

# **EU funding GHG reduction measures in the sector of transport**

**French examples of the development of  
electromobility and Intelligent Transport Systems**

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# Introduction

**The objective in non-ETS sectors (non-European Trading System) is the reduction of GHG emissions by 14% between 2005 and 2020 for France.**

**Are we on the path leading to the achievement of this objective in the transport sector?**

To shed light on this complex issue other than in terms of GHG emissions projection, the presentation will examine the funding modalities of transport projects.

**Is the funding focused on projects that contribute mostly to the reduction of GHG emissions ?**

# Presentation outline

## **1. Funding for transport greening by major European programmes**

Policy issues and mobilised EU funding

## **2. Support for the development of green Intelligent Transport Systems (ITS)**

ITS potential and examples of projects which have received EU funding

## **3. Support for the development of electromobility**

Comparison between the domestic work programme and EU funding

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# Political issues

*Increase in emissions caused by transport ( 1990 : 22 % ; 2012 : 27 % ) & huge part of GHG emissions in the transport sector due to road transport ( 94 % in 2011 )*

## **Non-‘virtuous’ users’ behaviour**

- Car use for all trips
- Vehicle sub-occupancy (1.2 driver on short trips)
- Unpeaceful conduct generating overconsumption
- Few electric or hybrid cars on the road (for now)

**The modal shift from road to rail cannot solve everything**

**Need for ‘green’ solutions for transport by road**

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# Political issues

## **The 2011 Transport White Paper:**

*‘Transport must use energy in a more limited and cleaner way to exploit more modern infrastructure and reduce its negative impact on the environment.’*

# European funds mobilised : CEF / TEN-T

The **Connecting Europe Facility / Trans-European Network of Transport (CEF / TEN-T)** has a budget of € 26.3 billion at EU level for 2014-2020, particularly for **Canal Nord Seine Europe (*Nord Seine Europe waterway*)** and **Liaison Lyon Turin Ferroviaire (*Lyon Turin rail link*)** cross-border projects.

It encourages a modal shift from road to rail, but also the development of **traffic management systems** and the **use of alternative fuels**.

In particular, it subsidises **innovative projects of pilot deployment of charging stations for electric and hybrid vehicles**.

# European funds mobilised : CEF / TEN-T

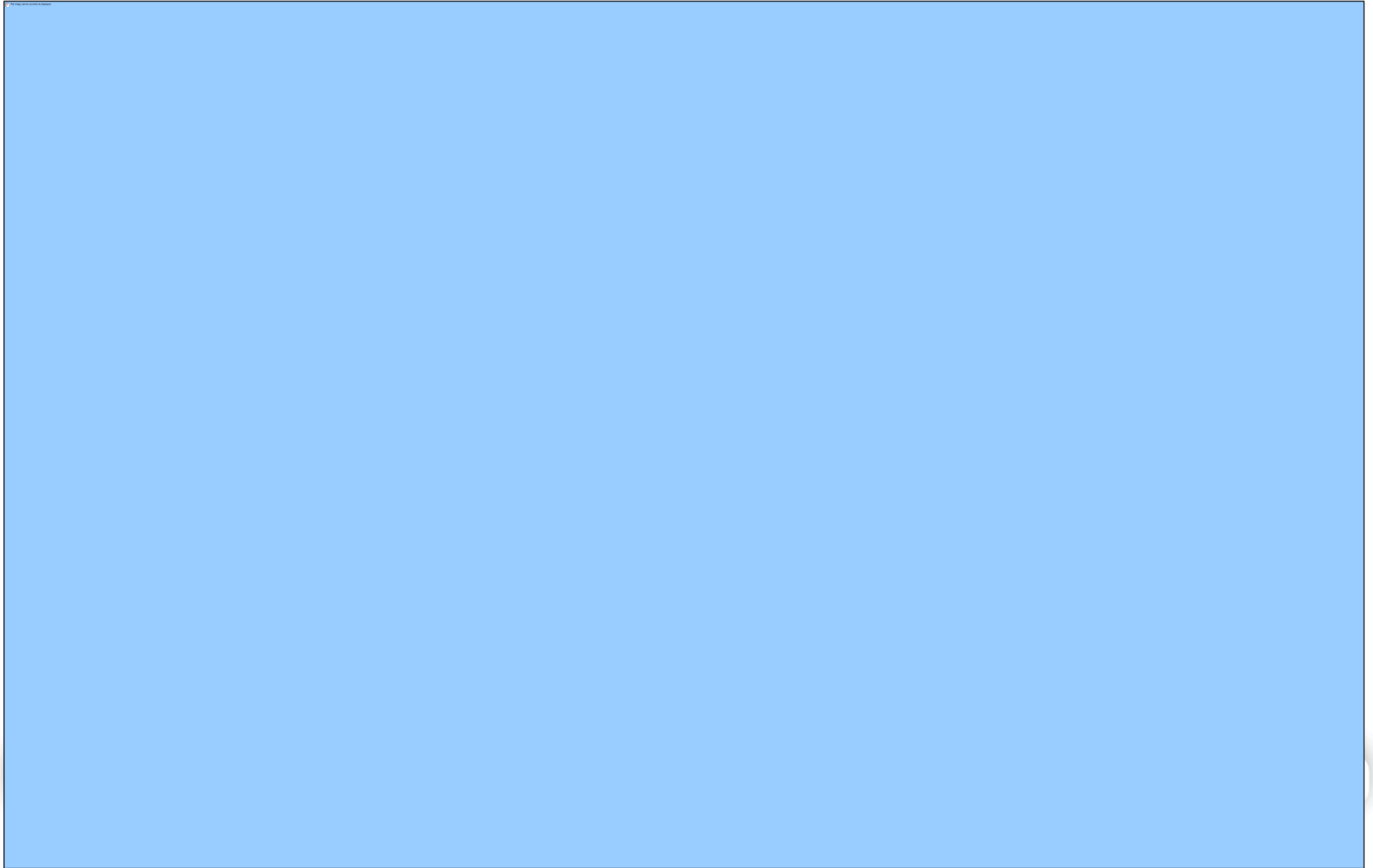
- **An obstacle race for project leader to get CEF / TEN-T funding :**
  - To follow the release of the work programmes and calls for proposals
  - To prepare the presentation report, the **Cost / Benefits Analysis**, the funding scheme, the work schedule
  - To get the different administrative authorisations especially those from the **environmental authority**
  - To be selected by the Transport Department and also the **Budget Department**
  - To get the final agreement from the Member State and the other Member States involved
  - **To be selected** by the European Commission and the Innovation and Networks Executive Agency (INEA)
  - To negotiate the Financial Agreement
  - To be declared compatible with **State Aid law**
  - To organize the calls for tenders...

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# Ongoing call for TEN-T proposals



# European funds mobilised : ERDF in France

The **European Regional Development Fund (ERDF)** focuses its resources on thematic goals, including the No. 4 'transition to a low carbon economy' and the No. 7 'transport', which provide funding for urban mobility and other transport projects :

- High speed rail studies
- Exclusive lane public transport
- Port development
- Intermodality projects

*In France, thematic goal No. 7 finances transport infrastructures only in overseas regions.*



# European funds mobilised : H2020

The new framework programme for research, technological development and innovation, [Horizon 2020 \(H2020\)](#) devotes 35% of its budget to the fight against climate change, 60% to sustainable development and € 6.3 billion to research and innovation in the **societal challenge ‘green, integrated, and intelligent transport’**.

H2020 finances **public-private partnerships (PPP)** dedicated to strategic projects:

PPP ‘arrangements’: European Green Vehicle Initiative (EGVI) Energy Efficient Buildings (EEB),

PPP ‘joint ventures’: SESAR, CleanSky, Shift2Rail, Fuelcells.

The 2014-2015 work programme includes among others a **call for proposals on ‘green vehicles’ and ‘intelligent transport systems’**.

# European funds mobilised : H2020

- The procedures require a **large initial investment** by the project managers.
- The calls for projects now include **two stages of selection**, the first presenting the idea, the second on the detailed project.
- **Oversubscription** observed during the first call for projects is large (about 767 projects submitted, only 209 selected for the second phase).

**France wishes the calls for projects to be more prescriptive and the selection at the start stronger to prevent the disappointment of consortia in case of failure**

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# Potential of Intelligent Transport Systems

**In addition to traditional solutions enabling the reduction of vehicle fuel consumption and thus emissions,**

- Energy efficiency of vehicles,
- Moderate use of air conditioning,
- Speed regulation (both uniform and reduced).

**... New technologies enable the development of eco-driving applications.**

- Better consideration of traffic conditions,
- Car-pooling and car-sharing solutions,
- Driver assistance systems based on the real-time basis on fuel consumption and on analysis of this data.

**The Intelligent Transport Systems can reduce emissions in road transport.**

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# EU funding for Intelligent Transport Systems

The **Directive on Intelligent Transport Systems** establishes a framework for the deployment and the coordinated use of ITS at a European level:

- Use of data,
- Traffic management,
- Road safety,
- Link vehicles / infrastructure.

The **safety forum** is considering the integration of climate and environmental objectives in this policy.

The **7th PCRD (Framework Programme for research and technological development) ECOSTAND project** has developed a USA - Japan – EU common methodology of assessment of GHG emissions reduction.

# EU funding for Intelligent Transport Systems

ITS cooperative systems may **reduce congestion** by giving users with real-time information on road conditions and traffic. This may result in a significant **reduction in emissions of greenhouse gases** in the range of 5 to 10%.

**Large-scale trials in France of a cooperative ITS receiving TEN-T funding SCOOP@F are ongoing:**

- 2000 km roads equipped with beacons,
- 3000 vehicles with onboard instruments,
- Start in 2015
- Grant of € 6.6 million (for the first phase)

# EU funding for Intelligent Transport Systems

- At this stage, the **technology** is still developing. The **costs** are prohibitive and there is no common **standard**.
- The EU plays a major role in **financing initiatives** and in **facilitating the exchange of good practices**.
- Good **upstream project preparation** by French Transport Department in direct relation with European Commission.

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# Support for the development of electromobility

The directive on alternative fuels sets a goal for France of 7 million charging points on the territory by 2030.

**Nationally, there is a whole range of instruments to support the massive development of electromobility,**

- Bonus to the purchase or lease of an electric or hybrid vehicle,
- Deployment of charging infrastructure in private condominiums and public spaces,
- Support for research on battery life.

**... while at European level, aids focus on innovative solutions and pilot deployments.**

# Support for the development of electromobility



# Support for the development of electromobility

- It is necessary to meet the **eligibility criteria** (quality, maturity).
- The **demonstration of the European added value** is difficult to make for such projects because they address local issues.
- It is a challenge to get the different **environmental authorisations**.

# Thank you for your attention!

## Do you have any questions?



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