

Green corridors: distraction or real contribution ?

Members

Austria, Belgium, Czech Republic, Denmark, Estonia, France, Germany, Greece, Hungary, Italy, Netherlands, Norway, Poland, Portugal, Romania, Russia, Slovenia, Spain, Sweden, Switzerland, UK



Green corridors

- the context

Green corridor according to



WIKIPEDIA
The Free Encyclopedia

‘an area of habitat connecting wildlife populations separated by human activities (such as roads, development, or logging)’

Green corridor according to



‘an integrated transport concept where short sea shipping, rail, inland waterways and road complement each other to enable the choice of environmentally friendly transport’

If green corridors are the solution ...

.... Then what is the problem ?

- Compare biofuels, motorways of the sea, 'core network' in TEN-T review, ...
- distraction, or even greenwash ?

Decarbonising transport without public money

1. Maximise **transport efficiency**: amount of transport per unit GDP
2. Maximise **energy efficiency**: amount of energy per pkm/tkm
3. Improve **energy quality**: reduce carbon footprint per unit of energy

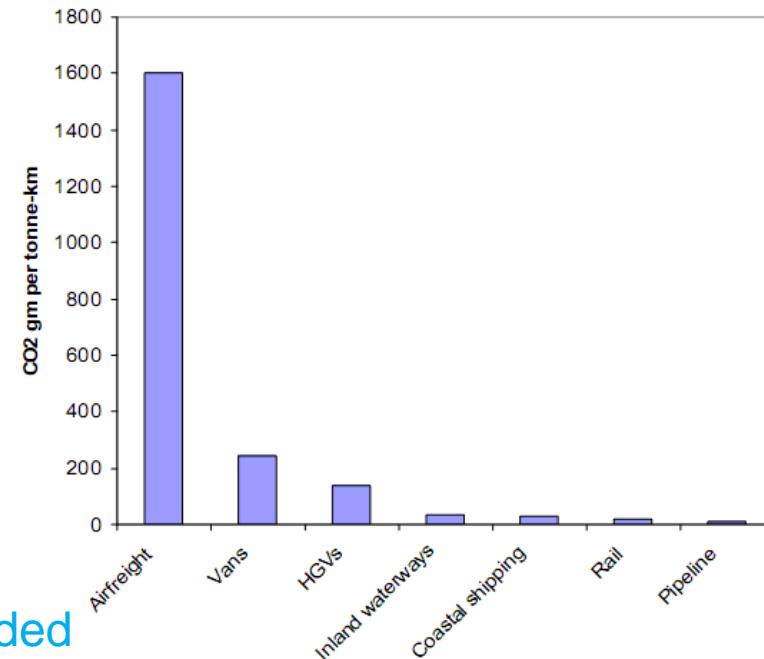
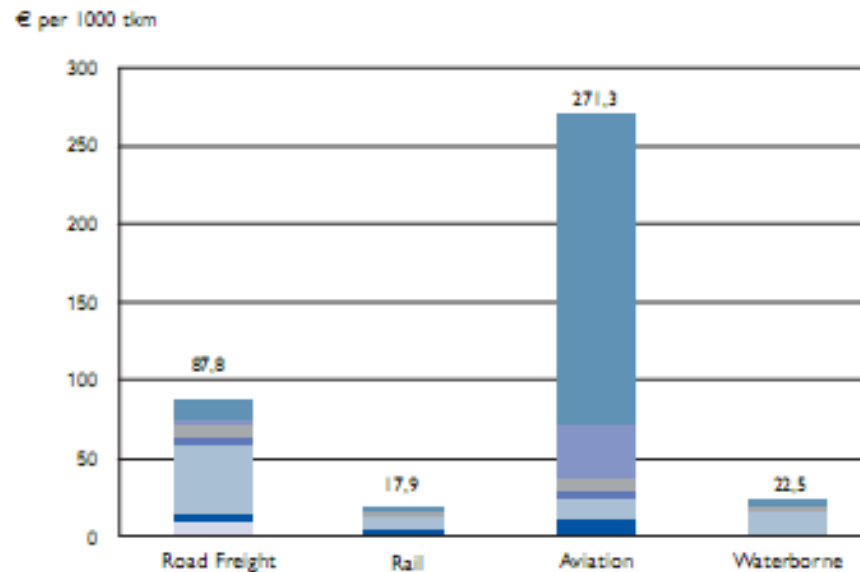
Decarbonisation: sooner = cheaper !

Decarbonising transport

- Pricing
- speed
 - Vans, trucks
 - Aviation
 - Shipping
- bunker fuels in climate deal
- Climate-proof (remaining) funds;
- toughest possible vehicle standards

Air freight – a special case

- Negligible in volume, not in emissions !
- Per tkm: order of magnitude worse than others



IWW/Infras, McKinnon. Non-CO2 impacts excluded

- Overall climate impact roughly 40% of trucking, and growing

How green corridors could contribute

Make sure measures are
expandable to EU-level

Pricing

- Proper pricing is measure #1 to clean up freight transport
- Corridors to implement road pricing, surely as condition to benefit from EU funds

Speed management

- There is overcapacity – ideal time for lowering speeds
- Much lower speed limits for road transport – well enforced of course
- Shipping: slow steaming

Traffic management measures

- Give Member States not meeting climate, air pollution or noise limits instruments
- Tradeable air pollution / noise rights
- Alpine crossing exchange
- CO2-based exchanges

Integration in TEN-T policy

- TEN-T review should focus on investing for decarbonisation
- ‘Green corridor’ criteria & measures could be meaningful if adopted as basis for TEN-T
- Pay attention to adaptation too !!

Cleaner tech demos & ideas

- Dense routes good areas for demonstrators vehicle & infrastructure
- Truck, surface electrification demos
- Biofuels – no real reasons for corridor deployment
- Ships: use IMO indices, sails, shore side electricity
- Tax or forbid diesel trains

Key points

1. Green corridors should not distract from big picture
2. Shelve if no quick and measurable progress
3. expandable measures, fitting in wider decarb strategy
 1. Pricing
 2. Speed
 3. Traffic management
 4. Integration in TEN-T review
 5. expandable clean tech demos