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: CO\textsubscript{2} emissions from transport are still growing

- Today transport accounts for one-quarter of EU CO\textsubscript{2} emissions

- Transport could represent 50% of total emissions by 2050, under current trends and policies

Source: PRIMES, NTUA (E3MLab)
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

Corridors
1. Baltic-Adriatic
2. Warsaw-Berlin-Amsterdam/Rotterdam-Felixstowe-Midlands
3. Mediterranean
4. Hamburg-Rostock-Beruges/FR border-Piraeus-Lefkosia
5. Helsinki-Valletta
6. Genova-Rotterdam
7. Lisboa-Strasbourg
9. Amsterdam-Base/Lyon-Marseille
10. Strasbourg-Danube
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 ressource 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