

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...

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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