

8th Florence Intermodal Forum Greening European Cargo Operations

4 June 2021 @ 09:00 – 12:45 CEST
Online (Zoom Meeting)



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European University Institute

- The European University Institute (EUI) was set up in 1972 by the six founding Member States of the European Communities to provide advanced academic training to doctoral researchers and to promote research at the highest level
- It opened its doors to the first researchers in 1976
- Since then it has expanded to include new Members States of the enlarged European Union and has associate links to other countries, including Switzerland, Norway and Turkey
- EUI carries out research in a European perspective in Economics, Law, History and Civilisation, and the Political and Social Sciences
- As of 1994, a 5th Faculty was added: the Robert Schuman Center for Advanced Studies
- Each year more than 100 doctoral theses are defended at the EUI

Florence School of Regulation

- A project within the Robert Schuman Centre of the European University Institute (EUI) focusing on regulatory policies, and working closely with the European Commission
- Founded in 2004 by three European regulators in the energy sector
- Enlarged in 2009 to Telecommunications and Media
- FSR-Transport began its activities in 2010 focusing originally on railway regulatory policy
- Today, we cover rail, air, urban public, intermodal and maritime transport
- Funded by donations from transport operators
- Team: Matthias Finger, Juan Montero, Irina Lapenkova, Teodora Serafimova

Context of this Forum

- Cargo transport represents 6% of European GDP, and 75% of its operations (ton-km) rely on road transport (trucks), with massive environmental and societal impacts.
- European Green Deal: “a substantial part of the inland freight traffic shall shift away from road towards cleaner modes such as rail, inland waterways and short-sea shipping”.
- Sustainable and Smart Mobility Strategy: rail freight traffic to increase by 50% by 2030 and double by 2050, whereas transport by inland waterways and short sea shipping to increase by 25% by 2030 and by 50% by 2050.
- EC initiatives to achieve set goals:
 - Revamping the existing framework for multimodal transport (ongoing revisions of TEN-T, Rail Freight Corridors, Combined Transport Directive, State Aid Guidelines; EU funding, R&I support)
 - Provision of adequate information on climate footprint and available alternatives to consumers and business (methodology, metrics, existing EU & global standards, benefits etc.)

Structure and Principles of the Day

- Introduction: Magda Kopczynska, Director Waterborne Transport, DG MOVE, European Commission
- 2 thematic sessions, each kick-started with 3 short input presentations and followed by an open discussion involving **all** participants
- 35 participants in total representing policy makers, operators, shippers, logistics companies, freight forwarders and academics, among others
- Concluding remarks: Annika Kroon, Deputy Head of Unit, Maritime Transport & Logistics, DG MOVE, European Commission
- A video recording of the meeting only for **internal** purposes to produce an “Observer” (summarising policy brief)
- Please make sure to display **your name** correctly to facilitate the moderation
- **Chatham House rules**

The Sessions

- A. Boosting the share of multimodal freight transport:** What kind of support measures, regulatory or economic, should be included in the revision of the Combined Transport Directive to boost the use of sustainable transport solutions? What is more important in short, medium and long term – support for infrastructure or for operations to achieve this boost? Is it necessary to have harmonised EU level support measures or is there a need for a tailored approach for each Member State, or a combination of the two?
- B. Towards a common European framework for the harmonised measurement of transport and logistics greenhouse gas emissions:** What environmental information should businesses and end-users be provided with? How can common greenhouse gas indicators boost demand for more sustainable transport and delivery solutions while avoiding greenwashing? Should carbon footprint information be considered as a new right, applicable to all modes? Should measuring and publication of this information be voluntary or mandatory?

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