

# REGIONAL ACTION PLANS OF GREENING NODES

## Output factsheet: Strategies and action plans

Version 1

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