

Deliverable D.T2.1.1

Analysis of regional preconditions of greening nodes

Overview on laws and regulations

Final Version

PPs1-6,8,10



	PP2	PP4	PP5	PP6	PP7	PP8	PP9	PP10-12	PP11 + PP12	PP 13
1. Region	Capital Region Berlin-Brandenburg		Mecklenburg-Vorpommern		Region Veneto	Emilia-Romagna		Budapest, Hungary		Koper, Slovenia
2. Organization	Joint Spatial Planning Department Berlin-Brandenburg	BEHALA-mbH Berlin Port and Warehouse Company	ROSTOCK PORT GmbH	Ministry of Energy, Infrastructure and Digitalization M-V	NORTH ADRIATIC SEA PORT AUTHORITY	Interporto Bologna SpA	ITL Foundation	Freeport of Budapest Logistics Ltd.	prepared by FBL with the support of Pannon Business Network Association and KTI - Institute for Transport Sciences	Luka Koper, d.d. (Port of Koper, port and logistic system)
3. Urban node	Berlin		Hanseatic City of Rostock		Venice	Bologna		Budapest		Koper
4. WPT3 pilot activities	-	Organizing the demonstrators for CO2 free terminal, E-Truck and Solarmanagement on rooftops	-	-	-	<p>Activity A.T3.2 Pilot Applications of Greening Solutions - Deliverable D.T3.2.6: LNG use in freight transport in Emilia Romagna Region Pilot (Lead: PP8 + PPs5,9,10).</p> <p>Description: Trial in Emilia-Romagna with LNG instead of traditional fuel, to support wide scale (geographical and institutional) deployment of LNG. Result: 1xvisible demonstration, 1xmeasurements of technical performance and environmental impact, 1xreport.</p> <p>Delivery month: 12.2021</p>	<p>Follower of D.T3.2.1, D.T3.2.3 and D.T3.2.4. Support to the Interporto of Bologna (PP8) in D.T3.2.6</p>	<p>Deliverable D.T3.2.4 Demonstration of BREEAM and LEED ratings for warehouses (Budapest).</p>	-	Demonstration of use of solar energy for terminal operations.

QUESTIONS ON SPATIAL PLANNING AND REGULATORY FRAMEWORK

5. Which laws regulate spatial planning in your country at national, regional and local level? (e. g. Federal Spatial Planning Act, Regional Planning Act, Building Code)	<p>Law:</p> <ul style="list-style-type: none"> - Federal Spatial Planning Act (Germany), http://www.gesetze-im-internet.de/rog_2008/index.html - State Planning Contract between Berlin and Brandenburg for common spatial planning on federal state level, https://gl.berlin-brandenburg.de/ueber-die-gl/landesplanungsvertrag/ <p>Plans:</p> <ul style="list-style-type: none"> - Spatial Plan: State Development Plan of the Capital Region Berlin-Brandenburg (LEP HR, scale 1:300.000) https://gl.berlin-brandenburg.de/landesplanung/landesraumordnungsplaene/artikel.672796.php - Regional Plans: 5 regional plans for Brandenburg, which are linked to 5 areas of the federal state of Brandenburg and operated by 5 regional planning consortia (scale 1:100.000), incl. wind power planning - Land-use plans for each municipality incl. Berlin - developments plans for selected section of the municipality for construction 	<p>Federal Spatial Planning Act (ROG) State Planning Act M-V (LPlG M-V) German Federal Building Code (BauGB)</p>	<ul style="list-style-type: none"> - PORT REGULATING PLAN - CITY Planning - regional Planning - PORT NATIONAL LAW 	<ul style="list-style-type: none"> • National law no.1150/1942: national urban planning law. This law oversees the territorial/urban planning in Italy. • Law no. 24/2017, art.40: Regional Territorial Plan (Piano Territoriale Regionale - PTR). Article 40 foresees that each region in Italy must have a Regional Territorial Plan, a single planning tool that coordinates the discipline of protection and enhancement of the whole regional territory. • Law no.20/2000: the article 23 defines the PTR as the regional planning tool defining the objectives for ensuring social cohesion and development, an increase of competitiveness of the regional territorial system and the reproducibility, qualification and enhancement of the environmental and social resources. • Local Development Based on Urban Regeneration and Sustainable Territorial Development Program: in response to the proposal of the European Parliament of March 1998 concerning the EU Structural Fund, the Ministry of Public Works established the Urban Rejuvenation and Sustainable Territorial Development Program (PRUSST; Programmi di Riqualificazione Urbana e di Sviluppo Sostenibile del Territorio) that same year. The Program promoted diversified investment in various areas, resulting in progress in the improvement of broad-area transportation systems connecting different regions, 	<ul style="list-style-type: none"> - Law on shaping and protecting the built environment (Act LXXVIII,1997) - Gov. Decree 253/1997 on national settlement planning and construction requirements (OTÉK) - National Spatial Plan (Act. CXXXIX, 2018, On the spatial plan of Hungary and some of its priority regions) - Act. XXI, 1996 on Regional Development and Regional Planning - Parliament Resolution No. 1/2014. (I. 3.) OGY, National Development 2030 - National Development and Territorial Development Concept (1/ 2014. (I. 3.) 	<p>Spatial Planning Act - national Building Act - national Maritime Spatial Plan (in preparation) - regional National Spatial Plans - national Municipal Spatial Plans - local</p>
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				restoration of historical buildings, and the renovation or conversion of industrial facilities into mixed-use ones. This PRUSST was extended to set out Hypothesis for the Perspective of Competitive and Sustainable Development (Ipotesi per una prospettiva di sviluppo competitivo e sostenibile) in November 2012. This hypothesis included establishment of Transport Network Development and Logistics Program to Enhance International Competitiveness.		
6. Are there any other regulatory framework conditions for spatial planning in your region that need to be taken into account? If yes, which ones? (e. g. State Spatial Development Programme, Regional Spatial Development Programme)	State Development Program (Landesentwicklungsprogramm, 2007) https://gl.berlin-brandenburg.de/landesplanung/landesraumordnungsplaene/landesentwicklungsprogramm-398172.php	State Spatial Development Programme M-V (LEP M-V, 2016) 4 Regional Spatial Development Programmes Land-use plans (cities/ municipalities) Development plans	-	<p>The Regional Territorial Plan (PTR) - see answer to question no.5 for details.</p> <p>The PTR in force was created with the aim of offering an overview of the future of the regional society, towards which planning the choices of the institutions, and a reference framework for the action of the public and private actors in the development of regional economy and society. For this reason, the PTR favors the innovation of governance, based on an open collaboration with the territorial institutions.</p> <p>It was approved by the Legislative Assembly with resolution no. 276 of 3 February 2010 pursuant to regional law n. 20 of 24 March 2000.</p>	<ul style="list-style-type: none"> - Building Regulation of the Danube bank (Duna-parti Építési Szabályzat (DÉSZ)) - Budapest Capital City Settlement Structure Plan (Budapest Főváros Települészerkezeti Terv) - Budapest Capital City Settlement Planning Regulation (Budapest Főváros rendezési szabályzat) - District Building Regulation - Integrated Urban Development Strategy - Budapest 2030 Long-Term Urban Development Concept 	<p>National spatial plan for comprehensive spatial arrangement of the international port in Koper which was adopted in 2011 by the Slovenian Government is the most important regulatory framework for the spatial development of the port of Koper.</p> <p>Currently, Maritime Spatial Plan is in preparation, considering also the area of port of Koper (taking into account above mentioned NSP).</p>
7. Which concepts of public participation in the planning process are practiced in your region? Are only formal participation models implemented? Or are there also informal stakeholder involvement concepts? If yes, please list and describe them briefly?	<p>Intercommunal cooperation:</p> <ul style="list-style-type: none"> - 4 Communal neighbourhood fora (Kommunales Nachbarschaftsforum - KNF): It is an informal association of municipalities in the core area of the capital region Berlin-Brandenburg. Since the mid-1990s, it has been the framework for a partnership-based dialogue on questions of urban-rural development. https://kommunalesnachbarschaftsforum.berlin-brandenburg.de/ - Concept for the development along settlement and transport axis from northeast of Berlin to Brandenburg; pre-work started in one of the communal neighbourhood foras; - competition (tender) for pilot projects between Berlin and Brandenburg in frame of the guidelines of the state development plan (LEP HR) 	Formal participation	PUBLIC PARTICIPATION WITH LIMITED STAKEHOLDERS INVOLVEMENT	<p>The regional plans foresee the involvement of citizens/associations/shops owners etc. in “informal” meetings that constitute a mandatory participation process.</p>	<p>Laws and regulations determine the form and manner of necessary public consultation. Informal stakeholder involvements are not common (see question 21).</p>	<p>The process of preparation and adoption of the municipal spatial plan is very complex and formalized, including several phases (Decision of the Municipality on the preparation, Draft, Guidelines of the Ministry of the Environment and Spatial Planning, Public consultations, Proposal, Confirmation of the Proposal from the Ministry of the Environment and Spatial Planning, Adoption of the Municipal spatial plan (on the Municipal Council; with the Decision of the Minister of the Environment and Spatial Planning).</p> <p>The phase of public consultation consists of:</p> <ul style="list-style-type: none"> - public announcement (7 days before), - public presentation of the draft municipal



						<p>spatial plan and environmental report (period of 30 days),</p> <ul style="list-style-type: none"> - public hearing and amendment of the draft, - collecting comments and suggestions on amended draft, - examination of comments and suggestions, - preparation and publication of positions (points of view), - written communication on comments and suggestions. <p>For the development of National spatial plan and for the Maritime spatial plan, the process is even more complex. Several stakeholders and public are mandatory to be included in this process.</p>
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QUESTIONS ON REGIONAL PRECONDITIONS OF GREENING NODES

<p>8. Which basic laws and regulations are applicable in terms of transport infrastructure development in your country/ region? (e. g. Federal Railway Development Act, Federal Waterway Development Act, Federal Highway Development Act)</p>	<p>Germany: - Federal Transport Plan 2030 (2016): strategic basis for the maintenance, development and expansion of the transport infrastructure relevant for the federal government; these include federal highways, federal railways and federal waterways; infrastructural basis for the introduction of the so called Deutschlandtakt (timetable) for railways in 2030</p> <p>Berlin: Berlin Mobility Act (2018): focus is set on passenger transport like public transport, cycling and commuter traffic between Berlin and Brandenburg - safer, more mobile and climate-friendly https://www.berlin.de/senuvk/verkehr/mobilitaetsgesetz/index_en.shtml</p> <p>Brandenburg: Federal Public Transport Plan (2018, LNVP): Basis is the law for public transport (2017)</p>	<p>Federal Transport Infrastructure Plan 2030 Integrated State Transport Plan M-V (ILVP M-V)</p>	<p>- NATIONAL TRANSPORT PLAN - regional TRANSPORT PLAN</p>	<ul style="list-style-type: none"> • Regional Law 2nd October 1998, n.30: General regulation of regional and local public transport • Legislative decree no.112/2015: on the development of the rail infrastructure based on a sustainable financing of the railway system. • Legislative decree no.1/2012 - A.C.5025: on the coherence, development and competitiveness of the infrastructures 	<p>- National Transport Infrastructure Development Strategy - National Spatial Plan (Act. CXXXIX, 2018, On the spatial plan of Hungary and some of its priority regions), the alignment of the long-haul international transportation network is pre-defined for the next decades</p>	<p>Roads Act Road Transport Act Railway Transport Act Maritime Code</p>
<p>9. Are there any other regulatory framework conditions for transport infrastructure development in your region that need to be taken into account? If yes, which ones? (e. g. Federal Transport Infrastructure Plan, State Transport Development)</p>			<p>- REGIONAL TRANSPORT PLAN - TRANSPORT AND LOGISTICS NATIONAL STRATEGIC PLAN</p>	<ul style="list-style-type: none"> • PRIT (Piano Regionale Integrato dei Trasporti): Regional integrated Transport Plan. It is the main planning tool for regional policies on transport and mobility. The regional law n. 30 of 1998 (General regulation of regional and local public transport) identifies the PRIT (Regional integrated transport plan) as the main planning tool with which the Region establishes guidelines and directives for regional policies on mobility and fixes the main interventions and priority actions to be pursued in the various areas of intervention. The law identifies three levels on which to organize transport planning: regional, provincial and 	<p>- Budapest Mobility Plan 2030, the transport strategy for Budapest for the 2020-2030 period.</p>	<p>National spatial plan for comprehensive spatial arrangement of the international port in Koper which was adopted in 2011 by the Slovenian Government is the most important regulatory framework for the spatial development of the port of Koper.</p>



<p>Programme, Local Transport Plan)</p>				<p>municipal. The Provinces will have to incorporate, in the drafting of the PTCP (Provincial territorial coordination plans), in addition to the infrastructural framework, the strategic aspects of the mobility system indicated by the PRIT, specifying what will be entrusted to the sectoral plans for provincial mobility. Municipalities, on the other hand, in reference to local situations, specify, deepen and implement the contents of the superordinate territorial planning tools. The PRIT98 is currently in force, approved by resolution of the Regional Council n. 1322 of 12/22/1999. The Region, starting from an evaluation of the results achieved with the PRIT98, has started the process for the elaboration of the new PRIT 2025, which is following the procedure foreseen by the art. 5 bis L.R. 30/1998 for its approval, as well as the provisions of the L.R. 20/2000.</p> <ul style="list-style-type: none"> • Basin Plan on Local Public Transport (Piano di bacino del trasporto pubblico locale, PdB) foreseen by the legislative decree 422/97 and the regional law 20/2000 is an implementation tool in the re-organization of extra-urban mobility. • The document “Connect Italy” (Connettere l’Italia) represents the beginning of a reform process of the planning and programming of infrastructures in Italy, based on the necessary targets and strategies for implementing the Vision of the transport and infrastructure system by 2030. 			
<p>10. Which basic laws and regulations are applicable in terms of renewable energy utilization and energy infrastructure development in the transport sector in your country/ region? (e. g. Renewable Energy Act, Climate Protection Law, Electric Mobility Act)</p>	<p>Climate Action Programme 2030 (2019), incentives to cut CO2 emissions, foster technological solutions, CO2 pricing, refurbishing buildings, energy pricing, electric mobility, promote the railways, charging infrastructure etc. concrete measures: https://www.bundesregierung.de/breg-en/issues/climate-action/klimaschutzziele-finanzieren-1694724</p> <p>Renewable Energy Act Germany (EEG, 2000, 2014, 2017), Basis for the expansion of renewable energies, energy corridors, net expansion, price compensation scheme, wind power and solar energy, power purchase guarantee, increase the use of renewable energy up to 65% by 2030 https://www.bmwi.de/Redaktion/DE/Dossier/erneuerbare-energien.html</p>	<p>Renewable Energy Act Germany (EEG) Climate Protection Programme 2030</p>	<p>- TRANSPORT AND LOGISTICS NATIONAL STRATEGIC PLAN - ALTERNATIVE FUELS INFRASTRUCTURE (2016): NATIONAL REGULATION ADOPTING EU DIRECTIVE 2014/94 (DLGS 2016/257)</p>	<ul style="list-style-type: none"> • Regional law n.26 of the 23rd December 2004: about the territorial energy planning and other energy provisions. • European Directive 2014/94/UE: on the realization of an infrastructure for alternative fuels. The legislative decree implementing this European directive is the no.257 of the 16th December 2016 	<ul style="list-style-type: none"> - National Energy Strategy - Second National Climate Change Strategy - Republic of Hungary National Renewable Energy Action Plan 	<p>Energy Act Sustainable Mobility Act (in preparation, responsible Ministry of Infrastructure) National Action Plan for Energy Efficiency</p>	
<p>11. Are there any other regulatory framework conditions for the utilization of renewable energy in the transport sector in your region that need to be taken into account? If yes, which ones? (e. g. Regional Renewable Energy Concept, Integrated Energy and Climate Protection Concept, Climate Protection Action Plan)</p>	<p>Brandenburg: Energy Strategy 2030 (2012, evaluated in 2016/17), reduce energy consumption by 23 %, increase use of renewable energy up to 40%, catalogue of measures (2018) for grid extension, bridging technology, storage technology etc. https://mwae.brandenburg.de/media/bb1.a.3814.de/Energiestrategie2030_2012.pdf</p> <p>Berlin: Berlin Energy and Climate Protection Programme 2030 (BEK 2030) (2018), to make the city carbon-neutral by 2050, contains a set of strategies and measures, implementation period until 2021 https://www.berlin.de/senuvk/klimaschutz/pu</p>	<p>Climate protection concept and masterplan of the Hanseatic City of Rostock</p>	<p>State Energy Concept M-V Climate Protection Action Plan M-V</p>	<p>NONE</p>	<ul style="list-style-type: none"> • Regional Energy Plan (Piano Energetico Regionale - PER). The Regional Energy Plan sets the strategy and targets of the Emilia-Romagna Region for energy and climate up to 2030, dealing with the enhancing of green economy, energy saving and efficiency, renewable energy development, transport, research, innovation and training. • Integrated Regional Plan on Air (Piano Aria Integrato Regionale -PAIR), based on the European Directive 2008/50/CE and the legislative decree no.155/2010, it was approved by the legislative assembly with the deliberation no.115 of April 11th 2017 • National infrastructure plan for the charging of electric vehicles (PNIRE) of the 30th June 2016 	<p>None</p>	<p>National spatial plan for comprehensive spatial arrangement of the international port in Koper which was adopted in 2011 by the Slovenian Government is the most important regulatory framework for the spatial development of the port of Koper. The document is also the basis for energy infrastructure planning.</p>



<p>12. Is there a regional development concept for all nodes in your region or for the node where the InterGreen project activities take place? If yes, please list and describe it briefly? (e. g. Regional Port Development Concept, Port Development Strategy, Integrated Terminal Development Plan)</p>	<p>blikationen/download/BEK2030_Broschuere_en.pdf</p> <p>JSPD just can give the framework information, not for each node or terminal.</p>	<p>State Ports Development Concept M-V 2030 (Flächenoffensive Häfen M-V 2030), 2012</p>	<p>- LINKING PORT TO INLAND PORTS AND COMPLYING WITH TEN-T CORRIDORS-PORT DEVELOPMENT PLAN (POT)</p>	<p>• Cluster ER: The Clust-ER Innovate is a private association between companies, research centers, training institutions that share skills, ideas and resources to support the competitiveness of the innovation sector in services. • Cluster Community System platform (developed in H2020 project Clusters 2.0 by Consorzio IB Innovation (spin-off of Interporto Bologna): an IT platform able to leverage synergies between logistics and intermodal nodes, with the aim of improving their functionality and productivity through the efficient management of information. The IT platform, called Cluster Community System (CluCS), has been initially tested in the rail and road connections between Interporto Bologna and other logistics nodes of Emilia-Romagna region, namely the Proximity Terminal Network, and, then its objective is to test the platform also in the Trieste area, including the influential Port of Trieste, so becoming a network called "Cluster". • ER.I.C. is the Emilia-Romagna Intermodal Cluster, the result of one of the actions promoted by the Emilia Romagna Region in support of rail freight transport</p>	<p>There is no regional development concept for all nodes in the region (as there is no regional-level planning in Hungary - therefore there is no regional development concept in the Budapest-Central Hungarian region where the Freeport of Budapest is located) but the National Port Development Strategy goals are clear in greening the ports (as nodes) and the freight traffic in Hungary. The strategy sets out directions for the development of the Danube ports infrastructure and port services and the entire sector by 2030. The governmental approval of the strategy is foreseen on the first half of 2020. The Freeport of Budapest has a masterplan to develop its port area as there is still a substantial (although due to the developments of the new warehouses and office buildings: less and less) reserved area (empty plots) which can be used for the extension of the port.</p>	<p>The management board of Luka Koper (port of Koper) adopted Strategic Business Plan for the period 2020-2025. The content of energy efficiency and sustainability is an important part of the document, where solar power plants are included. One of the solar power plants will be demonstrated in the InterGreen-Nodes project.</p>	
<p>13. Are there already supporting strategies for greening nodes in your country/ region? If yes, please list and describe them briefly? (e.g. Sustainable Urban Mobility Plan)</p>	<p>Berlin: Urban Development Plan Transport (2011, StEP Verkehr): forms the framework for the concrete planning and measures in the Berlin transport sector https://www.berlin.de/senuvk/verkehr/politik_planung/step_verkehr/index.shtml</p> <p>Brandenburg: Mobility Strategy 2030: Guidelines for mobility policy until 2030 for all modes incl. challenges like climate, environment, demographic change and innovation https://mil.brandenburg.de/media_fast/4055/Broschur_MIL_Mobilita4tsstrategie.pdf</p>	<p>There are a lot of different programs, which are paid by the government, for example the Masterplan Schienengüterverkehr, or Masterplan Binnenschifffahrt. As in Germany we have a lot of different local money pots we can finance those kind of investments with them.</p>	<p>Hydrogen strategy of northern Germany: Develop northern Germany into a hydrogen region. Politics and business can succeed together in expanding the whole of northern Germany as the hydrogen region with all its value chains</p>	<p>STRATEGIES OF MOVING FREIGHT FROM TRUCKS TO RAIL (REGIONAL TRANSPORT PLAN)</p>	<p>Urban Plan on Sustainable Mobility (Piano Urbano della Mobilità Sostenibile - PUMS). It defines the priority strategies to meet the mobility demand of citizens and businesses in urban and peri-urban areas, with the aim of improving the quality of life. It has a timeframe of around 10-15 years, and can therefore be integrated with other actions and measures, as long as it is in line with its basic principles. However, monitoring activities are foreseen at predefined time intervals. The objectives of PUMS are accessibility, climate protection, air healthiness, road safety, liveability and transferability. Objectives at 2030 are -40% GHG emissions from traffic through -28% traffic and motorcycle reduction and -12% emission from the renewal of the vehicle fleet. The Region has earmarked € 350,000 for the Metropolitan City of Bologna and the Municipalities with a population of over 50,000 for the preparation of the "PUMS guidelines". After the signing of the Memorandum of Understanding with the beneficiary Bodies, the Region provided the indications of the "minimum elements for the preparation of the PUMS guidelines". In particular:</p> <ul style="list-style-type: none"> - Renewal / upgrading of the regional bus and trolleybus park with low environmental impact; - improvement of the attractiveness of local public transport (LPT), including through the increase of preferential lanes and traffic thinning; - enhancement of cycling, urban cycle and pedestrian paths, special storage and bike rental services and promotion of safe home school / home work; - redevelopment of LPT stops also in the modal iron-rubber-bike interchange points to allow the overcoming of architectural barriers and improve accessibility; - development of intermodality articulated on railway stations to integrate and complement the other forms of travel (Tpl, bike sharing, I move by bike, car sharing, car pooling, 	<p>- Budapest Mobility Plan 2030 (SUMP of Budapest) The transport strategy for Budapest for the 2020-2030 period. The aim of the transport development plan is to contribute in the development of a sustainable, livable and environmentally friendly urban environment. The Plan also defines the most important transport development projects until 2030, defining 3 main scenarios depending upon the available budget.</p>	<p>National Energy and Climate Plan Resolution on the National Energy Concept National Renewable Energy Action Plan National Action Plan for Energy Efficiency</p>



<p>14. Are there sufficient funding opportunities to financially support the development of green nodes at EU, national and regional level? If not, in which sectors/ thematic areas are subsidies lacking?</p>	<p>EU: CEF - Connecting Europe Facility (infrastructure investment) ELENA - European Local ENergy Assistance (funding of planning, mobility, buildings, energy production) Horizon 2020 - EU research and innovation programme (mobility and energy aspects are included) Interreg A and B - transnational and interregional programmes (feasibility studies, concept could be included) National: funding programmes in the field of freight transport and logistics: environmental-friendly trucks; city logistics, intermodal terminals, private rail connections, hydrogen and fuel cell technology etc. regional: Brandenburg sustainable mobility (investment bank ILB) expansion of business-related municipal infrastructure (ILB) sustainable urban development (ILB) Berlin programme for sustainable development BENE (B.&S.U.) business-related e-</p>	<p>I think we are ok, the problem is mainly the insufficient existents of green technical solutions. For example, we wanted to replace our excavators by green ones (batterie). The market is at this time not ready for those kind of machinery. There is simple no offer by the companys.</p>	<p>unknown</p>		<p>EU FUNDS SEEM SUFFICIENT WHILE NATIONAL AND REGIONAL LACKS IN INTERMODAL SERVICES SHIFTING FREIGHT FROM ROAD TO TRAINS (ON THE OPPOSITE, SOME REGIONS CLOSE TO VENETO SEEM TO HAVE THE POSSIBILITY TO COUNT ON PUBLIC FUNDS REGARDING INTERMODAL SERVICES):</p> <ul style="list-style-type: none"> - CEF (CONNECTING EUROPE FACILITY) - INTERREG / H2020 - LACK OF NATIONAL AND REGIONAL FUNDS 	<p>Yes, there are.</p>		<p>There is no specific funding for "greening nodes" at national and regional level. However funding from the mainstream Intergrated Transport OP (2013-2020) was and is available for the infrastructure development of the nodes including the Freeport of Budapest (the state-owned port authority company - MAHART - received a substantial amount to plan and develop the infrastructure in the port area). Furthermore there are funding opportunities in CEF fund for the nodes (see separate interview) but the building of warehouses (even it is a green solution) are not eligible in CEF and are not funded properly either by the mainstream OPs. Therefore the thematic area of greening the nodes and warehouse building activities is lacking funding.</p>		<p>In the past years mostly Eco Fund (Eko Sklad) was recognized on a national level as a funding authority for SME's and other entities. Eco Fund was granted the use of additional financial mechanisms beside soft loans and guarantees, such as grants (non-repayable subsidies) to support environmental investments. Moreover, the change in the Energy Act and the National action plan for energy efficiency 2008 - 2016 set Eco Fund with new tasks in the field of supporting the investments in energy efficiency of the final consumers of energy.</p> <p>Considering EU funding, we believe that in the new financial perspective (2021-2027) more funds will be available for fighting the climate change, greening solutions in transport and energy efficiency in logistics (f.e. Green Deal Initiative). It is important that the development of green nodes takes into account improved solutions for environment, employees and customers, and makes a business case as well</p>



	mobility (investment bank IBB) cargo bikes (senate department for environment, transport and climate protection)									- because logistics is an important generator of national economy. It is important to include sea ports as logistic hubs/nodes into the financing schemes due to that reason.
15. Are there sectors that do not need financial support because their sustainable development is driven by other aspects? If yes, which sectors and why?	- integrated concept and implementation of infrastructure and equipment in a terminals + the surrounding area (e.g. implementation of SUMPs) on regional level - overall logistic concept for a greater region	No	unknown		NONE	N.a.			None	No opinion.

QUESTIONS ON SPATIAL NEEDS WITHIN THE NODES

16. Are there already good examples of green last mile solutions in your region? If yes, please list and describe them briefly?			unknown		<p>- IMPROVING OF RAIL INFRASTRUCTURES IN PORTS (VENICE) AND INLAND FREIGHT VILLAGES (VERONA, PADUA, ROVIGO)</p> <p>- MOTORWAYS OF THE SEA TERMINAL IN THE PORT OF VENICE CONNECTING CE REGIONSWITH GREECE/SEE EUROPE MARKETS</p>	<p>MERCITALIA FAST can be considered a green last mile solution. It is a high-speed freight train (250 km/h), it connects the Terminal of Maddaloni-Marcianise (Caserta), Southern Italy, with the Bologna Freight Village terminal. The load capacity is equivalent to 18 tractor-trailers. The use of rolling containers makes loading and unloading operations quick, efficient and safe. Mercitalia Fast service lighten traffic on the main Italian motorway (Autostrada A1) by about 9,000 tractor-trailers annually, reducing carbon dioxide emissions in the atmosphere by 80% compared to road transport. For the first and last mile, trucks with latest generation diesel are used as they were already existing before the implementation of MERCITALIA FAST.</p>	<p>- GLS Hungary (https://gls-group.eu/HU/en/news/zero-emission-delivery): GLS uses an electric vehicle with a range of 130 km for heavier parcels - a first in the Hungarian postal and parcel market.</p> <p>Hajtás Pajtás bicycle courier service collaboration (http://hajtas pajtas.hu/ - only in Hungarian): the bike couriers deliver the vast majority of parcels on cargo bikes (50 to 100 kg loads) and electric tricycles (100 to 250 kg loads). The bikes are more flexible on the bustling downtown streets and allow the riders easy access to areas that are otherwise blocked to motorised traffic.</p>	<p>- Rail connectivity in the port: all of the port's terminals are connected with rails, about 60% of all port's traffics are served by railway services, which is far more green than road transport.</p> <p>- Port of Koper is very focused on the green logistics and long-term sustainable environmental solutions. We are perfectly aware about our impact on the local (natural and social) environment and, considering our future investment plans parallel to a further growth of traffics, we must act with full responsibility also in the future. Since we are centrally managing the whole port area, we have the duty to look for innovative and advanced environmental solutions. We have obtained ISO 14001, ISO 14001:2004, and in 2010 EMAS certificate when we became compliant with the highest environmental protection criteria.</p> <p>- Several green solutions have been implemented in the past: reducing the</p>
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									amount of waste through encouraging its reuse or reprocessing into environment-friendly materials (the use of paper mill sludge as an anti-dusting agent, the introduction of a heating system that uses recycled wood, the operation of the waste separation center and composting plant, and the reuse of marine silt as a construction material).
17. Which activities/ projects are planned for the sustainable development of the node in addition to the WPT3 pilot activities?	Regional Action Plan (WP 2.1.4) will be developed with this in mind and with close cooperation between the PPs. Specific design will be set out during 2020/21.				<ul style="list-style-type: none"> - INTERMODAL CONTAINER LINKS FROM THE PORT OF VENICE TO GERMANY AND NORTH EUROPE - IMPROVING MOTORWAYS OF THE SEA LINKS - INVESTING IN LNG TERMINAL AND DEPLOYMENT OF ALTERNATIVE FUELS FOR MARITIME TRANSPORT: 1) ELECTRIC MOBILITY (COLD IRONING) AND 2) LNG 	To build a LNG facility/plant in collaboration with ENI, one of the global oil and gas Italian company, operating in 67 countries worldwide. The LNG in Interporto Bologna will be most probably tested by the Italian company Trans Italia, which has already bought LNG trucks (Iveco Stralis 460 NP).		<p>LNG terminal establishment which is funded by CEF and investment is foreseen to start during 2020 (planning has been completed, public procurement was successful and contract signed with the construction company). Furthermore accordingly to the regulations green roofs shall be established in the future on the newly built warehouses (at least 50% shall be covered by green roofs). Freeport of Budapest is also considering to install solar panels on the roof of some of the buildings or some empty land (which is cannot be used for buildings) and it will be further investigated during 2020. Expenses and demand for the installation of electric chargers and the launch of an e-shuttle service inside the port area is currently under investigation.</p>	<ul style="list-style-type: none"> - electrification of the port machinery; electrification of berths for on-shore power supply; construction of charging points for electric vehicles - radar system for detecting oil slicks at sea; monitoring of biodiversity, noise and air emissions - implementation of environmental ship index - co-financing of local environment activities (social responsibility) - improved energy efficiency and use of renewable sources of energy (solar, wind)
18. Are the planned activities in line with the development concept of the node? Or is it necessary to update the concept?		yes they are.	Yes the planned activities are in line with the development concept of the node.		THEY ARE IN LINE	Yes, they are in line.		The planned activities are in line with the concept.	In line with the development concept of node.
19. What are the spatial needs regarding the planned projects/ activities?		Not that i know for now.	Yes, out of the Port development program (HEP 2030), there are Extension areas required.		SPATIAL NEEDS REGARDING THE LENGHT OF RAIL TRACKS INSIDE THE TERMINALS (MINIMUM	It will be built within the Interporto Bologna but the precise spot is still to be defined.		The Freeport of Budapest has a large, 34 hectar development area. Further green	Extension of the port area is foreseen in the future years, namely due to increased port capacities in terms of



Are extension areas needed/required?					750 MTRS AS PER EU AVERAGE)			warehouses are planned on the development area along the development concept of the Freeport of Budapest. (http://www.bszt.hu/developmentofnew/?lang=en). Therefore extension areas are not needed in the forthcoming years.		throughput, not directly related to greening activities planned.
20. What are the infrastructural needs (transport and energy infrastructure) regarding the planned projects/ activities?		Everything alright.	Roads and rail links to possible expansion areas		<p>750 MTRS AS PER EU AVERAGE)</p> <ul style="list-style-type: none"> - INFRASTRUCTURAL NEEDS REGARDING THE LENGTH OF RAIL TRACKS INSIDE THE TERMINALS (MINIMUM 750 MTRS AS PER EU AVERAGE) - TO DEVELOP A LNG TERMINAL AND RELATED LOGISTICS CHAIN - IMPROVING MOS TERMINAL 	This precise information will be defined once the Interporto will meet with ENI		<p>The further development and updating of the road network, the railway network, port basins and the public utilities most probably will be funded by the CEF funds (or as an alternative some parts by the mainstream OPs of the next period); port is planning to submit a major project to INEA during 2020.</p>		<p>The most important need is the construction of the second railway track Koper-Divača, connecting port and its hinterland. Currently, there is fully occupied single railway track, which has little or no place for optimization and therefore represents a bottleneck for larger quantities of cargo going to/from port of Koper on rail. It is planned to be constructed until 2026.</p> <p>The other infrastructural need is the possibility of disposal of dredged material (to land areas or even to the sea bottom; for which legislation and technology have to be discussed in the future years).</p> <p>For providing on-shore power supply, the additional power line/cable line outside of the port area and transformer station inside of the port area have to be constructed.</p> <p>Another need is load bearing capacity of rooftops, where solar panels will be installed. Several sites in the port are not sufficient in terms of load bearing capacity for solar panels (possible reconstruction or construction of new ones).</p>



<p>21. How will the different stakeholder groups be involved in the planned activities? Do you have already worked out a stakeholder involvement strategy/ concept? If yes, please describe it?</p>	<p>not yet we will start the process mid of January.</p>	<p>We are the only stakeholder.</p>			<p>YES, WE INVOLVED SOME EU RAIL TRACTION COMPANIES AND PORT TERMINALS AND SHIPPING OPERATORS</p>	<p>No, we have not worked on this yet.</p>		<p>During the making process of the National Port Development Strategy, the public consultation was a two month period with a wide reaching of the sector and the wider public. Every new developmental element needs its public consultation as it is set in the laws and regulations. Otherwise there is no formal way of stakeholder involvement so such a strategy or concept is not really developed. However there is a stakeholder involvement if it is required by the project: in the framework of transnational cooperation projects such DBS Gateway (DTP1-050-3.1) and TalkNET (CE1044) stakeholder consultations are regularly organized.</p>	<p>In the port of Koper we have long history of close cooperation with our port community. Port community consist of agents, forwarders, railway operators and other companies operating in the port of Koper. We organize regular meetings and workshops on selected topics; we keep the stakeholders informed about novelties in the port and they are also actively contributing to the development of the port business. Stakeholders for the pilot action are mostly Health protection and ecology department (including Energy Manager), Strategic development department and Investment department in the port of Koper. The results of pilot action (lighting of the main port road) will be of general use - for port employees and customers (mostly truck drivers).</p>
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