



The EU Commission's view on "Green Corridors" and their connection to the TEN-T Policy in the STRING corridor

**Gudrun Schulze, EU Commission
Green STRING corridor, Copenhagen, 11 March 2013**

"Green Corridors": Catalyst for a sustainable transport system in Europe?

- **The 2007 EU Freight Logistics Action Plan, triggering a wealth of "Green Corridor" initiatives of industry, academic, regional, local and other actors**
- **The 2011 Transport Policy White Paper, setting the framework for a more sustainable transport system**
- **The legislative proposals for a new TEN-T policy, establishing the infrastructure basis for the sustainable transport system**
- **TEN-T Corridors, as an implementation instrument, aiming to pioneer forward-looking solutions and spread best practice**

Five years of Green Transport Corridors

- **A European corridor concept, characterised by:**
 - **a concentration of national and international long-distance freight transport between major hubs**
 - **the aim of curbing negative environmental and climate impacts; of enhanced safety, service quality and efficiency**
 - **the development of integrated logistics concepts with optimal use of all transport modes, openness for all actors, and innovative management models**
 - **the removal of infrastructure bottlenecks, strategic placement of terminals, ITS equipment and innovation**
- **A wealth of initiatives brought forth by a broad range of actors**
- **Support from governments and EU sources**

The 2011 "White Paper": A vision for the European transport system of 2050

The overall objective:

Reducing CO2 emissions from transport by 60 % while meeting increasing mobility needs

Promoting measures in four areas:

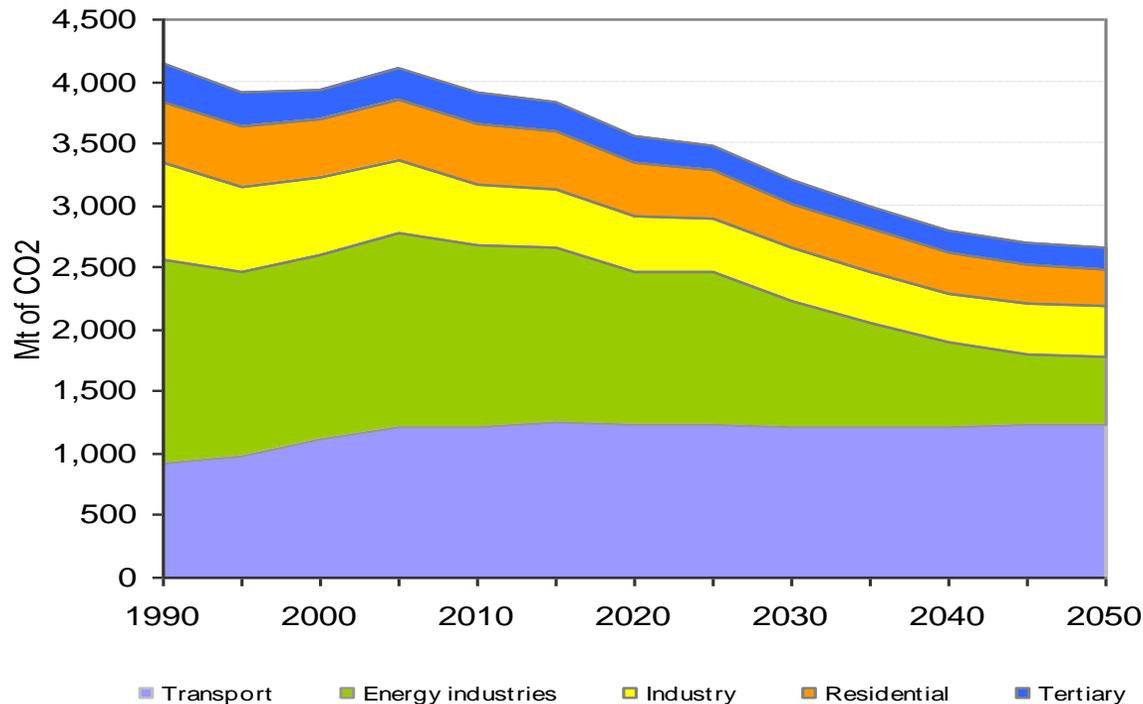
Internal Market

Innovation

Infrastructure

International dimension

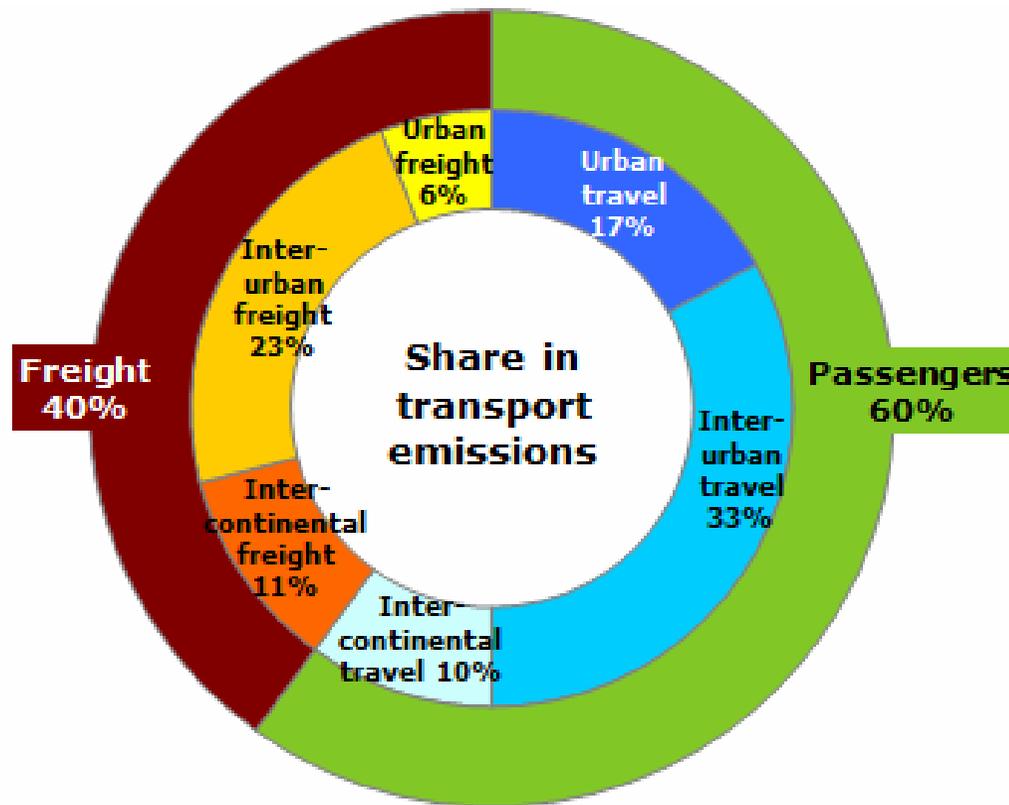
Today: CO₂ emissions from transport are still growing



Source: PRIMES, NTUA (E3MLab)

- Today transport accounts for one-quarter of EU CO₂ emissions
- Transport could represent 50% of total emissions by 2050, under current trends and policies

Transport sectors and their carbon footprint



The four "I"s: The Internal Market

- **A Single European Transport Area: A true internal market for railways, completion of the Single Sky, capacity and quality of airports, a maritime "Bleu Belt" and market access to ports, a suitable framework for inland navigation, road freight, multi-modal transport of goods**
- **Promoting quality jobs and working conditions**
- **Secure and safe transport**
- **Service quality and reliability**

The four "I"s: Innovating for the future

- **A European Research and Innovation Policy: A technology roadmap, an innovation and deployment strategy, a regulatory framework for innovative transport**
- **Promoting sustainable behaviour: Travel information (create awareness for alternatives to conventional transport); vehicle labelling, carbon footprint calculators, eco-driving;**
- **integrated Urban Mobility: Urban Mobility Plans; EU framework for urban road user charging; strategy for "zero-emissions urban logistics**

The four "I"s: Modern Infrastructure and smart funding

- **Modernise transport infrastructure development to support economic growth and territorial cohesion**
- **Create a coherent Funding Framework**
- **Get the prices right and avoid distortions**

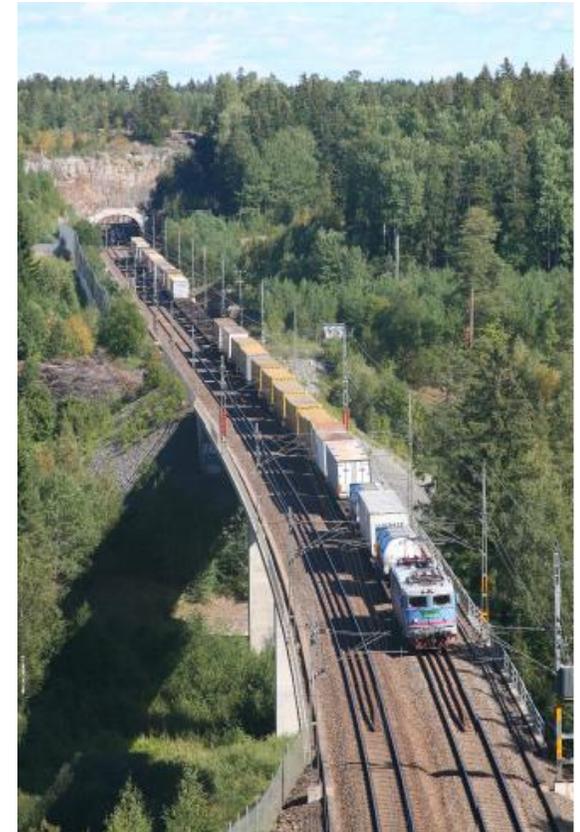
The International Dimension

- **Expand Internal Market Rules and European standards through work in international organisations**
- **Promote energy efficiency and climate change objectives in multi-lateral fora and bilateral agreements**
- **Develop a cooperation framework to extend transport and infrastructure policy to neighbours**
- **Build on established research and innovation partnerships to find common answers to challenges**

An efficient transport system with a modernized TEN-T as its backbone

Two EU Regulations have been proposed:

- **Union Guidelines for the development of the trans-European transport network, governing infrastructure planning and implementation until 2050**
- **The Connecting Europe Facility governing EU funding until 2020**



A genuinely new EU infrastructure policy:

- **Integrating all modes of transport and putting increased emphasis on terminals and nodes (including urban nodes)**
- **Including "intelligent" equipment (ITS) within and across all modes to boost efficient infrastructure use**
- **Promoting infrastructure innovation and enabling low carbon vehicle generations**
- **Advancing a genuine network approach and making operation/functionality an integral policy element**
- **Heading for a multi-modal network with strong standards, based on EU law and international agreements**

A core network:

- **The strategically most important part of the TEN-T, and outcome of the first genuinely European transport network planning method**
- **A multi-modal NETWORK approach in contrast to the current, uni-modal priority projects' approach**
- **A forerunner of resource-efficient, intelligent and innovative infrastructure development in all parts of the EU**
- **An implementation priority (target 2030), with strong support from financial and non-financial EU instruments**

"Projects of common interest"

- **Have a strong "European added value" and benefit from network effects**
- **Have to comply with all EU legislation (notably on transport and environmental protection)**
- **Involve actors at three levels: European – national – regional/Local**
- **Are eligible for EU funding**

Implementing the new TEN-T

A major financial challenge:

- **500 billion Euro needed for TEN-T implementation until 2020, about half of which for the core network**
- **Member States and other public and private entities as project promoters and main investors**

Proposed EU support 2014 – 2020 (CEF):

- **31,7 billion € CEF, 24 billion € Cohesion Fund**
- **CEF encourages innovative financial instruments**

Proposed Connecting Europe Facility: Core Network Corridors



Implementing the new TEN-T: Not just about money!

A new vision: Sustainable TEN-T corridors through coordination and innovation

Core Network Corridors in order to:

- **Co-ordinate infrastructure works**
- **Stimulate efficient infrastructure use on a multi-modal basis**
- **Deploy innovative solutions**
- **Boost resource efficiency**
- **Integrate "Green corridors"**

But not to create an additional EU planning layer

From Green Corridors to sustainable TEN-T core network corridors

- A concrete step towards the achievement of the White Paper objectives
- A strong link between infrastructure and transport policy objectives (infrastructure shapes mobility)
- Freight and passenger transport problems to be put on comparable footing
- Complementarity between transport and other policy areas (environmental, regional, industrial, RTD etc.)
- An enhanced platform for cooperation of actors
- Strong support for key infrastructure projects
- KPIs to guide decisions, measure results and be transparent