

TRANSNATIONAL STRATEGY ON 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.T2.2 Transnational strategy on 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	31.07.2021

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

This strategy provides European, national and regional policy-makers with key recommendations to improve the conditions for greening freight transport. It summarises the status quo of technical and societal interconnections and suggests policy guidelines such as regulations and funding sources.

Freight transport still largely depends on social structures that move by car. Road transport is the dominant mode to move both goods and passengers while reflecting the political economy of socio-historical industry, the societal provisions of infrastructure and the way of land use. The transition towards a decarbonised freight transport is impacted by four challenges:

- Challenge A: The different levels of decision-making in spatial planning regimes cannot be coordinated from a single point of view.
- Challenge B: It is impossible to assume certain tools, knowledge or equipment between several planning regimes, as there is a high level of diversity.
- Challenge C: Urban areas are seeing an increasing competition for scarce spaces.
- Challenge D: The creation of acceptance at stakeholder level to safeguard long-lasting support for changes is becoming increasingly harder to achieve and maintain.

Policy-makers can refer to a set of actions to tackle these challenges. The challenges are embedded in a societal construct, so that these are a good fit to be applied throughout all over Europe. Firstly, EU policies should explicitly try to leverage green development and decarbonisation throughout all levels of decision-making. Funding sources should incorporate the requirements to decarbonise the freight sector. Secondly, in order to meet the divergence of different levels of knowledge and spatial planning instruments, policy-makers should promote the development of bottom-up processes and policy-learning between relevant actors of all levels. EU-

funding should create opportunities for regional planning authorities to develop planning tools to foster the transition towards a green freight transport. Thirdly, in urban areas, the competition for spatial use will potentially increase in the next decades. Therefore, those areas already used for transport purposes shall be converted towards a higher efficiency and multimodal use to work under the premises of a decarbonised transport. In addition to that, transportation will need to develop and deploy modern technologies to unlock new potentials for green transport. Furthermore, the key to a broad and long-lasting acceptance within civil society is in actions that promote working solutions and deliver a positive impact for the people. In this context, small-scale solutions for the transport sector, which replace a status quo with visible negative effects for the society, should be implemented.

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

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

The aim of this strategy was to collect the results of the analysis and to survey the spatial needs of urban nodes. For European and national policy-makers, the strategy presents guidelines on how to design funding mechanisms for investments and pilots and regulations for green freight transport. Moreover, regional and local public authorities may find guidelines and orientation points to implement solutions based on the cooperative development of spatial tools together with the citizens. In this context, the strategy offers a toolkit on how to initiate a comprehensive stakeholder participation. For infrastructure and public service providers (such as ports) as well as private actors, the strategy illustrates so-called “spotlights” of good practice examples. Stakeholders may benefit from technical descriptions as well as “handbooks” of how to deal with challenges and apply for funding. The strategy’s framework itself is aligned with the project approach of InterGreen-Nodes: It combines the deployment of technical pilots with fostering the exchange of knowledge and experience of different stakeholder groups.

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

This strategy was developed to provide decision-makers of all political levels and territories with key recommendations to understand the interdependence of societal trends and needs and the climate targets set in the Paris Agreement. This complexity was considered in the design of strategic actions that build upon a combination of harmonised top-down spatial planning tools and funding opportunities and a strong bottom-up process. EU-policy-makers and national governments may use this strategy to define the political framework for grants and other funding sources. Furthermore, regions and local authorities can use these guidelines to implement solutions and develop tools together with the citizens. The strategy is made available on the project platform and has been disseminated among a central group of stakeholders/other nodes. It is relevant for all levels and has been promoted as an important input for the development of regulations and concepts.

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

The top-down processes of spatial planning regimes are confronted with complex societal structures and systems characterised by transregional and transnational divergences. Therefore, the aim of this strategy was to shed light on the status quo of spatial planning tools, dynamics in urban areas and societal trends that define challenges as well as prospects for a green freight transition. The dominance of car and road transports and car land-use patterns present a major challenge for this transition.

Based on the cooperation internally with the project partner, but also by the involvement of additional project results from other projects like SULPiTER this strategy could give an outline on how to deal with the complexity of top-down policy implementations and the requirements for bottom-up acceptance and small-scale (technological) solutions. While it is good to have a strategic idea what to do, the gap between that and the actual actions and outcomes are to be bridged. Current policies such as the European Green Deal make this complexity a topic of high politics by taking into consideration all governance as well as societal aspects that are affected by climate and decarbonisation issues.

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

- Deliverable D.T1.1.1 - Survey of policy initiatives (EU, national, regional and local)
<https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T1.1.1-analysing-of-policy-initiatives.pdf>
- Deliverable D.T1.1.2 - Assessment of funding opportunities for the deployment of InterGreen -Nodes
<https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T1.1.2-Assessment-funding-Opportunities-v1.8.pdf>
- Deliverable D.T1.1.3 - International best practice review on greening last mile
<https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/CE1444-D.T1.1.3-International-BP-review-on-greening-last-mil.pdf>
- Deliverable D.T1.1.4 - Guidelines for smooth green nodes development
<https://www.interreg-central.eu/Content.Node/InterGreen-Nodes/INTERGREEN-D.T1.1.4-final.pdf>