

## *DEVELOPING ACTION PLANS FOR SMOOTH GREEN NODES DEVELOPMENT*



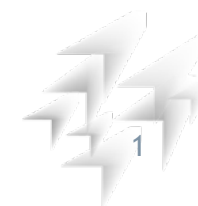
Eleonora Di Maria - Lucio Rubini



**InterGreen**



TAKING COOPERATION FORWARD



# MOTIVATIONS



- Reducing the environmental impacts of last mile transport both in relation to citizen movement and freight delivery services
- Multiple trade-offs to manage (demand concentration, infrastructure development and management, value chain riconfiguration)
- Green New Deal and Circular economy action plan at the EU level asks for attention on resource-saving strategies and environmental orientation of procurement practices



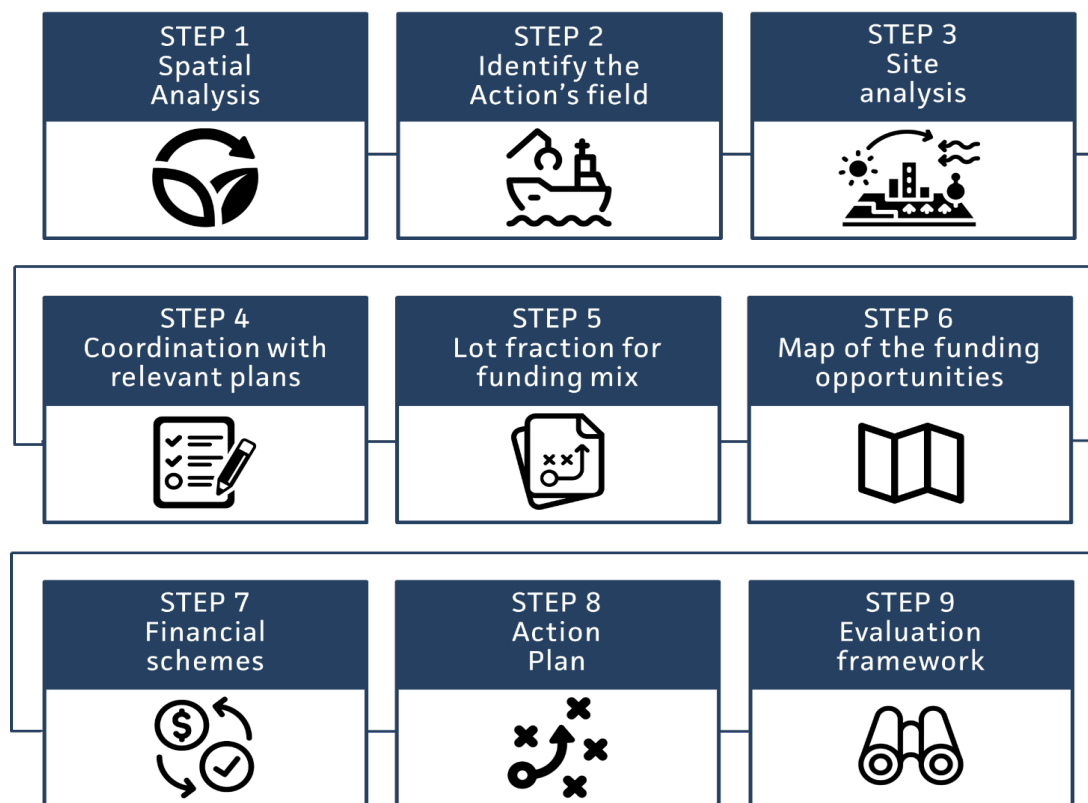
# INTRODUCTION





What you will have learned after today's session:

- Guidelines for smooth green nodes development: inputs from InterGreen-Nodes
- How to build an action plan: check-list
- Development of a real action plan (learning from the Venice case study)


# GUIDELINES FOR SMOOTH GREEN NODES DEVELOPMENT



<p><b>STEP 1</b> <b>Spatial Analysis</b></p> 	<p><b>GOAL &amp; IMPLEMENTATION</b></p> <ul style="list-style-type: none"> <li>• identify the main objective, the location, and the correlation (links) with the other existing infrastructures.</li> </ul> <p><b>OUTPUT</b></p> <ul style="list-style-type: none"> <li>• To set the project's limits to identify the correct field of action and the preliminary project framework.</li> </ul>
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<p><b>STEP 2</b> <b>Identify the Action fields</b></p> 	<p><b>GOAL &amp; IMPLEMENTATION</b></p> <ul style="list-style-type: none"> <li>• To define the actions' scope for the further investigation of funding opportunities and legal frameworks.</li> <li>• The suggestion is to think "<i>out of the box</i>" to identify creatively all the possible large-scale impacts of the investment.</li> </ul> <p><b>OUTPUT</b></p> <ul style="list-style-type: none"> <li>• Outline of the Action Plan's impacts on social, environment, employment aspects.</li> </ul>
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<p><b>STEP 3</b> Site analysis</p> 	<p><b>GOAL &amp; IMPLEMENTATION</b></p> <ul style="list-style-type: none"> <li>Analysis of project location must be conducted in the relation to: (1) main corridors, such as comprehensive or (2) core network. Other analysis has to be conducted in relation with further territorial layers and programs, i.e. SIC areas, Natura 2000, waterways, urban nodes, rural development areas, etc.</li> </ul> <p><b>OUTPUT</b></p> <ul style="list-style-type: none"> <li>Map of site's peculiarities to be matched further to the specific funding programs.</li> </ul>
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## STEP 4 Coordination with relevant plans



### GOAL & IMPLEMENTATION

- The planning coherence must be verified through the analysis of planning framework, masterplans, urban rules.

### OUTPUT

- Checklist of coherence with overall strategies at various territorial levels (local – e.g. SUMP, regional, national, EU) and interdependent sectors (e.g. SEAPs, SECAPs, etc).



## STEP 5 Lot fraction for funding mix



### GOAL & IMPLEMENTATION

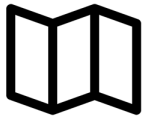

- A project can often be split in lots/parts according to a set of criteria-, such as geographical, physical, thematical features, as well as for administrative or regulatory aspects.
- To split as much as possible the initiative can multiply the funding opportunities consistently with the goal and the territorial level considered.
- Attention should be paid also on the operational activities after the project implementation, such as all the needs for the correct maintenance and management. This topic is particularly relevant for specific finance schemes with private investors.

### OUTPUT

- Scheme of lot/part fractions to be matched to funding opportunities. Studies such as demand analyses or environmental impact analysis can easily be funded by interregional or cooperation projects, while design or construction phases can be funded by European or local initiatives (see Deliverable 1.1.2)

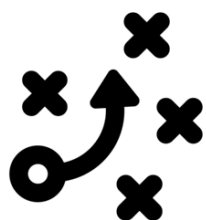




<div data-bbox="188 603 600 916"> <p><b>STEP 6</b> Map of the funding opportunities</p>  </div>	<p><b>GOAL &amp; IMPLEMENTATION</b></p> <ul style="list-style-type: none"> <li>Based on the features identified in the previous steps, the proper funding opportunity can be identified. The process can be iterative for each lot of the project (please refer to the Deliverable T.1.1.2, which can effectively help to select all the opportunities).</li> </ul> <p><b>OUTPUT</b></p> <ul style="list-style-type: none"> <li>Map / Database of funding opportunities with main key features: type of funds, topics, eligibility, type of finance coverage, co-financing, period of application, rules for application</li> </ul>
<div data-bbox="1104 566 1583 930"> <p><b>STEP 7</b> Financial schemes</p>  </div>	<p><b>GOAL &amp; IMPLEMENTATION</b></p> <ul style="list-style-type: none"> <li>Increase the interaction among private and public subjects. As reference the project deliverable T.1.1.3 can be an effective help to go through some European best practices development with different funding and administrative /financial schemes.</li> </ul> <p><b>OUTPUT</b></p> <ul style="list-style-type: none"> <li>Financial schemes for the development, building and management phase.</li> </ul>



## STEP 8 Action Plan



### GOAL & IMPLEMENTATION

- Link the outputs of all the previous steps with the scheme of the implementation lots, accompanied by financial opportunities for each lot and fields of action.

### OUTPUT

- A table reporting in row a short description for each lot and in column the estimated costs, funding opportunities and preliminary time schedule. The final row, as a sum of all the lots, reports the selected financial/administrative schemes that has been chosen for project building and management



## STEP 9 Evaluation framework



### GOAL & IMPLEMENTATION

- An evaluation framework is developed and discussed to holistically address and identify the sustainability targets and indicators of the proposed actions since the beginning. It should be emphasized that assessment relates to strategic planning and addresses measures of different types and levels of maturity. The Framework would follow a before/after (“as is” vs “to be” scenarios) assessment approach.

### OUTPUT

- Evaluation Plan for elaborating financial, socio-economic and environmental assessment using selected indicators



# SUPPORT ACTION PLAN DEVELOPMENT



How to support transferability and scalability of pilot actions or projects at the territorial level (i.e. in ports)?

**Relevant variables to consider**

- (1) Stakeholders consultation
- (2) Coordination with relevant Plans
- (3) Funding mix
- (4) Financial scheme



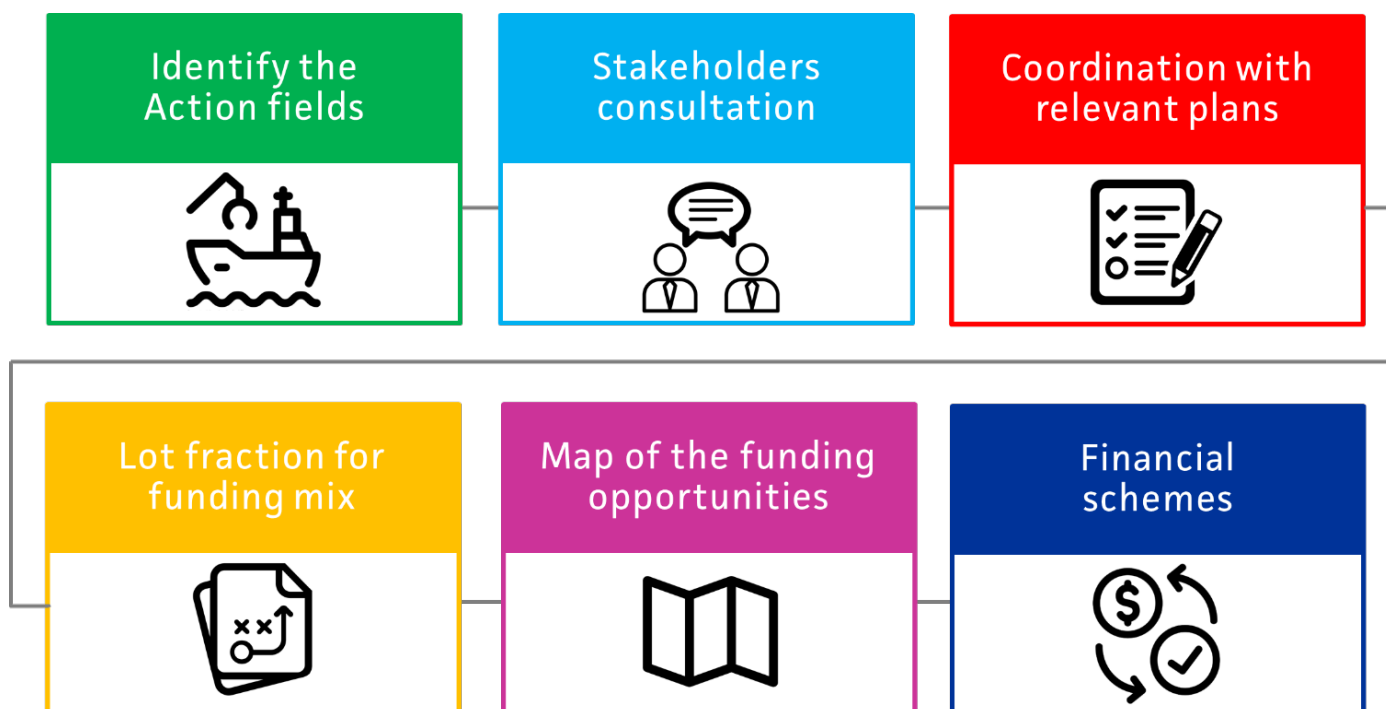
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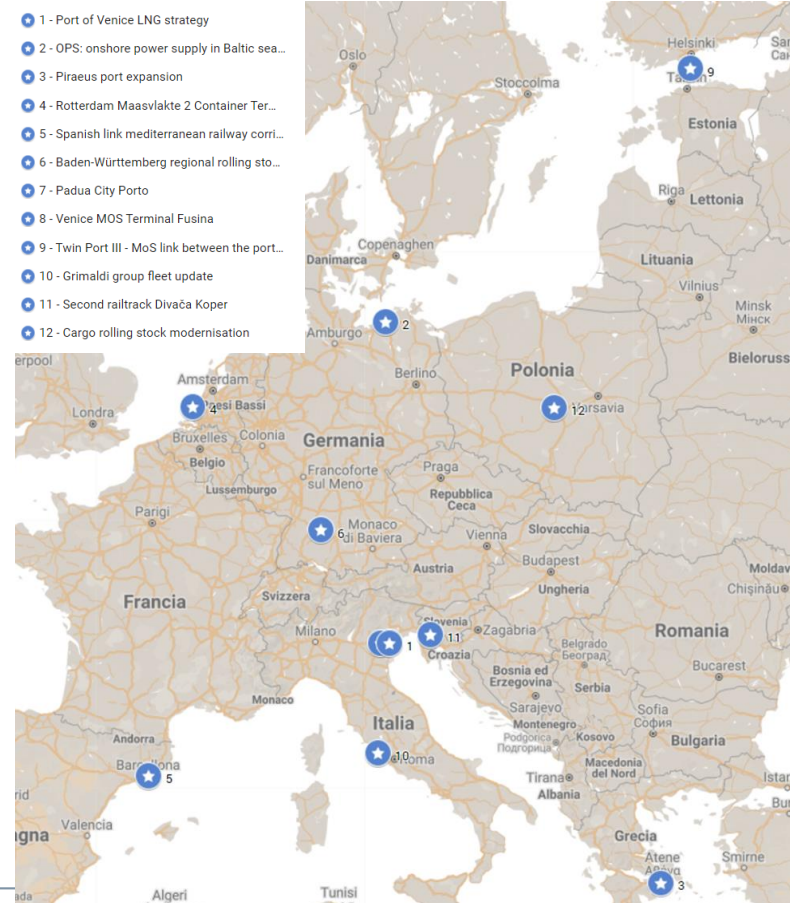


# GUIDELINES FOR ACTION PLANS



# INNOVATIVE PRACTICES

- Within the InterGreen-Nodes project 12 best practices have been identified based on:
  - Funding mix
  - Innovative decision-making process
  - Innovative / effective public partnerships
  - Public-Private schemes



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# INPUTS FROM BEST PRACTICES



- Implementation of **public-private co-operations**
  - > crucial for the success:
    - to build effective forms of cooperation among public institutions and private partners (firms with different specializations and role within the last mile logistics solutions developed)
    - PPP for Decision-making process
    - Cooperation since the beginning of the project
- European scheme as a reference point, in particular for standard definition and benchmarking
- Mix of funding solutions (where public funds can be relevant also in case of fully private last mile solutions)