

# A COMMON EU APPROACH TO **ECO-INCENTIVE MEASURES**



*Brussels, January 21<sup>st</sup> (2020)*

## SETTING OF THE PROPOSAL TO THE DEBATE

*Med Atlantic Ecobonus Action → **Common EU approach** + Case-study*

*The common EU approach outlines common principles for eco-incentive schemes at EU level (**valid for all modes and EU regions**)*

***Projects of common interest** under article 32 of the TEN-t Regulation*

*The case-study proves the impacts of the approach, as example of **eligible Actions** under future **CEF2** work programs*

## MAIN REFERENCES FOR THE COMMON EU APPROACH

*Recommendations and existing framework on **EU support** to sustainable freight transport services:*

- *TEN-t and Financial/CEF Regulations*
- *Communications from the EC*
- *Recommendations from the ECA*

*Existing framework on **state aid support** to sustainable freight transport services*

***Handbook** on external costs of transport*

***Note:** EU Taxonomy to qualify sustainable freight transport services*

## MAIN FEATURES OF THE COMMON EU APPROACH

***Stimulating*** environmental and social goals in transport market decision-making

*Including greening of operations of vehicle/vessels fleets and the efficiency of the overall transport system. **Not conceived** as start up aids for modal shift.*

***Targeting*** decarbonization, air pollution and social costs

*Conceived as a **form of Action grant** based on the social and environmental merits actually attained with the Action.*

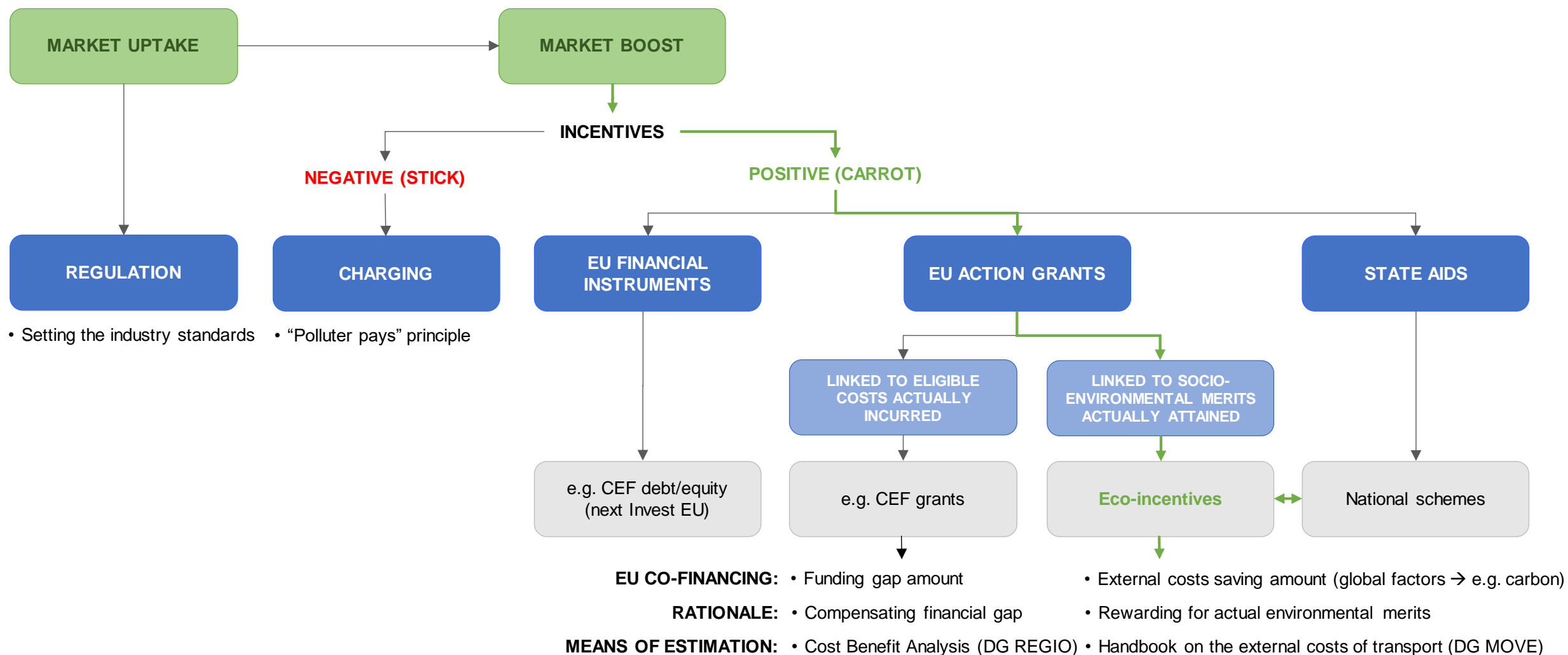
*Such merits to be measured and monetized with common references (**Handbook**)*

***Neutral*** on how the social and environmental merits are attained (EU Taxonomy could be used)

***EU co-financing*** based on the contribution to global benefits (decarbonization)

# MAIN FEATURES OF THE COMMON EU APPROACH

*Complementary to other existing approaches...*



## MAIN FEATURES OF THE COMMON EU APPROACH

***MS acting as promoters** of the eco-incentive schemes. Responsible for the schemes' design, implementation and budget, and beneficiaries of the EU co-financing.*

*Better addressing the specifics of the EU regions (**regional approach**)*

***Coordinated effort** from the EU and the MS support*

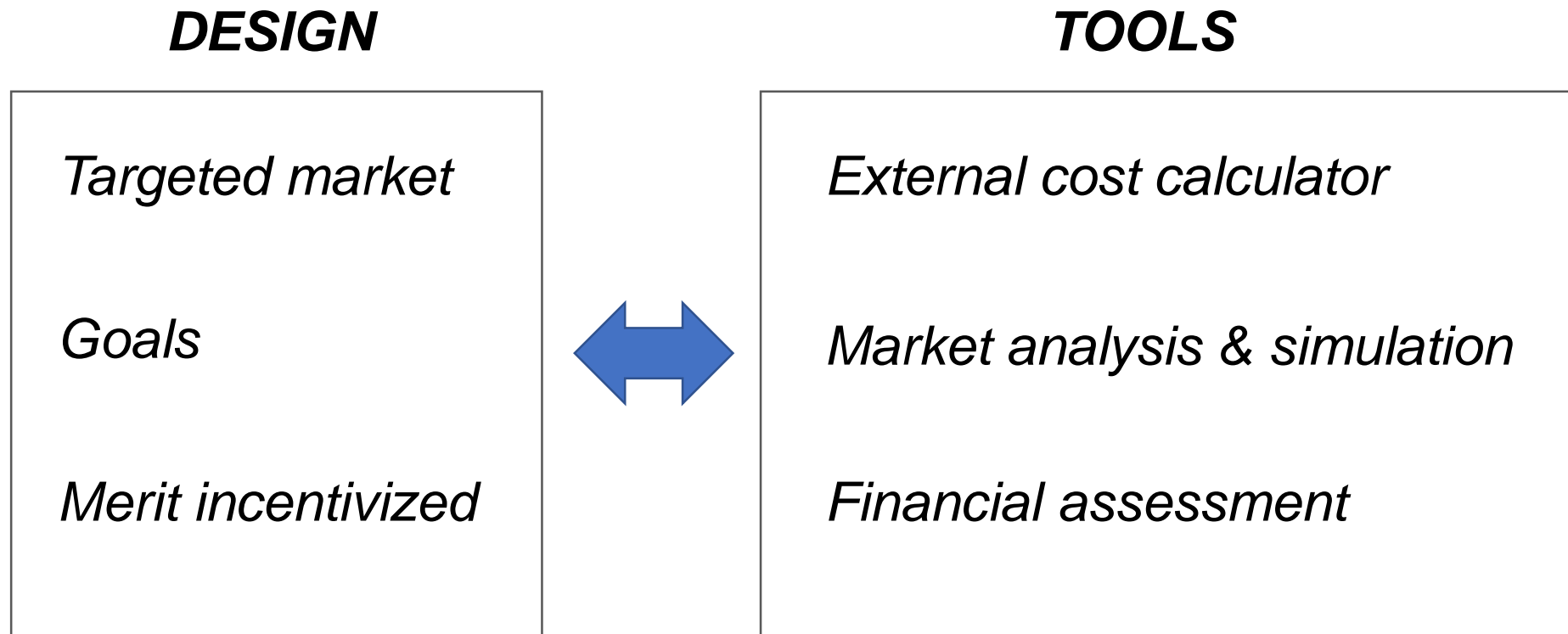
***Compatible** with the rules of the Single Market (state aid rules applies)*

*Funding is **conditioned upon results** → no grants given ex-ante*

*Total eco-incentive given **below** total external costs savings*

# MAIN FEATURES OF THE COMMON EU APPROACH

*Funding conditioned to an **ex-ante analysis** (pre-impact assessment)*



# CASE-STUDY

*Ex-ante analysis...*

## **DESIGN**

*Targeted market:*

*MoS in the West-med / Atlantic*

*Goals:*

*Greening MoS & reducing social costs*

*Merit incentivized:*

*External costs saved per unit  
“Demand approach”*



## **TOOLS**

*External cost calculator:*

*Designed “ad-hoc”*

*Market analysis & simulation:*

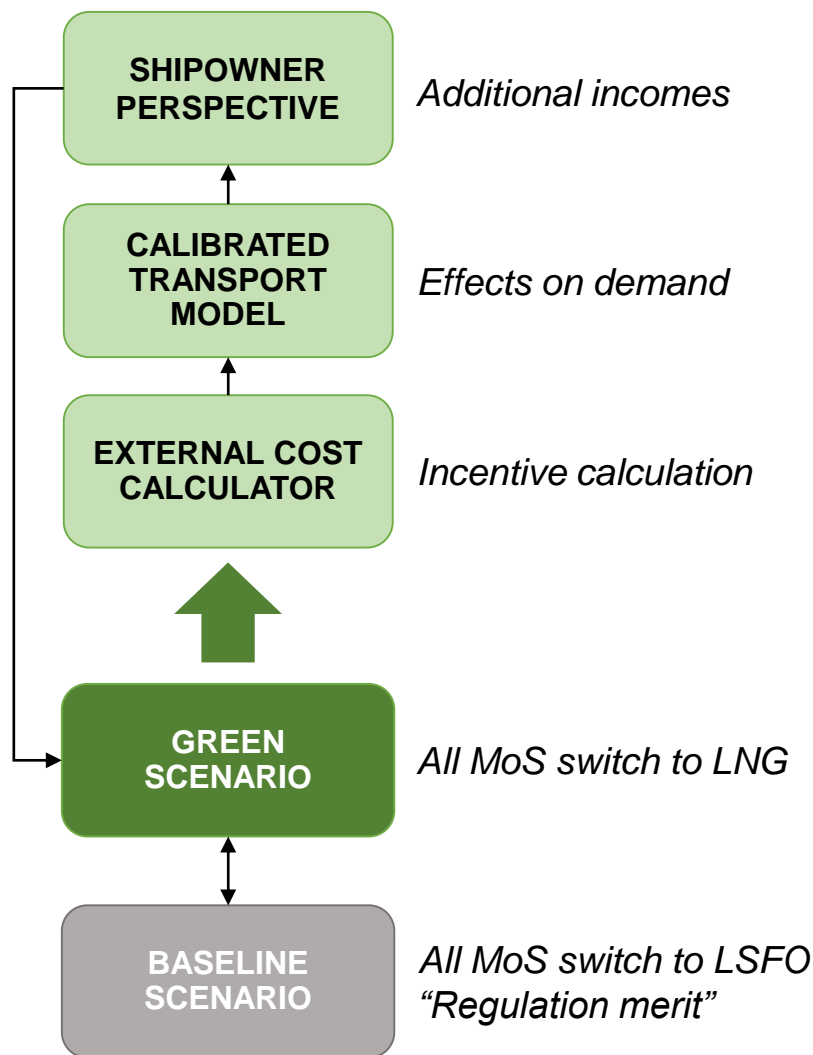
*Transport model*

*Financial assessment:*

*Shipowners’ perspective*



# CASE-STUDY (simulation and results)

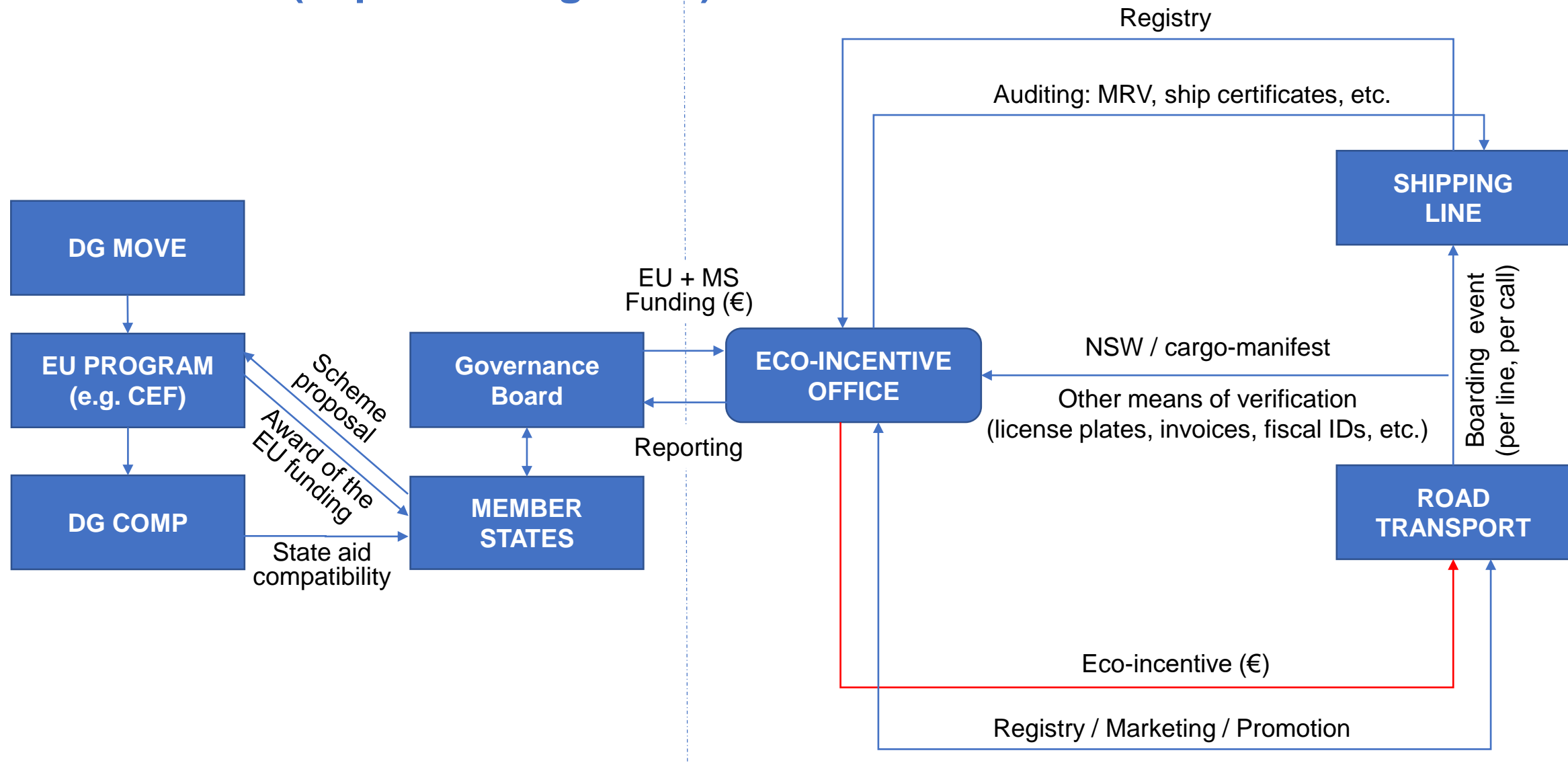


PERIOD 2020-2024 (x1000 €)				
	Eco-incentive (*)	Additional incomes	Green actions	Ext. costs saving
West med	98,324	58,892	162,586	157,714
Atlantic	49,813	105,275	180,454	154,983
<b>Total</b>	<b>148,137</b>	<b>164,167</b>	<b>343,040</b>	<b>312,697</b>

(\*) max. budget needs

- 70% due to green actions (MoS)
- 30% due to modal shift
- 549.000 trucks off the roads
- 27.9 M€ due to CO2
- 19% EU co-financing rate

# CASE-STUDY (implementing chart)



Thank you for your attention!

