

CINEA

Climate proofing requirements for the CEF Transport calls

EUROPEAN CLIMATE,
INFRASTRUCTURE AND
ENVIRONMENT
EXECUTIVE AGENCY



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*METEET - Workshop on the climate resilience of
inland waterways and ports*

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Background



What is climate proofing ?

A process that integrates, into the development of infrastructure projects:

- climate change mitigation
- adaptation measures

The process is divided into:

1. two pillars (mitigation, adaptation)
2. two phases (screening, detailed analysis).

CEF Regulation, Article 14 – key phrases on climate topic

- “climate impact (project life cycle benefits and costs)”,
- “consistency with Union and national energy and climate plans, including the “energy efficiency first” principle”
- “the assessment of proposals against the award criteria shall take into account, where relevant, the resilience to the **adverse impacts of climate change** through a climate vulnerability and risk assessment, including the relevant adaptation measures.”
- ‘In order to prevent infrastructure from being vulnerable to potential long term climate change effects, and to ensure that the cost of greenhouse gas emissions arising from the project is included in the project’s economic evaluation, projects supported by the CEF should be subject to climate proofing’

Requirements

Implementation of the climate proofing requirement to the CEF calls (only applications for projects concerning works)

In accordance with the Work Programme:

- 1) For applications concerning projects not subject to an EIA: there is no requirement to provide information on the climate proofing process of the infrastructure;
- 2) For applications concerning projects subject to an EIA:
 - a. If the key steps for the EIA have been completed before 18 January 2023 → **not required** to provide information on climate proofing.
 - b. If the key steps for the EIA have been completed after 18 January 2023 → the applications **are under the obligation** to submit the information on climate proofing

Guidance

Key documents to take into account:

- ✓ **Commission Notice — Technical guidance on the climate proofing of infrastructure in the period 2021-2027, OJ C 373, 16/09/2021;**
- ✓ **Corrigendum to Commission Notice - Technical guidance on the climate proofing of infrastructure in the period 2021-2027, OJ C 246, 29/06/2022**

Requirements in the Evaluation of Proposals

In accordance with Article 14 of the CEF Regulation, the information on **climate proofing of infrastructure** should be subject to the assessment against the award criteria. The assessment on climate proofing is taken into account in the *Impact* criterion.

Tips for future applications (1)

Applicants must summarise the main findings and conclusions, including adaptations to the project, regarding the climate proofing process, notably as regards climate neutrality (mitigation) and climate resilience (adaptation measures), under point **“4.3 Social, environmental and other impacts”** of **Part B** of the application form in the **two sections “Environmental and climate impact”** and **“Climate resilience”**.

Tips for future applications (2)

Applicants will be requested to describe the **consistency with the mitigation** pillar of the “Technical guidance on the climate proofing of infrastructure in the period 2021-2027”. This also includes how the cost of greenhouse gas emissions have been integrated in the economic evaluation, consistency with the energy efficiency first principle, and consistency with the emission targets for 2050’.

Tips for future applications (3)

- Parts of the Environmental Impact Assessment (EIA) and the Cost-Benefit Analysis (CBA) relating to climate mitigation and adaptation can be used for the purpose of the climate proofing analysis.
- **Optional:** In addition to the above, applicants may include a summary of the climate proofing process under “*Other Annexes*” available in the submission system.

Examples

FAIRway Danube

Expected impact on Climate Resilience

Coordinated approach
give insight on national circumstances and coordinate planned actions

Updated **national action plans** twice a year

Collect, analyze and publish **basic data**

5 surveying vessels and **37 gauges**,
pilot operation,
improved **water level forecasts**

Use available **depths**:
relocate the fairway

4 marking vessels,
pilot operation

~~no dredging~~

Test **innovative approaches**,

Preparatory studies for Váh and Gabčíkovo

AIS AtoNs,
drones for monitoring, etc.
Studies on the navigability of the Váh and the upgrade of Gabčíkovo

FAIRway Danube

Environmental considerations

On beforehand to the procurement of water-level gauging stations:

- **Environmental Permits** were obtained from the relevant competent authorities
- an **EIA** was not required



FAIRway Works!



- Key activities:



- Upgrade of the Serbian Iron Gate 2 navigational lock (Djerdap II)
- Procurement of a multifunctional marking vessel, a surveying vessel and AIS AtoNs in Serbia



- Upgrade of mooring places along the Austrian Danube in Linz, Wildungsmauer and Vienna
- Procurement of multifunctional marking equipment in Austria

- Duration: 03/2020 – 10/2023
- Budget: 42,6 Mil.€, 40% EU-funding

FAIRway Works!

Environmental considerations



- **Activity 5 (Upgrade of infrastructure for mooring operations in Linz (river-km 2129,22 – 2128,90))**
 - Further to the issuance of the permits under the water and nature law (an EIA was not required)
- **Activity 6 (Upgrade of infrastructure for mooring operations in Wildungsmauer (river-km 1894,60 – 1895,12))**
 - All permits (nature & national park, water law) entered into force in the end of August 2021 (an EIA was not required).
- **Activity 7 (Upgrade of infrastructure for mooring operations in Vienna (river-km 1931,56-1932,50))**
 - The planning phase was completed and the request for permissions were sent to the competent authorities on 25/05/2023 (nature and water law, an EIA is not required).

Preparing FAIRway 2 works in the Rhine-Danube Corridor



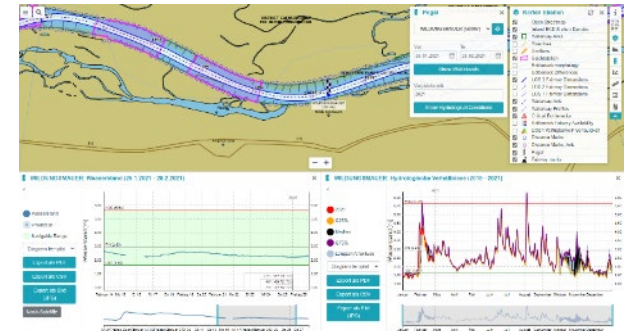
Preparing FAIRway 2 works in the Rhine-Danube Corridor



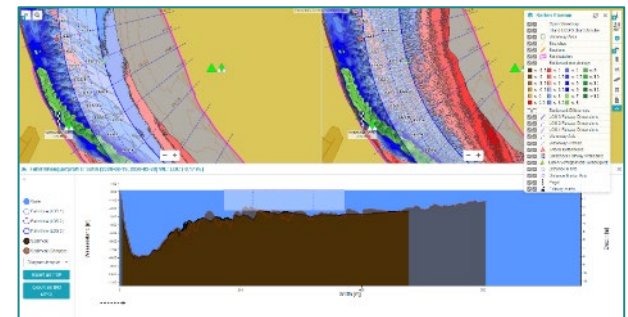
Transnational Waterway Monitoring System (WAMOS*)

New functionalities:

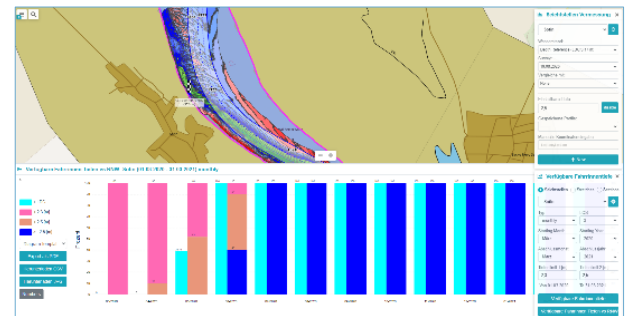
- integration of new fairway related data (bridge clearance, discharge)
- waterway assets related modules (rehabilitation and maintenance measures, dredging module, hydraulic structures public mooring infrastructure, harmonised processing and provision of bottleneck related information)
- traffic data support for waterway management (Integration of (AIS) Aids to Navigation, Traffic Density Maps)
- **environmental layers** (Visualisation of Natura 2000 Sites or environmental monitoring results)
- supporting the reporting obligations (Reporting on GNS process, or within National Action Plans)
- export to external systems (e.g. retrieval of surveying results (map tile images and metadata))



Water levels and hydrological conditions: current and historic water levels, inclusive forecasts and long-term evaluation



River morphology in bottlenecks: morphological data and cross-section profiles (with compare function)



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