

REGIONAL ACTION PLANS OF GREENING NODES

Output factsheet: Strategies and action plans

Version 1

Project index number and acronym	CE1444 InterGreen-Nodes
Lead partner	Technical University of Applied Sciences Wildau
Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP10 - Freeport of Budapest Logistics Ltd.
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

Summary description of the strategy/action plan (developed and/or implemented)

The regional action plan was developed based on the specific objective to identify relevant measures for a more environmental-friendly transport in the nodes and regions of the project InterGreen-Nodes. The Output O.T.2.1 summarizes based on *regional action sheets* the identified fields of actions. The range of needs and activities gives a broad picture of the diversity of measures to achieve the ambitious goals for a climate-neutral transport. Some examples are measures in the fields of:

- 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.

One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Budapest - HU110

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO₂ savings after implementation. Therefore, the regional action plan gives an overview of the concrete fields of activities such as alternative drives, alternative fuels, overarching action fields like communication and public relations as well as others such as orientation and traffic management system. In the framework of this regional action plan, the focus is on e-mobility with the installation of solar panels, storage capacity, charges, infrastructures of an e-cargo fleet and the replacement of diesel powered port equipment with electricity. Further actions aim at promoting alternative fuels with the construction of a LNG terminal and a special heat storage barge. The actions targeting e-mobility are to be implemented in short term. The action plan gives an overview of costs and funding opportunities. The actions may reach a high estimate of CO₂ savings while the regional added value is estimated to reach a medium level. The action plan foresees actions to strengthen the fueling of LNG-powered vessels that can be implemented in short term, which are estimated to reach a medium level of CO₂ savings and a medium level of created regional added value. The overarching field of stakeholder communication is complementing the technical actions. Two supplementary actions are designed to further develop the traffic management system and the use of blockchain aiming at helping to use the port's services in a more optimal way and to optimize traffic routes inside the port. The actions are complemented by a framework of funding opportunities. The CO₂ savings after implementation are estimated low. This is also the case for the regional added value, which is estimated low after implementation of the actions.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as ports, solar energy and electricity companies, truck manufacturers, shipping and other logistics companies, port terminal operators, public bodies, universities and IT companies. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3*, the *strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

Deliverable D.T2.1.1 - 2.1.4

- Analysis of regional preconditions of greening nodes: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T2.1.1-Analysis-of-regional-preconditions-of-greeni.pdf>
- Transnational summary report: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-WPT2.1-Transnational-summary-report-regional-needs-im.pdf>
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Project index number and acronym	CE1444 InterGreen-Nodes
Lead partner	Technical University of Applied Sciences Wildau
Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP8 - Freight Village Bologna PP9 - Institute for Transport and Logistics Foundation
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

Summary description of the strategy/action plan (developed and/or implemented)

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Some examples are measures in the fields of:

- land use to install renewable energy solution
- shifting traffic to environmentally-friendly transport modi
- communication, but also coordination
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One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Bologna - ITDH5

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO₂ savings after implementation. The regional action plan supports Interporto Bologna in upgrading rail infrastructures to EU standards and in fostering the use of alternative fuels. The regional action plan gives therefore an overview of the concrete field of activities such as alternative fuels, spatial planning issues, overarching fields like communication and public relations and alternative goods transport. The new LNG station inside the Bologna Freight village will be opened by the end of 2022. Also, electric recharging points will be installed and feasibility studies on hydrogen will be performed. The actions will be implemented in short and medium term. Two actions are estimated to reach a high level of CO₂ savings with a very high regional added value. One action may lead to a medium saving of CO₂ emissions and may create a high regional added value. The regional action plan fosters the compliance of the intermodal terminal infrastructure with the TEN-T core network regulations. This will have an impact on the spatial needs and land development in the Bologna Freight village. Furthermore, in order to meet the needs for digitalization in intermodal transport, one action aims at transforming the terminal entry gate into an “eGate” solution that will automatize the gate-in/gate-out operations at the terminal, reduce the errors related to manual activities and improve the detection of problems of loading units. This action may be implemented within the next 0-7 years (short/medium term) and may reduce CO₂ emissions at a medium level. The regional added value is estimated high.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as ports, transport companies, truck owners, energy providers, terminal operators, infrastructure companies, customers and public administration (national and local). The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3, the strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

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Lead partner	Technical University of Applied Sciences Wildau
Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP6 - Ministry of Energy, Infrastructure and Digitalization Mecklenburg-Vorpommern
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

Summary description of the strategy/action plan (developed and/or implemented)

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Some examples are measures in the fields of:

- land use to install renewable energy solution
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One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Mecklenburg-Vorpommern - DE80

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO₂ savings after implementation. It gives an overview of the necessary development of actions to create future-oriented, green, port-oriented commercial and industrial parks. One action aims at expanding the state dialogue on green industrial areas with a special focus on the commercial and industrial areas in the seaports Rostock, Sassnitz-Mukran, Stralsund and Wismar and their immediate surroundings. It gives an overview of involved stakeholders, which will be included in the implementation of the action on the long run. If all stakeholders agree on actions and measures to enhance the creation of green port-related commercial and industrial parks, the action may save up CO₂ emissions at a medium level. The regional added value is considered very high. Another action aims at transferring the approach of the “Green Industrial Areas (G³)” to the port-related commercial and industrial sites in the seaports within the framework of a study. Thematic issues include the greening of the last mile, sector coupling and the usage of hydrogen. The field of actions include spatial planning issues, alternative drives, regenerative energy supply and alternative fuels. The action will be implemented in long term, yet it may foster a reduction of CO₂ emissions at a high level. The regional added value is estimated high.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as spatial planning authorities, port authorities, municipalities and economic developers, companies, energy producers and the State Energy and Climate Protection Agency. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3, the strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

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Lead partner	Technical University of Applied Sciences Wildau
Output number and title	Output O.T.2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP5 - Rostock Port GmbH
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

Summary description of the strategy/action plan (developed and/or implemented)

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One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Rostock Kreisfreie Stadt - DE80

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO₂ savings after implementation. The regional action plan gives an overview of the concrete fields of activities such as communication and spatial planning issues. One action tackles the challenge of citizens' acceptance and stakeholder management. The action aims at recapitulating lessons learned from the actions of port development and transfer these to other port locations. It will be implemented in short term. The estimated CO₂ saving from this action is low whereas the action may lead to a relatively high percentage in the created regional added value. Moreover, actions will be implemented that enhance knowledge transfer and the development of practical solutions for ports to comply with the requirements of the European Water Framework Directive. This action will be implemented in long term. It will create a very high regional added value. It is estimated that this action will only sparsely contribute to CO₂ savings.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as port authorities, regional and local development authorities, citizens' movements, environmental lobby organizations, further political stakeholders and stakeholders from other industrial sectors. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3, the strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

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Lead partner	Technical University of Applied Sciences Wildau
Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP7 - Port of Venice (North Adriatic Sea Port Authority) PP3 - Regional Association of the Chambers of Commerce, Industry, Handcraft and Agriculture of Veneto
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

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The range of needs and activities gives a broad picture of the diversity of measures to achieve the ambitious goals for a climate-neutral transport.

Some examples are measures in the fields of:

- land use to install renewable energy solution
- shifting traffic to environmentally-friendly transport modi
- communication, but also coordination
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One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Venezia - ITH35

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO2 savings after implementation. The regional action plan gives an overview of the concrete fields of activities such as communication and spatial planning issues. One action tackles the challenge of citizens' acceptance and stakeholder management. The action aims at recapitulating lessons learned from the actions of port development and transfer these to other port locations. It will be implemented in short term. The estimated CO2 saving from this action is low whereas the action may lead to a relatively high percentage in the created regional added value. Moreover, actions will be implemented that enhance knowledge transfer and the development of practical solutions for ports to comply with the requirements of the European Water Framework Directive. This action will be implemented in long term. It will create a very high regional added value. It is estimated that this action will only sparsely contribute to CO2 savings.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as port authorities, regional and local development authorities, citizens' movements, environmental lobby organizations, further political stakeholders and stakeholders from other industrial sectors. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3, the strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

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Responsible partner (PP name and number)	PP7 - Port of Venice (North Adriatic Sea Port Authority) PP3 - Regional Association of the Chambers of Commerce, Industry, Handcraft and Agriculture of Veneto
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NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Venezia - ITH35

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO2 savings after implementation. The regional action plan gives therefore an overview of the concrete field of activities such as spatial planning issues, intermodality and alternative fuels. One action aims at evaluating the potential and opportunities for the territory linked to the potential growth for the sector of river cruising. This action will be implemented in short term and may reduce CO2 emissions at a medium level. The regional added value, moreover, is estimated to reach a very high percentage. One action is included in the field of intermodality. It is to be implemented in under three years (short term) and it foresees to save CO2 emissions at a high level. Also, it may create a very high regional added value. In order to meet the European requirements of the Green Deal with a strong focus on ports, one action includes the field of alternative fuels. It will partially be implemented in short, medium and long term. The action plan names four funding sources to implement the action. The action is expected to reach a high percentage of CO2 savings and it may create a very high regional added value.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as public bodies, regulatory authorities, cruise companies, local municipalities, services providers, maritime agents, logistics companies, port terminals, spatial planning experts and representatives. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3, the strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

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Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP11 - Pannon Business Network Association
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
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NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Western Transdanubia - HU22

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO2 savings after implementation. The regional action plans give therefore an overview of the concrete field of activities in the thematic areas of alternative drives and communication. The actions aim at increasing multimodal green transport in Western Hungary and raising awareness of the importance of multimodal transport, green transport and the potential of logistics in Western Hungary. The action plan gives an overview of involved stakeholders. The actions will be implemented both in short term and medium term. It is estimated that the actions reduce CO2 emissions at a high level, including a cross-reduction of emissions for the land use in relevant areas. Also, the actions may create a high regional added value.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as the local port logistics company, railway companies and the Institute for Transport Sciences. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report* D.T2.1.3, *the strategy on greening nodes* O.T2.2 and the *spatial planning toolbox for implementing green solutions in nodes* O.T2.3 other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

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Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP4 - Berlin Port and Warehouse Company
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

Summary description of the strategy/action plan (developed and/or implemented)

The regional action plan was developed based on the specific objective to identify relevant measures for a more environmental-friendly transport in the nodes and regions of the project InterGreen-Nodes. The Output O.T.2.1 summarizes based on *regional action sheets* the identified fields of actions. The range of needs and activities gives a broad picture of the diversity of measures to achieve the ambitious goals for a climate-neutral transport. Some examples are measures in the fields of:

- 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.

One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Berlin - DE30

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO2 savings after implementation. The regional action plan gives an overview of technical actions that fit well into the bigger picture of environmental and transport policy. The actions refer to technological implementations that are based on alternative fuels, namely CNG, hydrogen and electricity. All three fuels will play a different role in the transition towards a decarbonized transport sector: Especially the ELEKTRA push boat illustrates a promising pilot action: in the medium term, CO2 savings are estimated to be high. In addition, the regional added value is expected to reach a very high level. The action plan addresses the involved stakeholders and funding opportunities.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as ports, tenants of the ports, public administration and customers. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report D.T2.1.3*, the *strategy on greening nodes O.T2.2* and the *spatial planning toolbox for implementing green solutions in nodes O.T2.3* other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

Deliverable D.T2.1.1 - 2.1.4

- Analysis of regional preconditions of greening nodes: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T2.1.1-Analysis-of-regional-preconditions-of-greeni.pdf>
- Transnational summary report: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-WPT2.1-Transnational-summary-report-regional-needs-im.pdf>

REGIONAL ACTION PLANS OF GREENING NODES

Output factsheet: Strategies and action plans

Version 1

Project index number and acronym	CE1444 InterGreen-Nodes
Lead partner	Technical University of Applied Sciences Wildau
Output number and title	Output O.T2.1 REGIONAL ACTION PLANS OF GREENING NODES
Responsible partner (PP name and number)	PP2 - Joint Spatial Planning Department Berlin-Brandenburg
Project website	https://www.interreg-central.eu/Content.Node/InterGreen-Nodes.html
Delivery date	30.11.2021

Summary description of the strategy/action plan (developed and/or implemented)

The regional action plan was developed based on the specific objective to identify relevant measures for a more environmental-friendly transport in the nodes and regions of the project InterGreen-Nodes. The Output O.T.2.1 summarizes based on *regional action sheets* the identified fields of actions. The range of needs and activities gives a broad picture of the diversity of measures to achieve the ambitious goals for a climate-neutral transport. Some examples are measures in the fields of:

- 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.

One of the main outcome is that all developed measures and actions are of high regional added value and transferable to other European hubs and nodes. Further the action plans summarizes also the measures, which will be part of the regional follow-up process.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

- Berlin - DE30
- Brandenburg - DE40

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The regional action plan describes the actions and steps which have to be taken to reach the goals of greening nodes incl. partly the expected CO2 savings after implementation. Therefore, the regional action plan gives an overview of the concrete fields of activities such as spatial planning issues, multi-modal transport and overarching fields like communication. The regional action plan aims at accelerating an administrative push to secure transport spaces along inland waterways and an improvement of their usage. The addressed actions are designed to improve the cross-department communication between port organizations and administrations. Multi-modal transport will, moreover, be further developed through an expansion of the landside facilities. The actions for improved communication will be implemented in short term and the regional added value may reach a low or medium level. Some actions will be implemented in long term aiming at increasing multi-modal transport. The actions may generate a high CO2 saving and create a very high regional added value.

Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The regional action plan was developed from different stakeholders such as ports, tenants of the ports, public administrations of Berlin and Brandenburg and customers. The results are very well transferable as other stakeholders in Central Europe but also beyond will have equal regional activities and challenges. The described measures and fields of activities have the potential to influence further nodes in their own activities. Together with the *transnational summary report* D.T2.1.3, *the strategy on greening nodes* O.T2.2 and the *spatial planning toolbox for implementing green solutions in nodes* O.T2.3 other region will get guidance for their own development activities.

Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lesson learned from the development of the regional action plan is that common goals or equal actions in a greening nodes has to tackle different regional and national legislations and stakeholders. Nevertheless, the processing and common work/exchange on the regional situation and goals for greening nodes has had an enormous impact on the definition of the general European challenges on greening nodes. In order to meet the needs of European nodes, guiding principles were developed, which are in line with European solutions and support.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

Deliverable D.T2.1.1 - 2.1.4

- Analysis of regional preconditions of greening nodes: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T2.1.1-Analysis-of-regional-preconditions-of-greeni.pdf>
- Transnational summary report: <https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-WPT2.1-Transnational-summary-report-regional-needs-im.pdf>
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