

### **Green Corridors Conference 9 December – closing remarks.**

1. Perfect timing: COP 15 – decarbonisation of transport, TEN-T revision, Future of Transport; next week TTE; lunch discussion, Swedish presidency: eco efficient economy
2. Hype – from zero to 100 within a few months
3. This huge interest and enthusiasm has been furthermore expressed and demonstrated today.
4. What do we do now? How can multimodal Green Corridors best be developed and established? How to achieve Green Corridors 2.0? The answer to that is multi-stakeholder cooperation to boost innovation: combine all available tools to achieve synergies, including technology, policy and alternative business models.

The development and establishment of Green Corridors has to be business driven – supporting the internal market, enabling closer cooperation between goods owners and logistics/transport companies with focus on the whole supply chain.

#### We don't need more corridors!

We don't need a set of new corridors *but*, from both a business and societal perspective, more efficient, environmentally friendly and climate smart solutions.

#### Both bottom-up and top-down perspective:

The bottom-up perspective is essential to leverage existing infrastructure and promising projects. Development of co-modal solutions deriving from existing systems is of great importance. Top-down is a question of the necessary political support on all levels.

#### Both conceptual and geographical view:

A conceptual view is needed in the early stages in order clearly define the project. Further on, the project will implicate geographical mapping of corridors. The “white spots” of infrastructure in Eastern/Central Europe have to be developed, whereas the challenge for Western Europe is to use the existing system more efficiently.

Green Corridors have to be a business attractive solution: potential to both earning money and being climate smart. Thus the first green corridors could play the role of forerunners, giving us a picture of how we can combine decarbonisation of transport and boosting recovery of the European economy – a true eco efficient economy.

5. Window of opportunity from now and 3 years ahead!
  - Super Green consortium, mission for 3 years
  - Strategic corridor projects in the Baltic Sea Region: Scandria, East West Transport Corridor II and TransBaltic.
  - Green Corridor Brenner

6. What do we expect the Commission to do?

- Super Green
- TEN-T Guidelines
- Future of Transport
- A special study on funding resources and other supporting instruments, e.g. research capabilities (FWP, EraNet etc)
- Testing area; Sweden!
- Communication: Green Corridor Action Plan

7. What can be done within a single MS and by MS's in cooperation?

- Invent the possibilities; feasibility studies
- Share best practises
- Cross-border partnership for pilots