

JASPERS Stakeholders Meeting

Preparing sustainable projects for the future
with JASPERS support

9 - 10 November 2021

SESSION 3

Break-out session 3: More Connected Europe

A More Connected Europe – mobility and transport

1. Cascading climate objectives and challenges to projects through planning
2. Evolution of advisory support in the transport sector
3. Funding opportunities and challenges for an integrated transport system

Alan Lynch (Head of Strategic Transport Advisory Division – JASPERS)

Luxembourg, 10 November 2021

1. Cascading climate objectives and challenges to projects through planning

- Outline of JASPERS approach to Climate Mitigation in transport planning – **Neri Di Volo** (Lead Engineer – JASPERS)
- Climate Adaptation in transport experience in Poland – **Elisabet Vila Jorda** (Senior Expert – JASPERS)
- Spain climate mitigation experience – **Pedro José López Rodríguez** (Regional government of Andalucía)
– **Alberto Gonzalez Sanchez** (Transport specialist - JASPERS)

2. Evolution of advisory support in the transport sector

- JASPERS view from Poland – **Artur Rudnicki / Malgorzata Mokrzancka** (Senior Experts – JASPERS)
- Polish Experience of project preparation and assessment in transport – **Adrian Mazur** (Ministry of Infrastructure Poland)
- A perspective from Croatia – **Damir Šoštarić** (Director, Ministry of the Sea, Transport and Infrastructure)
 - **Lothar Zeller** (Senior Expert – JASPERS)

3. Funding opportunities and challenges for an integrated transport system

- Presentation of Funding in Transport – **Olivier Silla** (Head of Unit – DG MOVE – European Commission)
- View from Polish Managing Authority – **Jarosław Orliński** (Director – Ministry of Funds and Regional Policy)
- View from Slovak Managing Authority - **Erna Dohnáliková** – (Director General Project Management Section Ministry of Transport and Construction)

JASPERS Stakeholder Meeting

“Preparing sustainable projects for the future with JASPERS support”

Connecting People through a Green and Resilient Transport System

1. Cascading climate objectives and challenges to projects through planning

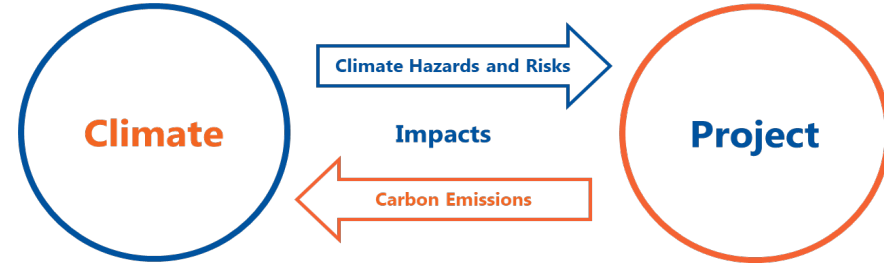
Alan Lynch, Neri di Volo, Elisabet Vila Jordà

10/11/2021 – Online Event

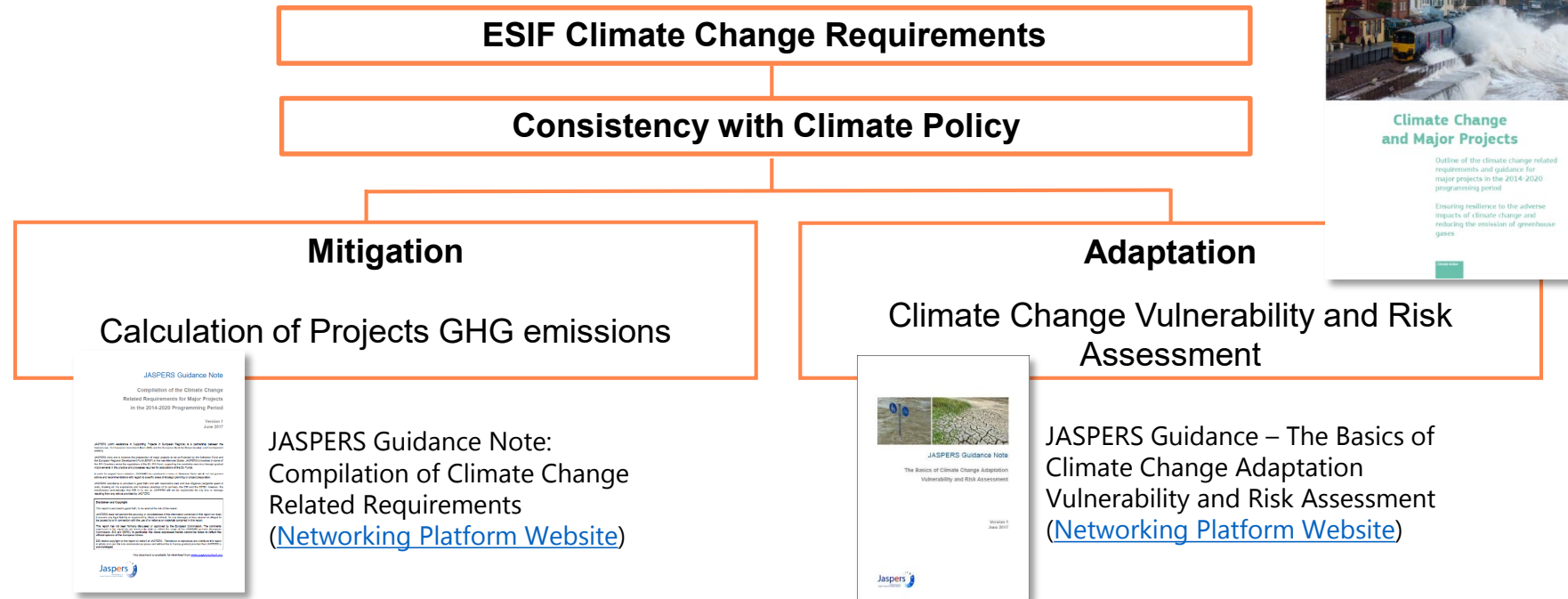


Cascading climate objectives and challenges to projects through planning – The context

Transport is one of the most critical sectors in the fight against Climate Change:

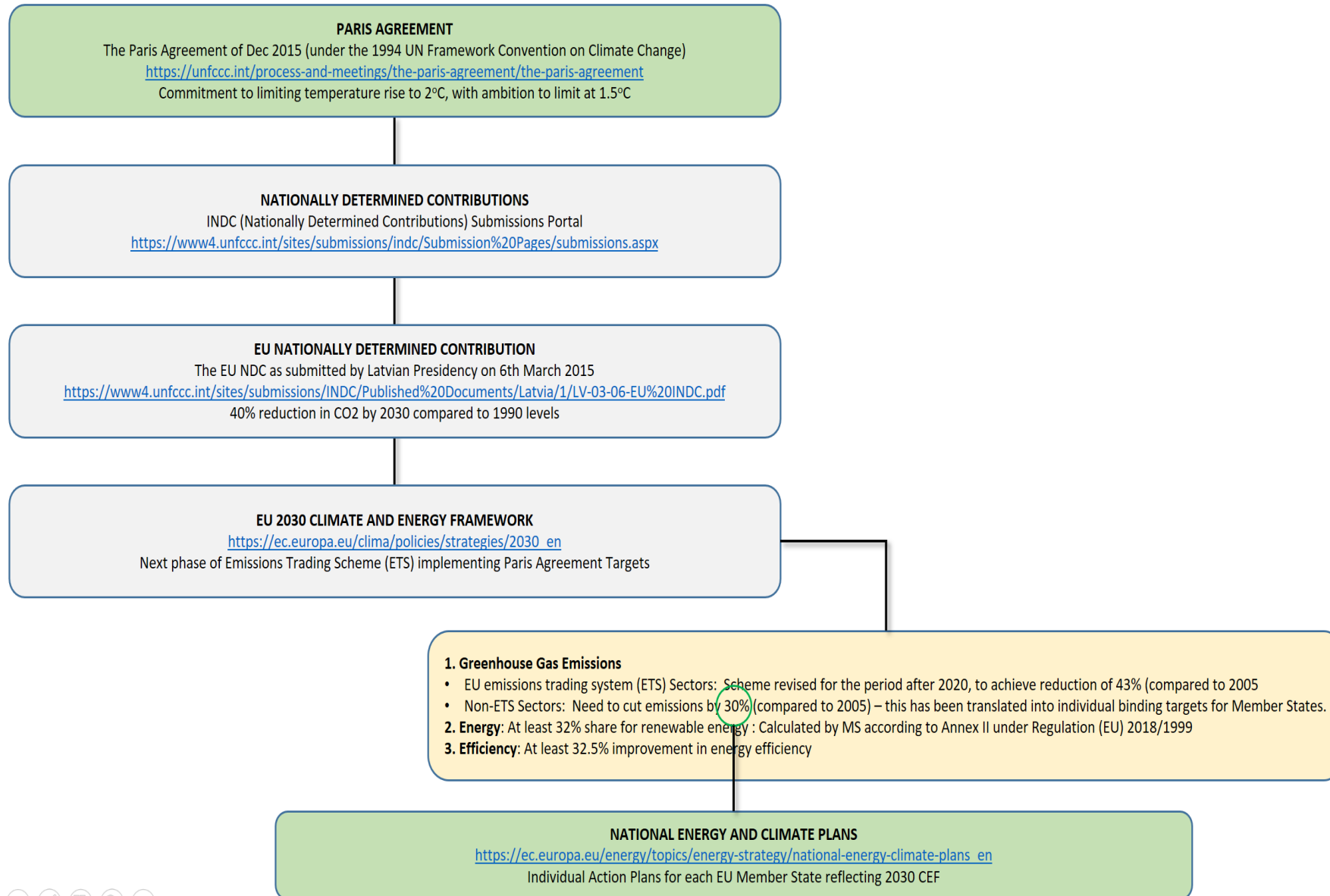


2014-2020 EU Financial Prospective

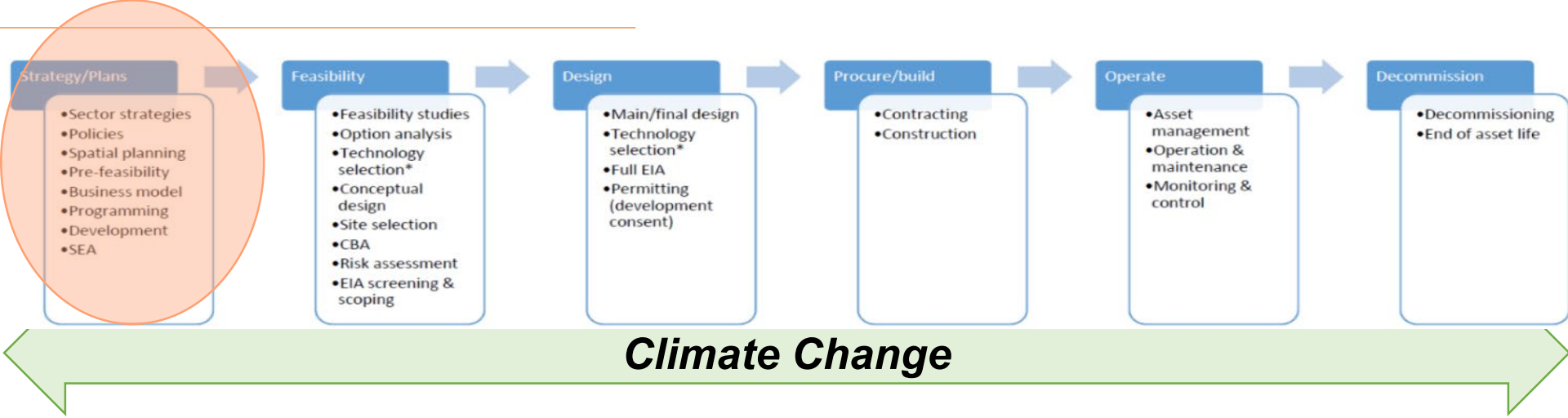


JASPERS has developed a significant experience and expertise in Climate Change and in Transport Plans, and combined the two aspects to make CC (and the related KPIs) one of the main drivers in planning

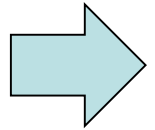
Climate Change mitigation – relevant context - from Paris Agreement to National Emissions Targets



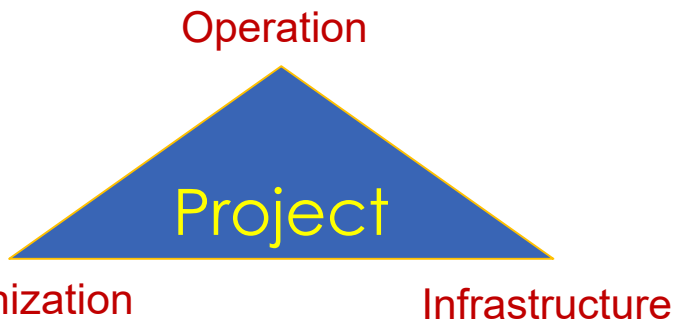
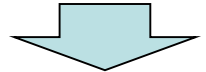
Climate Change & Project Development Cycle



Answers to the questions:



Good projects need good strategies/plans



National Transport Strategy
(Integrated/multisector or sectorial)
• e.g. national and international traffic for transport

Local/regional plans (e.g. SUMPS)
• e.g. local and regional traffic for transport

Projects
• Technical Feasibility Study

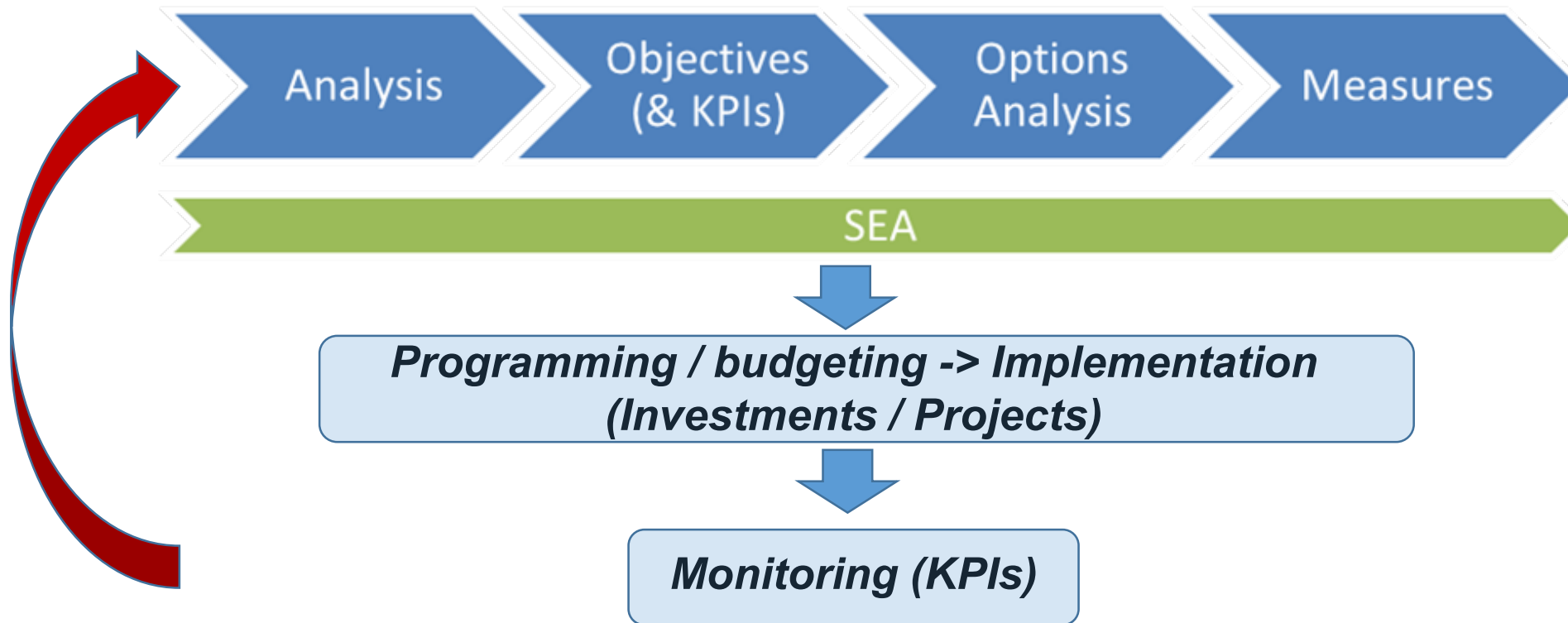
The Transport Planning process and CC mitigation

Planning process: Simple philosophy

Data – Analysis/Hypothesis – Objectives – Measures – Projects

On three layers

Organisation – Operation and Infrastructure



I. Avoiding unnecessary traffic /Reducing need for long-distance travel

- Economic planning, social measures
- Integrated land use and transport planning

Biggest potential of
CC mitigation is
at Planning level

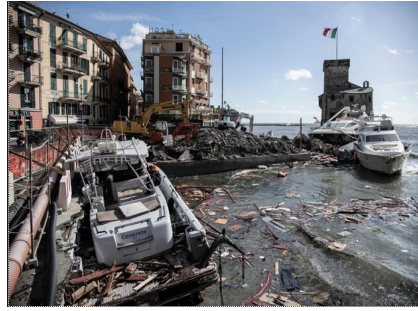
II. Shifting traffic to more environmentally friendly modes and decarbonizing all modes

- Transport planning, operations concept and Measure/Project identification/definition

Maximum results when I & II done in parallel coordinated way - holistic analysis of mobility + land-use with reference to GHG emissions

III. Improving the remaining traffic – electrification of individual traffic, time savings, etc. -> Implementing the transport plan

Climate Change Impacts on Transport



- Climate hazards impact critical infrastructure;
- Strongest increase in damage projected for energy and transport.
- Short and long term effects (including economic impacts):
 - increased infrastructure damage and operational costs,
 - longer user delays, disruptions and safety risks.



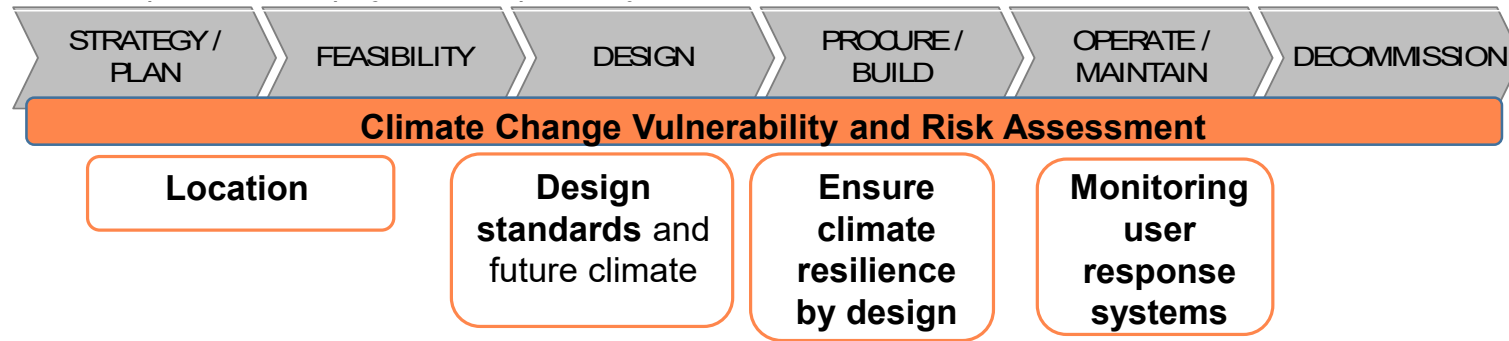
Toyota produced 500.000 less vehicles than planned and quarterly profit shrank by 75% following the tsunami in Japan 2011



Porsche befall a production loss of 450 cars per day, due to a flood in Slovakia which blocked car bodies from being transported to the assembly factory in Germany

Need of climate change adaptation action

Climate Change Resilience in Transport



At planning level provides...

- A set of **reference climate data and climate change forecasts**
- Identification of **main climate hazards, highly exposed corridor/areas & sensitivity levels** of transport systems
- **Mapping/assessment of climate change vulnerabilities**
- Develop **efficient O&M strategy** to ensure climate resilience of transport, including monitoring, early warning and response systems

As early as possible in
Project Development Cycle

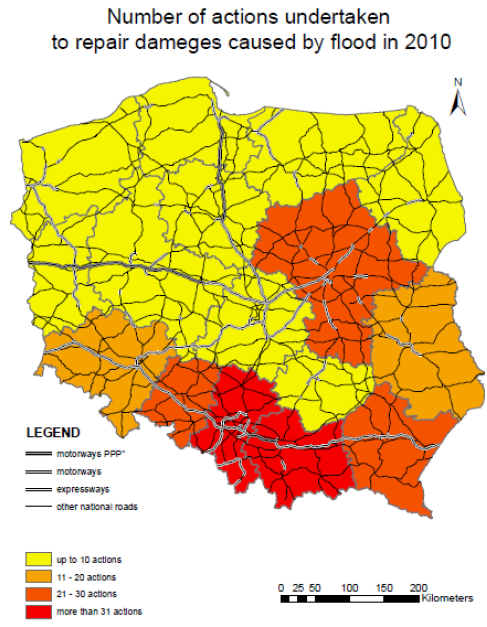
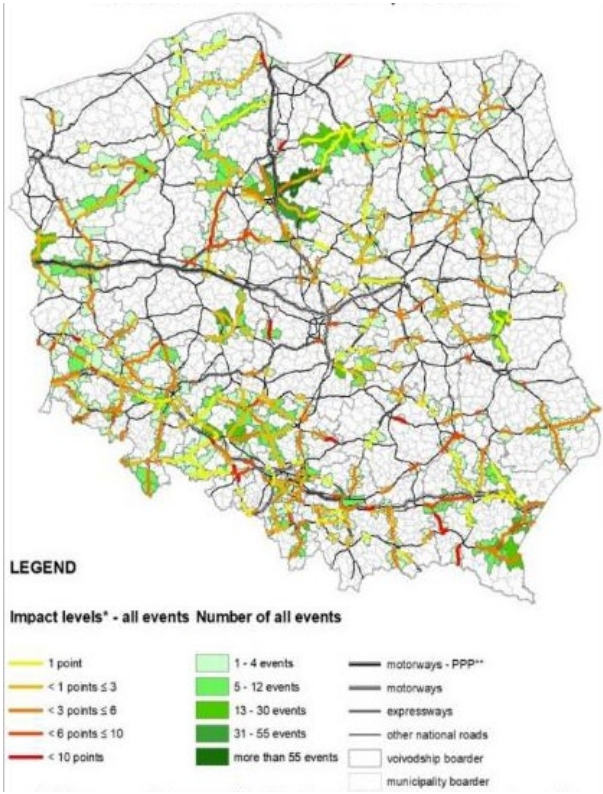


Broader set of resilient options

Example: Adaptation to Climate Change for National Roads in Poland

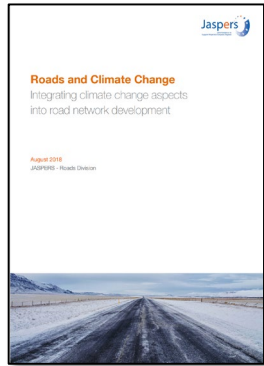
Current climate change vulnerabilities

- Database of extreme weather events (>3,000 over recent 12 years)
- Mapping current climate vulnerabilities: exposure (frequency of events) and sensitivity (damages, traffic disruptions)
- Climate forecasts & expert knowledge to assess future vulnerabilities
- Basis for “Business case” & Adaptation Action Plan

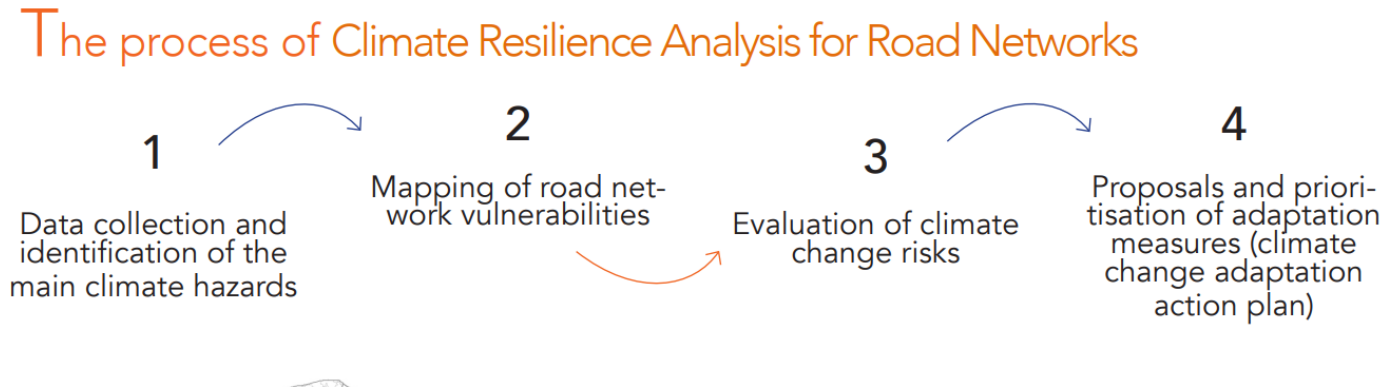


Source: [Adaptation to Climate Change for National Roads in Poland, GDDKiA. Brussels, June 2019](#)

Transport Networks Climate Vulnerability Analyses



(JASPERS Brochure)



- Promoting development of climate resilience analysis for transport networks (e.g. Portugal)
- Sound basis to define:
 - Climate resilience considerations for planning & design
 - Climate resilience considerations for O&M of the network
 - Climate adaptation financing needs of road networks, e.g. road resilience rehabilitation programs



Please visit JASPERS
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<http://jaspers.eib.org/>

A More Connected Europe – mobility and transport

Evolution of advisory support in the transport sector

Alan Lynch (Head of Strategic Transport Advisory Division – JASPERS)

Luxembourg, 10 November 2021

Evolution of advisory support in the transport sector

JASPERS role in Poland since 2007

- Transition from “daily” support to strategic partner/advisor
- Shift from typical major project application support to project development and horizontal support
- 2007 - 2013 - concentration on pilot projects, project preparation
- 2014 - 2020 - through projects and horizontal assignments building capacity and competences of national institutions – eg Center for UE Transport Projects
- From 2021 - transition process of JASPERS role
- 2021 – 2027 - concentration on strategic support through horizontal assignments and reduced assessment of typical projects – practically limited to certain aspects requested by the Managing Authority
- Success story on both sides – Poland and its institutions responsible for managing of the UE funds gained competences to carry out a full project cycle assessment and – JASPERS has contributed to capacity enhancement in Poland since 2007

Evolution of advisory support in the transport sector



Evolution of advisory support in the transport sector

- Horizontal type of support
 - **Blue Book – Cost Benefit Analysis Manual**
 - Evolution of roles JASPERS vis a vis Poland – three editions of Blue Books
 - 2007 Edition – full preparation of documents from JASPERS side and a series of training and workshops
 - 2014 Edition - full preparation of methodology and input on unit economic costs form national initiations
 - 2021 Edition – full cooperation on equal level (as partners) – cooperation on mythological aspects as well as unit costs
- **Project preparation support**
 - 2007 - 2013 - Full support covering all key aspects of project – preparation of documentation for key beneficiaries
 - 2014 - 2020 – concentration on review of project documentation
 - 2021 - 2027 – facilitation of process and selected project support



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SUSTAINABLE & SMART MOBILITY STRATEGY

EU Funding Instruments

Olivier SILLA,
Head of Unit, Transport Investment
DG MOVE



The European Green Deal

The European Green Deal is our roadmap for making the EU's economy sustainable. This can only happen if we turn climate and environmental challenges into opportunities across all policy areas and making the transition just and inclusive for all.



https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en

TRANSPORT

SUSTAINABLE & SMART MOBILITY STRATEGY



Objective 1

Sustainable Mobility

AN IRREVERSIBLE SHIFT TO ZERO-EMISSION MOBILITY

- **90 % reduction** in transport emissions;
- **All transport modes** are made more sustainable;
- Sustainable **alternatives** are **available**;
- Right **incentives** are in place for sustainable choice



Objective 2

Smart Mobility

ACHIEVING SEAMLESS, SAFE AND EFFICIENT CONNECTIVITY

- Seamless **multimodal** transport based on digital solutions;
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- Develop and deploy **connected**, cooperative, and automated mobility services;
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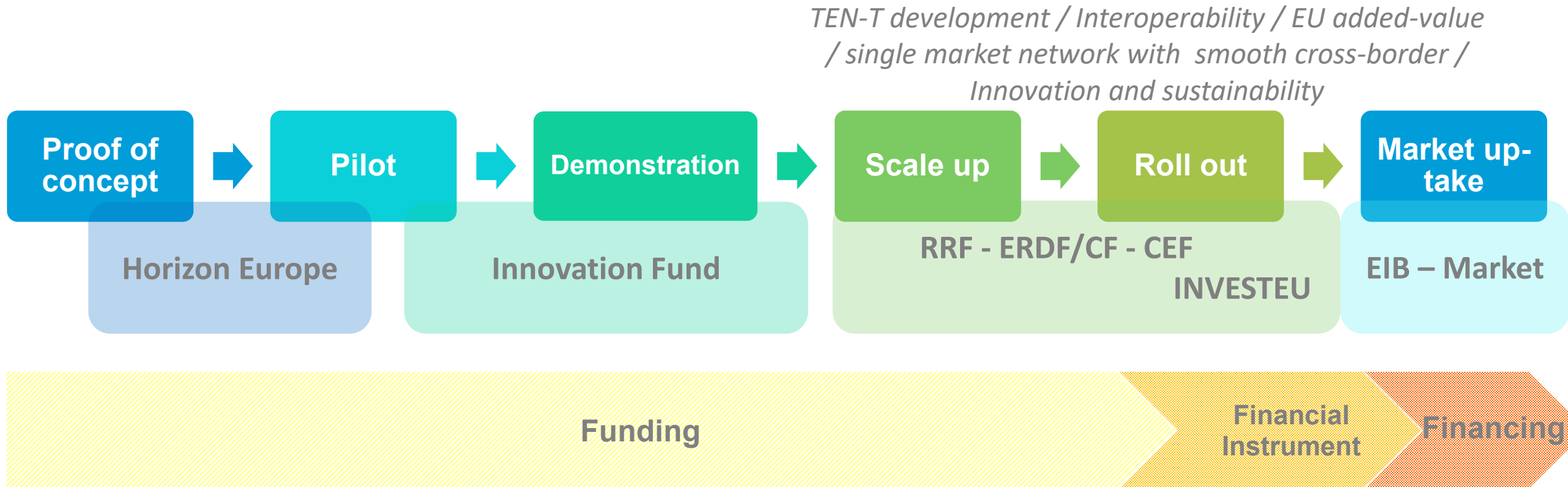
Resilient Mobility

A MORE RESILIENT SINGLE EUROPEAN TRANSPORT AREA: FOR INCLUSIVE CONNECTIVITY

- **Reinforced Single Market:**
 - more investment in infra & fleets;
 - deepening & enforcing internal market;
 - making our system crisis proof.
- **Fair and just mobility** (that is affordable and accessible);
- Enhanced **safety and security**

EU funding instruments for SSMS

Different scopes, forms of support and management modes



EU funding instruments for SSMS

Which funding instrument for which project type?

Components	Manufacturing	Infrastructure	Fleets	Clean Fuels	Operations
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EIB					
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		CEF			
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ZOOM on CEF Transport

From CEF 1

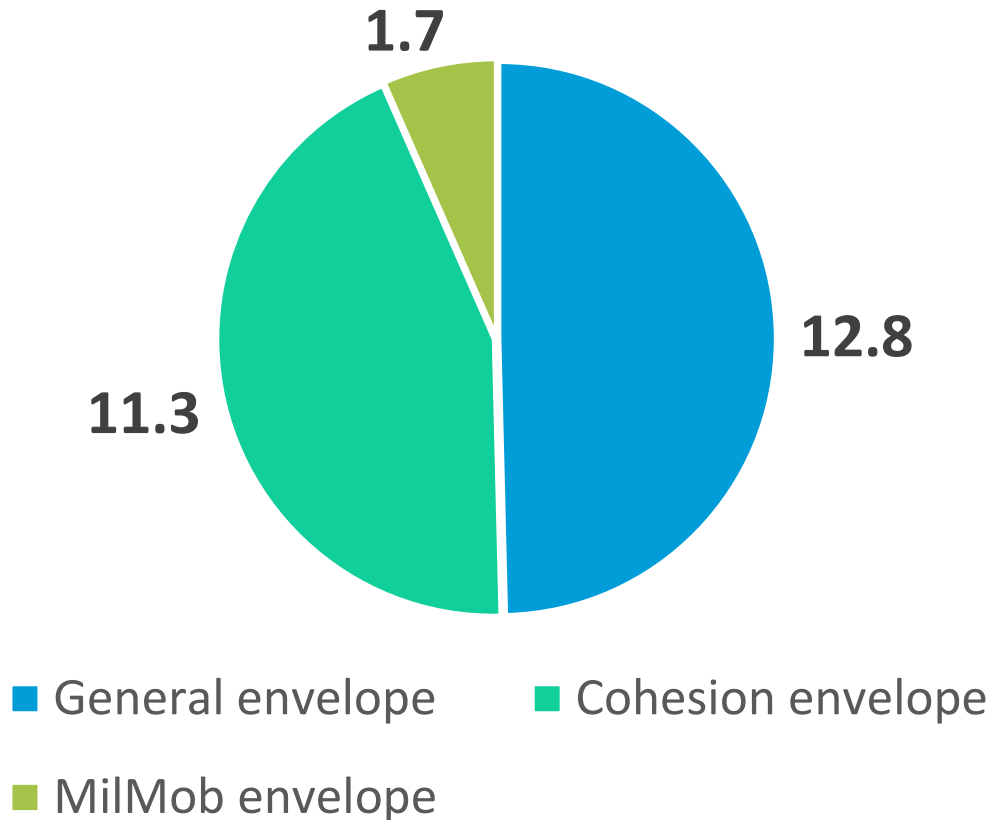
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- **Absorption peak in 2021-2022**

To CEF 2

- CEF Regulation in force since 14 July 2021
- First multiannual work programme adopted on 5 August 2021
- First calls for proposals launched by CINEA on **16 September 2021**
- First grants agreements to be signed by mid 2022
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CEF budget 2021-2027: € 25,8 bn



CEF policy objectives

- Contribute to the objectives of the **Green Deal** and the **Sustainable and Smart Mobility Strategy**
- At least **60%** of the financial envelope will be dedicated to the **Union's climate targets**
- Contribute to the development of the **TEN-T**

Climate tracking

- Climate tracking of CEF expenditures done by topic – methodology consistent with other EU programmes – no action required from applicants

Climate proofing

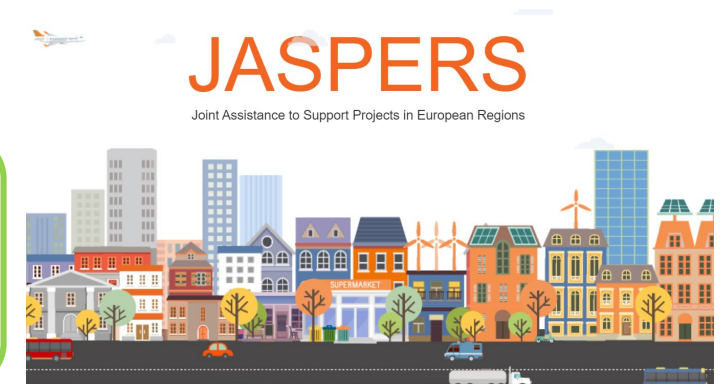
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- It is recommended to use the *Technical Guidance on the climate proofing of infrastructure in the period 2021-2027* ([Official Journal of the European Union, C 373, 16 September 2021](#))

CEF work programme 2021-2023

- Frontloading of 70% → € 18,2 Bn
- 3 calls for proposals of € 5.5 billion each in 2021, 2022 and 2023
- A 3-year rolling call for the **Alternative Fuel Infrastructure Facility of € 1.5 billion**
- **€ 200 million for technical assistance actions**

Out of which a budget of € 24M to Jaspers for the period 2021-2024:

- € 4M from CEF general envelope (all MS)
- € 20M under CEF cohesion envelope (cohesion MS)



A glance at CEF Call indicative timeline

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CEF cumulative funding

- **WP 21-23 – 11.3. Other sources of financing**

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Expected JASPERS support for TEN-T Transport projects

SUSTAINABLE & SMART
MOBILITY STRATEGY

UPSTREAM - EU added Value

- Policy & Strategic advice
- Project Pipeline Identification & programming
- Preliminary project assessment
- Capacity building

IMPLEMENTATION - absorption




- Advice on project implementation
- Enhanced monitoring in delayed projects



PREPARATION – efficiency

- **Technical advice** to promoters prior to appraisal (demand studies, options, climate proofing)
- Advice on **financial structuring** (PPPs, investment platforms) & ‘innovative’ projects
- Definition of scope (ToR) & supervision of **consultants** to support project preparation
- Increased focus on **preparation of project implementation**: procurement strategies, risk assessment, **realistic timelines**, etc.

Key expectations for transport:

Steps	JASPERS FLAGSHIP SUPPORT on:
 <p>Upstream</p>	<ul style="list-style-type: none"> ✓ Support in best definition of the strategic plans & projects aligned with EU GREEN DEAL (SSMS & TEN-T) ✓ Financial structuring → maximize the complementarity and synergies between EU funds & financing ✓ Capacity building (e.g. on procurement)
 <p>Preparation</p>	<ul style="list-style-type: none"> ✓ <u>Prepare realistic timeline</u> and risks assessment (e.g. procurement, land acquisition, etc.) ✓ Financial structuring → PPPs, blending, financing, State Aid clarification ✗ <i>JASPERS will <u>not</u> support you in drafting CEF application file</i>
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Budapest Node

Provide strategic and methodological support to the beneficiary in charge of conducting the study, ensuring transmissibility of the TEN-T strategic node at Budapest, while meeting the identified transport needs of the agglomeration. **The project objective is to decide on the key issues related to the Budapest node development:**

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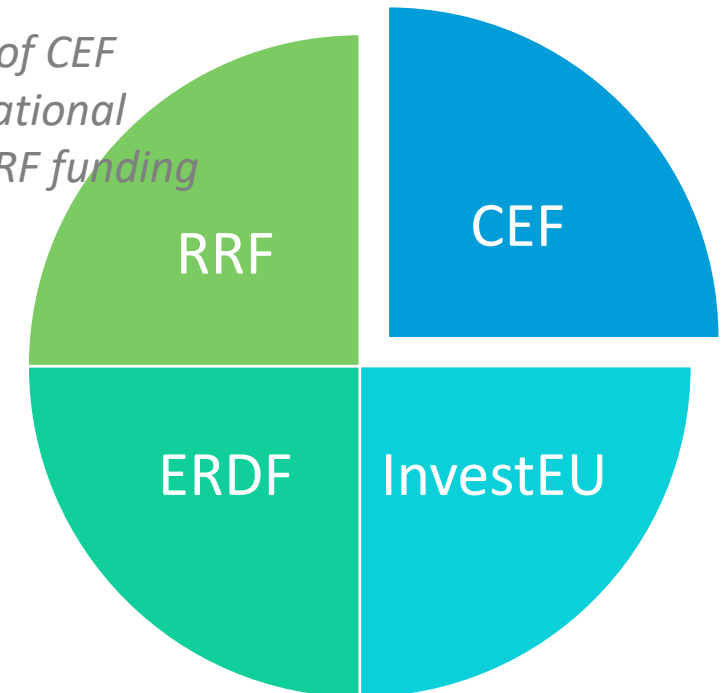
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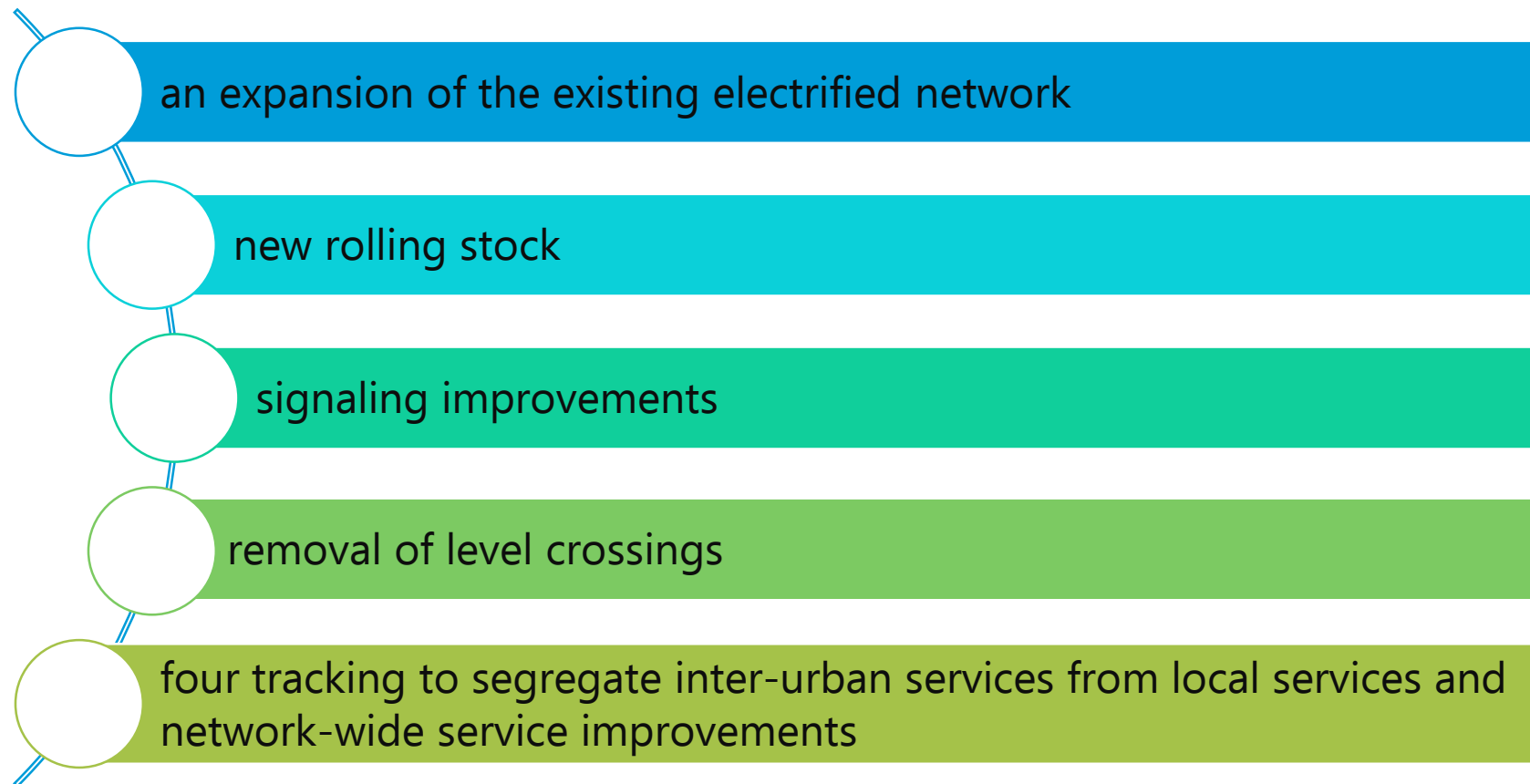
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Replication of CEF system at national level with RRF funding



Ireland

JASPERS supports by reviewing the business case and feasibility materials at the level of a coherent set of investments relating to a significant upgrade of infrastructure and rail operations along the **TEN-T** rail network in the **Greater Dublin Area**:



SUSTAINABLE & SMART
MOBILITY STRATEGY



THANK YOU!

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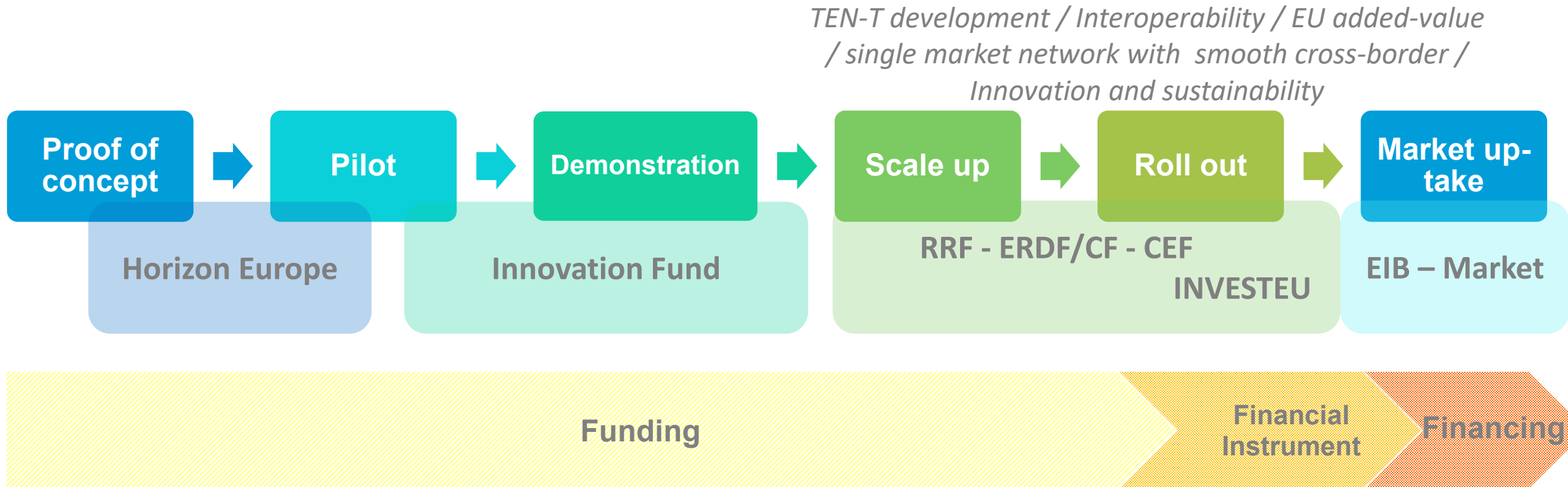
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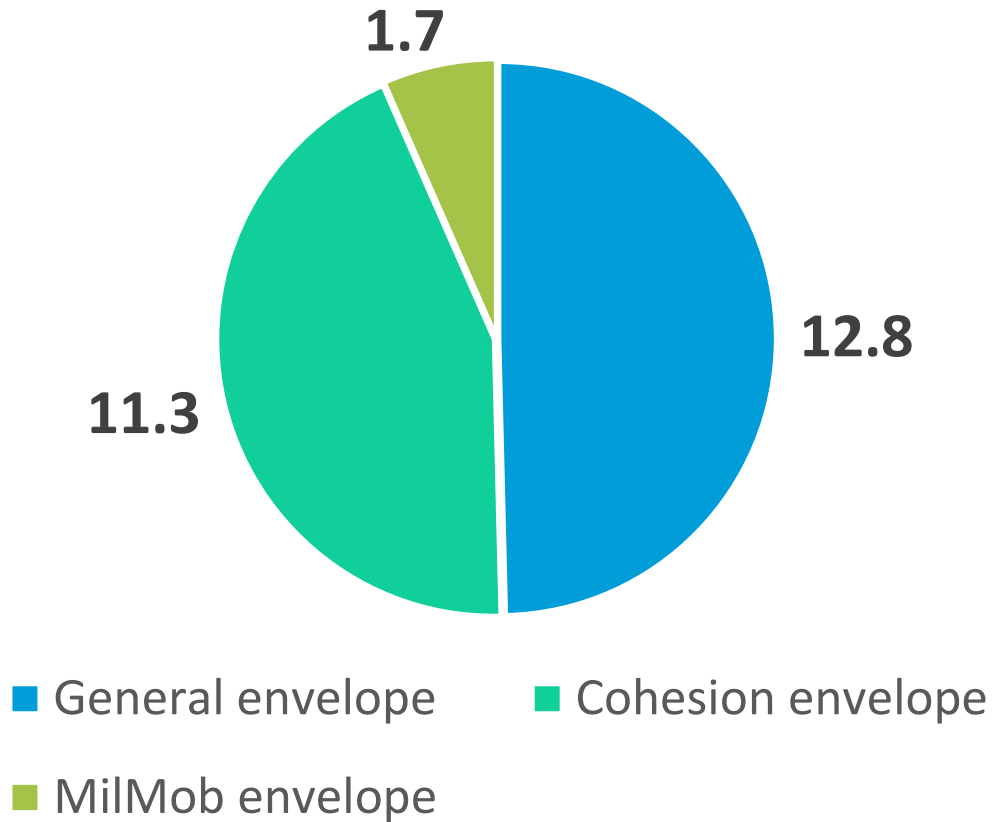
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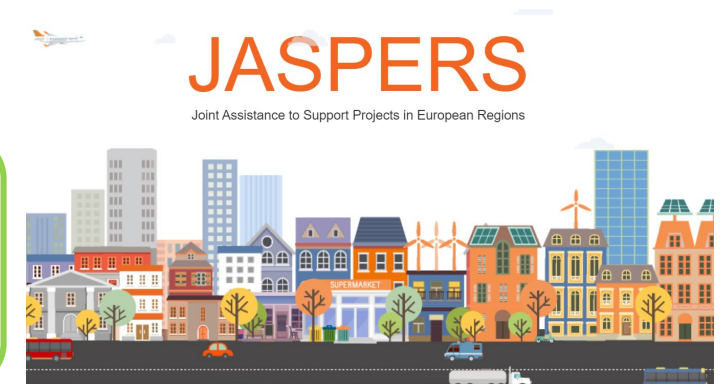
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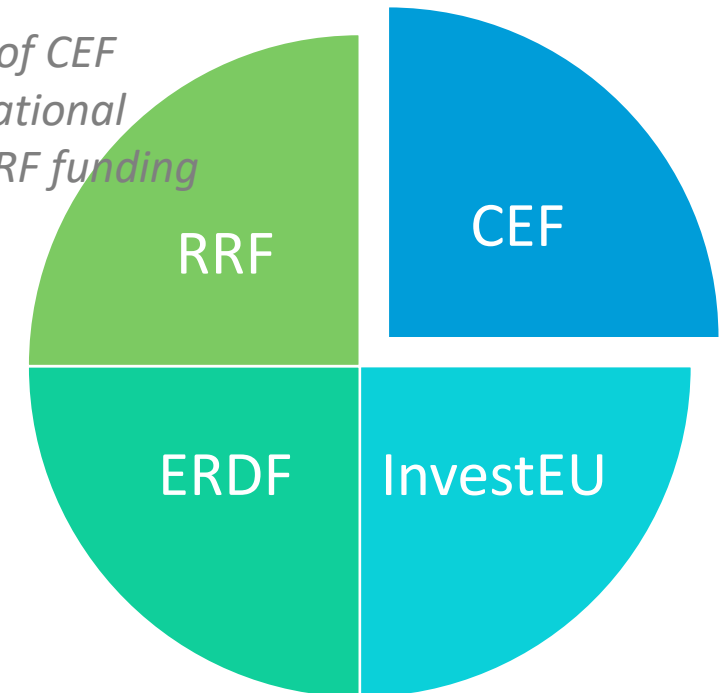
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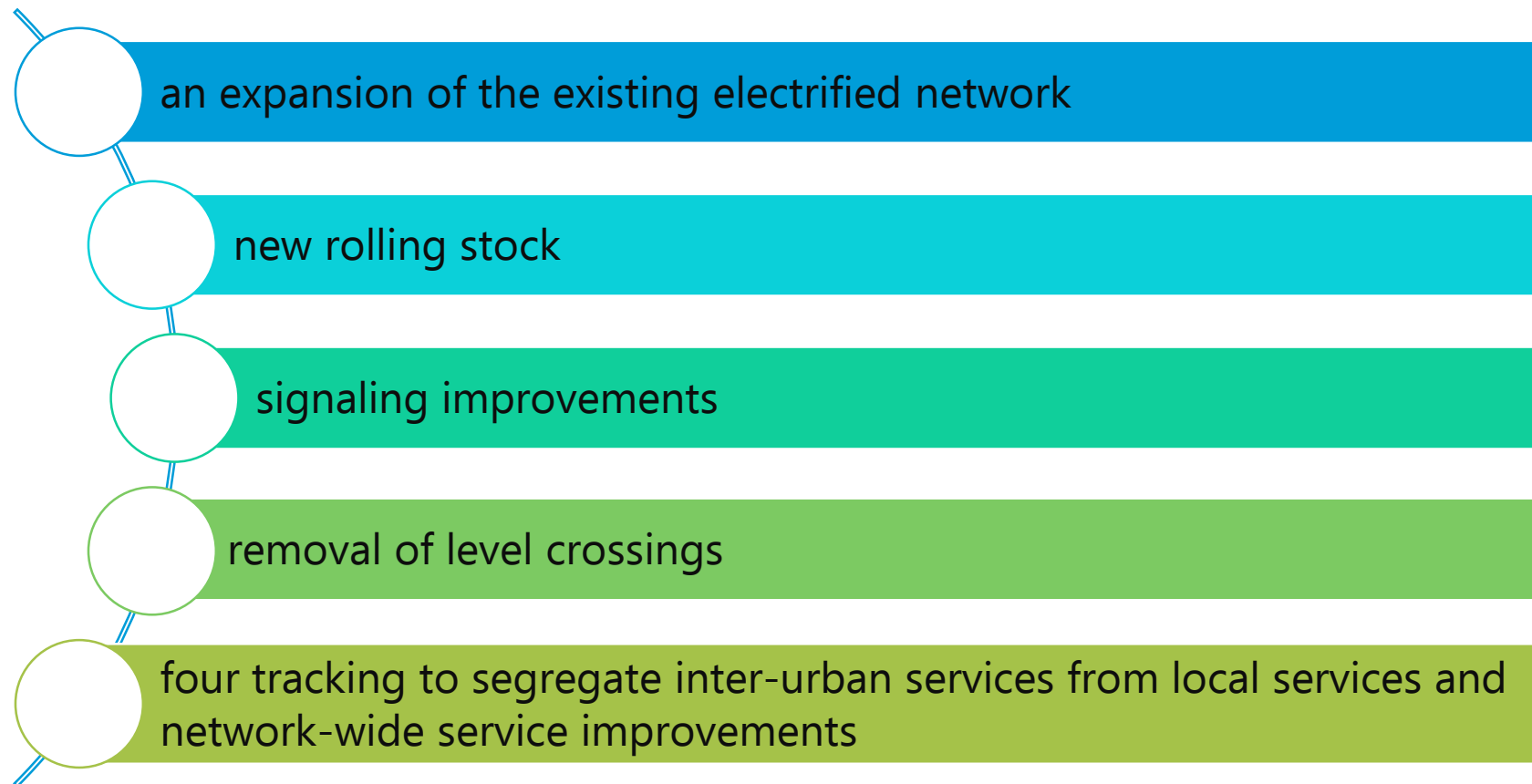
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