



MEETING

PRESS RELEASE

For immediate release

Each mode of transport has its own strengths and should be able to make progress with CO2 improvements imposed, Michelin claimed

Brussels, April 28th 2010: "Transport and mobility are not the natural enemies of human beings. They are a basis for human life and a human right", said Mr Koch at a meeting on "**Greening logistics**", held on the 28th of April in the European Parliament. The Intergroup on "Climate Change, Biodiversity and Sustainable Development" has successfully brought together representatives from the European Commission, Michelin, Intertanko, the Community of European Railway and Transport and Environment. Hosted by **MEP Dieter-Lebrecht Koch, Chair of the subgroup "Transport and Tourism" of the Intergroup**, the event enabled to share experience and deepen the debate on how to make logistics greener.

Transport is the only sector where CO2 emissions have risen over the last twenty years. This also holds true for road freight. In this regard, **Ms Renshaw – Transport and Environment** – denounced the policies using money to build infrastructure, making transport faster, and encouraging heavier lorries. In addition, opening borders has a strong impact, notably on the increase in driving distances. Low prices represent also a major problem. Road is perceived as the cheapest transport mode. **Mr Drew – Community of European Railway** - argued that "if prices are not adjusted, traffic volumes will continue to grow uncontrollably". One of the solutions advocated is the internationalisation of external costs of transport such as infrastructure, air pollution, climate change, congestion and noise. Users of transport would therefore pay for the external costs they cause. The "polluter pays" principle should be applied.

Decarbonising transport is challenging. As reducing mobility is, in **Mr Stelmaszczyk's** view - **DG Mobility and Transport** -, not an option to be considered, other possibilities have to be explored in order to reduce by 2050 the level of CO2 emissions by 80% compared to 1990. To this end, simplifying administrative procedures, improving technological research and policy development, and using the potential of information and communication technologies are among the solutions put forward by the European Commission. A better connection of different modes of transport has also a huge

potential. As well known user of logistics with 2 millions tons of products transported per year, **Michelin** attaches particular importance to this issue. **Mr Ozoux** insisted on the fact that road and rail are complementary and not competitors. Each mode of transport has its own strengths and should be able to make progress towards meeting the objective of CO2 emissions reduction.

The maritime sector has put a lot of efforts over the last years in order to be more sustainable. This is therefore not surprising to see the ambitious Virtual Arrival project, initiated by the industry, being developed and implemented. Involving several stakeholders, **Mr Ranheim – Intertanko** – explained that this project takes advantage of the inefficiency within the transport chain through an agreed and managed reduction of the vessels passage speed. In practical words, when there is a known delay in the ship arrival time, a virtual agreement between two or more parties to adapt to the ship arrival time is concluded. This project has multi-benefits: in addition to reducing fuel consumption and CO2 emissions, it enables to improve safety, and decrease congestion in ports.

This meeting was organized by the Secretariat of the Intergroup composed jointly of the European Bureau for Conservation and Development (EBCD) and the International Union for Conservation of Nature (IUCN).

***END

Contact: Secretariat of the Intergroup on Climate Change, Biodiversity and Sustainable Development European Bureau for Conservation and Development (EBCD) – Mélanie LAMAISON – Email: melanie.lamaison@ebcd.org – Ph: +322-230-30-70