GET INSPIRED AND NETWORK

Joint Technical Secretariat
2 December 2014, Bologna conference
Environment and risk prevention

- Waste prevention and management: 38 (45%)
- Energy and sustainable transport: 85 (100%)
- Biodiversity and preservation of nature: 7 (8%)
- Water management: 9 (10%)
- Cultural heritage and landscape: 10 (12%)
- Natural and technological risks: 16 (19%)
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Overview priority 2

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Energy and sustainable transport
Potentially relevant for INTERREG EUROPE

Sustainable transport

16

Energy efficiency

12

Renewable energy

7

- Climate change
- Greening of airports
- Sustainable urban freight management

38
Overview priority 1

Approved project database at www.interreg4c.eu
Thematic capitalisation results

http://www.interreg4c.eu/Capitalisation
Investment Priority 4(e) - Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multi-modal urban mobility and mitigation relevant adaptation measures

Issues – energy efficiency, renewables, sustainable transport.

Approaches – ICT solutions, regional low carbon strategies, green procurement and investments.

Exclusions (in other themes – but some cross over) – resource (other than energy) efficiency, environmental protection.

€23 billion from the ERDF (2014 – 2020), with more via Cohesion fund. Discussions on how to achieve and demonstrate this.

What is ‘low carbon economy’ in this context?
Only five years left to the 20-20-20 target deadline – the economic downturn has helped cut emissions, progress towards the RES target is ok, progress on EE (a 20% improvement by 2020) not so good.

Each MS has a NEEAP (National EE Action Plan) to 2020 – SF/CF plans and projects need to align with these.

EU recently announced EE Targets for 2030 - 27% improvement, but non binding.
Several articles in the EED where INTERREG projects could ‘show the way’

- Article 5 – renovate 3% of the total floor area central govt. buildings.
- Article 6 – central governments purchase products, services and buildings with high energy efficiency.
- Article 7 – EE obligations, energy companies obliged to achieve annual energy savings equivalent to 1.5% of their annual retail sales.
- Article 8 – Promote energy audits and management systems to SMEs and householders.
- Article 12 – Consumer information and empowering.
- Article 14 – implement, the cost-effective potential for cogeneration and district heating and cooling.
- Article 17 – Information and training.

In July 2014, the Commission started infringement procedures against 24 Member States (all except Cyprus, Italy, Malta and Sweden).
Target: 20% of final energy consumption.

2030 package – 27% binding target.

Target varies by MS, according to resource and starting point, from 40% in Sweden to 0% in Malta.

Progress as a whole on target, varies by MS.

Now a major sector (employment).
Economic downturn hitting RES growth.

Subsidies coming under pressure.

Some technologies yet to become cost effective, e.g. - biomass (bio-gas, ethanol, ..), wave and tidal.

Issue of intermittency capacity is increasing.

Small scale installations (especially photovoltaic and biomass co-firing) still growing.
9.6% of the total ERDF and CF funding for transport is allocated to urban transport and the promotion of clean urban transport (categories 25 + 52) = 7.8 billion euros.

Sustainable mobility includes:

- accessible for all and affordable public transport systems;
- a friendly environment for soft transport modes such as cycling and walking;
- easy access to all neighbourhoods, on foot, by bike, by public transport;
- local transport networks that need to be well connected to regional networks;
- peri-urban networks be planned within the context of overall land-use;
- transport nodes that need to be well integrated with social, cultural and economic activities.
Transport - 30% of all GHG emissions

EC White Paper on transport, target of 60% reduction in GHG emissions from transport by 2050 (vs. 1990). Objective: 50% of all medium-distance transportation of passengers and goods from road to rail and water. Urban transport - halve the use of conventionally-fuelled cars by 2030, phased out by 2050.

Emissions increasing.

Recent small improvement.
The ESCO model has been around for many years but has struggled to become truly mainstream.

Increasing expectations for private sector ‘match’ funding.

Building energy standards increasing (new build) - but harder to ‘force’ savings in existing buildings.

Cogeneration – gas vs. electricity price has not been favourable for 10 years. Major potential remains.

Smart grid and smart metering – major rollout planned, ICT links and opportunities.
Procurement directives – enable but do not oblige GPP.

Political target for uptake of GPP in MS (50% of tendering procedures to be ‘green’) – not on target.

Positive trends – being used more, but performance varies widely between MS.

National action plans in 22 of 28 MSs.

EE Directive reinforces (Article 6).

| National Action Plan or equivalent document adopted | 22: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Lithuania, Malta, Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, UK |
| No existing NAP | 6: Croatia, Estonia, Greece, Hungary, Luxembourg, Romania |
Possible project examples

- Exchange of experience and good practices of regional and local authorities resulting in action plans, to plan for setting up regional structures, to promote and facilitate local sustainable energy generation and distribution systems in rural areas.

- Regional and city authorities sharing experiences on sustainable mobility measures, resulting in action plans that prepare actions and investments to increase the use low-carbon transport options to be funded from Growth & Jobs programmes or other regional programmes.

- Cooperation among regions and regional energy agencies on practices to encourage and support businesses to invest in energy efficiency measures, resulting in the preparation of regional support programmes for energy efficiency in companies.