



EU Green Corridors Conference: towards climate-neutral freight transport

**Brussels, 9 December 2009
Centre Albert Borschette**

Executive summary

The conference on Green Corridors, held in Brussels on 9 December 2009, attracted an audience of about 230 people, representing Member States, regions, industry associations, transport operators and cargo owners. The conference had three main aims: to give a signal showing the importance that the Commission attaches to the decarbonisation of the transport sector (with focus on the particular challenge of freight transport); to take stock of the initiatives on Green Corridors across Europe; and to discuss issues related to Green Corridors. This was the first EU event devoted wholly to Green Corridors.

In her keynote speech, **Silvia-Adriana Ticau**, Vice-Chairwoman of the Commission for Transport at the European Parliament gave an overview of the current issues in the EU transport policy and urged for the Green Corridor concept to be integrated with other initiatives. **Matthias Ruete**, Director General of DG TREN, stressed that the Green Corridors bring together the aims of competitiveness and greening of transport. However, the concept is still relatively unexplored and characterised by a number of questions that will need to be answered in the future.

After the opening session, the Commission launched the SuperGreen study, aiming to assist the Commission with developing the Green Corridor concept. Prof **Harilaos N. Psaraftis** and Dr **Atle Minsaas** from the project consortium gave an overview of the project plan. The first tasks include defining a set of key performance indicators that will allow measuring sustainability in transport corridors. SuperGreen will last for three years and has an EU contribution of about 2.6 million euros.

Thereafter, several best practice case studies were presented. **Maria Jobenius** (Scania) and **Arvid Guthed** (Port of Gothenburg) presented two examples of projects where the deployment of new technologies and co-modality has allowed for a significant reduction of CO₂ emissions. Dr **Walter Huber** gave a detailed overview of state of play at the Brenner Corridor platform. According to Dr Huber, synergies can be found in terms of energy use, implying that Green Corridors may also be seen in a broader context of regional development. Finally, **Floris Mulder** from SenterNovem gave a presentation on possible research topics that could address Green Corridors in the future.

In the session on modes and co-modality, **Karin de Schepper** from Inland Navigation Europe argued that Green Corridors should be seen as an instrument, not an end in itself. According to her, the short vision should be to reduce costs and externalities, mainly through information sharing and co-modality. **Sebastian Doderer** presented work done at the Port of Hamburg with developing hinterland connections. Dr **Thierry Vanellander** from the University of Antwerp discussed approaches to reducing emissions in road and inland waterway transports, as well as in city logistics. **Patrick Rousseaux** from TREN.E.2 gave an overview of the current state in developing the freight-oriented railway network.

The session on the environmental footprint focused on the measurement of carbon emissions and on policy measures to support the Green Corridor concept. **Erik van Agtmaal** and **Magnus Swahn** discussed ways in which carbon footprint could be measured. Mr van Agtmaal from Altimedea pointed to the increasing complexity in measurement. Mr Swahn brought examples of how the utilisation rates of vehicles have major impacts on the greening potential of transport services. **Jos Dings** from Transport & Environment argued that pricing policy, speed regulations, traffic management through rights and exchanges, integration with TEN-T policy and expandable demonstration projects could be ways in which Green Corridors could be developed.

Gudrun Schulze from TREN.B.1 presented the approach to the on-going TEN-T policy review and argued that the Green Corridor concept should be integrated with the conceptual pillar of the core network. She emphasised that Green Corridors should be clearly anchored in the Commission's infrastructure policy. Dr **Andrea Campagna** from the University of Rome discussed soft infrastructure, with the main focus on IT systems in support of the physical infrastructure.

The session on logistics and supply chain management included a presentation from **Andrea Schön** (DB Schenker) and **Sergio Barbarino** (Procter and Gamble). Both of them argued that economic and environmental efficiency are not contradictory: many of the savings that companies have made during the last years have been due to the pressure to reduce their environmental impact. Ms Schön discussed the various initiatives aimed at reducing the carbon footprint from transport within DB Schenker. Mr Barbarino highlighted that no trade-offs can be made in logistics in terms of cost, service and reliability.

In his closing address, **Mattia Pellegrini**, member of the Cabinet of VP Antonio Tajani, expressed support for the Green Corridor concept. As the main forthcoming tasks, he mentioned the debate on defining Green Corridors, exploring the options for funding and the roles of the various stakeholders, the Member States and the EU in developing Green Corridors. **Jerker Sjögren** representing the current Swedish EU Presidency argued that Europe does not need more corridors; rather it needs more sustainable and efficient transport solutions. **Jan Kozłowski** from the Pomorskie region in Poland gave a perspective from the new Member States. He urged to debate if and how the Green Corridor concept can offer real potential for progress.