic to environmentally-friendly transport modi
  - communication, but also coordination
  - clean fueling stations and clean vehicle
  - green industrial areas
  - water protection and sustainable planning
  - costs

Berlin – Brandenburg
Berlin Port
Mecklenburg-Vorpommern
Rostock Port

Western Transdanubia
Freeport Budapest

Venice Port
Interporto Bologna

REGIONAL ACTION PLANS

Nodes and Regions

Main results summarized:

- 16 action could be realized in short time
- 14 actions will reach reach a high or very hig regional added value
- more than a half of the actions will generate a high rank in CO2 saving
- 13 of the action are incl. cost estimations and funding options
- 11 alternative fuels, 5 actions on infrastructure an land use, 3 on digitalisition, 5 on other issue like coordination, communication or water protection

Field of action	☐ spatial planning/ land-use planning ☐ alternative drives ☐ regenerative energy supply ☐ alternative fuels ☐ overarching action fields, communication and public relations ☐ other:
Priority	☐ very high ☐ high ☐ medium ☐ low
Time horizon	☐ short-term: 0-3 years ☐ medium-term: 3-7 years ☐ long-term: > 7 years
CO_2 savings *(Please evaluate, if possible)*	☐ high ☐ medium ☐ low
Regional added value *(Please evaluate, if possible)*	☐ very high: 75-100% ☐ high: 50-75% ☐ medium: 25-50% ☐ low: 0-25%

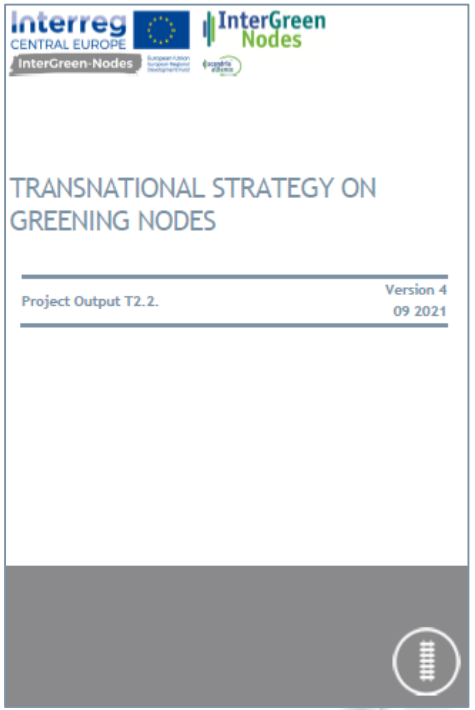
TRANSNATIONAL SUMMARY OF GREENING NODES

Guidance for desicion

Main results summarized:

- summarises the status quo of technical and societal interconnections and suggests policy guidelines such as regulations and funding sources
- 4 challenges: different levels of decision-making in spatial planning regimes, a high level of diversity in planning instruments increasing, land use conflicts, creation of acceptance

- guidance and orientation point for authorities of all levels
- toolkit on how to initiate a comprehensive stakeholder participation
- illustrates so-called “spotlights” of good practice examples
- technical descriptions as well as “handbooks” of how to deal with challenges and apply for funding



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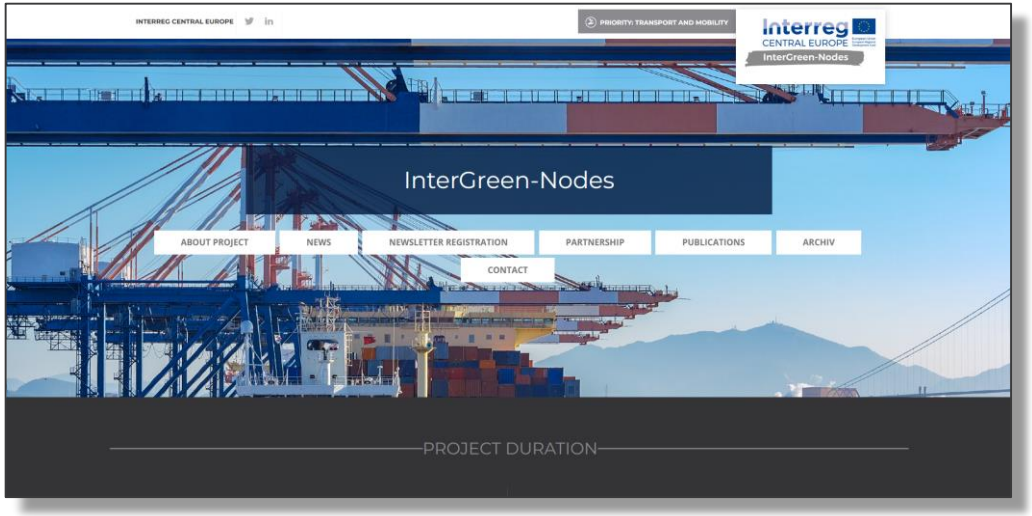
TOOLBOX - OUTLOOK

- Under development
- Thematic fields: green infrastructure, governance & cooperation, infrastructure & connectivity, digitalisation, spatial development
- It includes: challenges, solutions, instruments for implementation, best-practises

- Interactive document
- Available on project's webpage – expected beginning of June

WHERE TO FIND MORE INFORMATION

All reports and lessons learned can be found on the project website from June on:



www.interreg-central.eu/Content.Node/InterGreen-Nodes.html

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WP 3 –
FOSTERING IMPACT ON THE TECHNICAL LEVEL

IMPLEMENTING TANGIBLE SOLUTIONS

- EU commissions 2030 Climate Target Plan: reducing greenhouse gas emissions to 55% below 1990 levels
- Other countries even more ambitious goals: Carbon neutral by 2030 (e.g. NO or regions in FI)

OVERVIEW DEMONSTRATORS

Cargobike Hub

Full-Electric Terminal

Electric Ship

BREEAM und LEED ratings

Solar Energy

LNG Infrastructure

H2 Energy Storage systems

BUILDINGS & INFRASTRUCTURE

Cargobike Hub

Where:
Berlin (Westhafen port)

What:
Developing and operating an innercity-cargobike hub on the port premise.

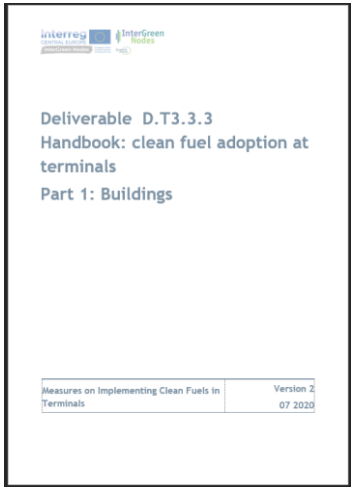
Potential Impact:
Shifting freight from truck to cargobike on the last mile, with the potential to use rail for the main run (using the ports rail-road transshipment facilities).

BREEAM und LEED ratings

Where:
Port of Budapest

What:
Using BREEAM and LEED ratings to make the effects of environmental friendly building measurable.

Potential Impact:
Environmental friendly building in the areas in energy, land use, materials, pollution, transport, waste and water.


Deliverable D.T3.3.3
Handbook: clean fuel adoption at terminals
Part 1: Buildings

Measures on Implementing Clean Fuels in Terminals | Version 2 07 2020

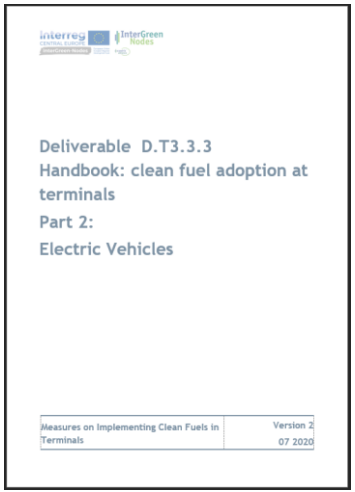
VEHICLES

Electric Ship

Where:
Berlin (Westhafen port)

What:
Using an electric ship (with battery electric and hydrogen energy storages) instead of diesel driven ships for transport on inland waterways.

Potential Impact:
Significant CO_2 reduction (exact numbers still pending).


Deliverable D.T3.3.3
Handbook: clean fuel adoption at terminals
Part 2:
Electric Vehicles

Measures on Implementing Clean Fuels in Terminals | Version 2 07 2020

Full-Electric Terminal

Where:
Berlin (Westhafen port)

What:
Changing port operation processes from conventional (diesel) fuel driven processes to electric drives (e.g. trucks, internal terminal freight transport, general purpose cars, utility vans, rail shunting vehicles).

Potential Impact:
CO_2 reduction (exact numbers still pending).

ENERGY

LNG Infrastructure

Where:
Freight Village Bologna

What:
Developing and operating an LNG gas station for trucks, to be used by customers of the freight village.

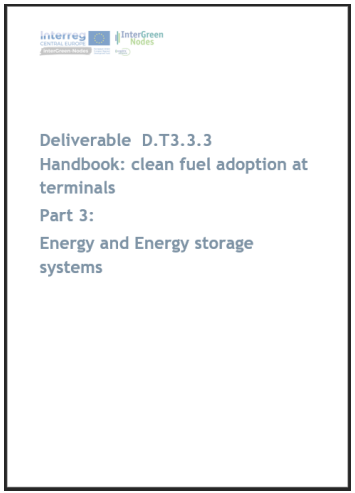
Potential Impact:
CO_2 reduction (exact numbers still pending).

Solar Energy

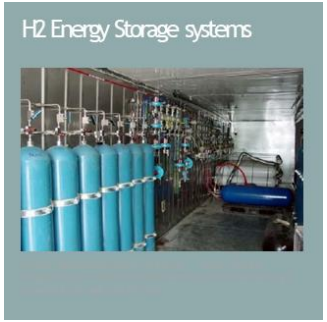
Where:
Berlin (Westhafen port) and Port of Koper

What:
Using solar energy to complement the energy mix used by a port.

Potential Impact:
CO_2 reduction (exact numbers still pending).



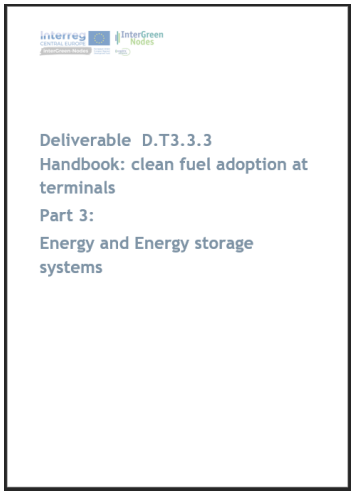
ENERGY



Where:
various

What:
Using hydrogen fuel cells to store electric energy during high availability times and use them when high energy demand arises.

Potential Impact:
Flattening usage peaks and storing energy from clean energy production, making clean energy use economically more viable.



KPI-SCOREBOARD

Demonstrators

Cargobike Hub

Full-Electric Terminal

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BREEAM und LEED ratings

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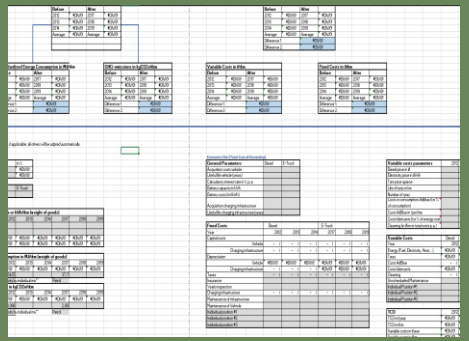

KPI Scoreboard for decision making

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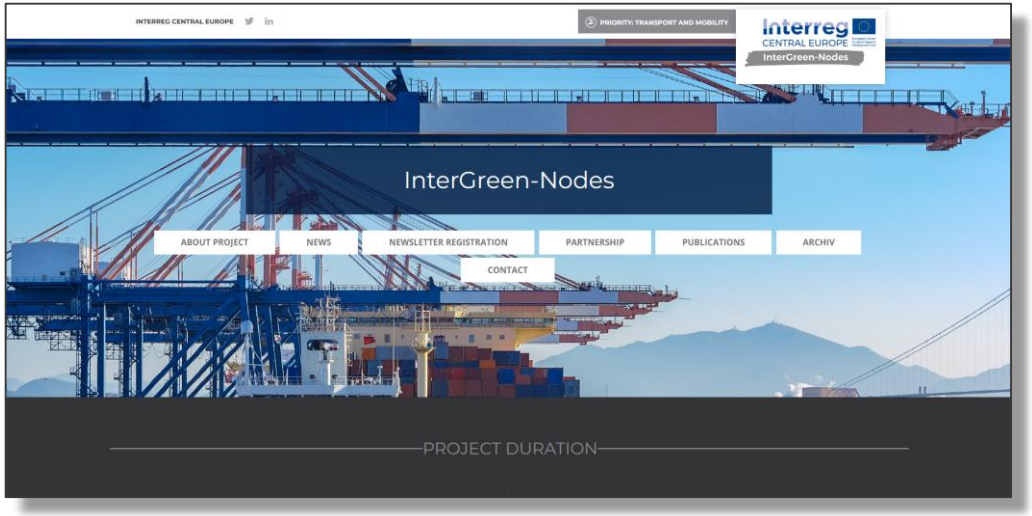

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WE WILL BE BACK AT 11:30