

The *Energiewende*: Making it happen on the *autobahn*

**How Germany could decarbonise freight transport.
The trucks. The technology. The politics.**

Media workshop for European journalists

18 – 20 September 2016, Berlin – Hamburg – Hannover*

organised by the Clean Energy Wire in cooperation with the
International Council on Clean Transportation ICCT

*The workshop will end in Hannover on 20 September. The IAA Commercial Vehicles will start with a press day on 21 September.

Transport is one of the most critical sectors in climate policy. While industry, private households and the energy sector have in the past decades significantly reduced their climate impact, there has been stagnation when it comes to reducing greenhouse gas emissions from cars, trucks, ships and planes. Progress in efficiency and engine technologies has been eaten up by ever increasing mileage, freight volumes and growing international trade.

More goods over greater distances: Freight transport volume in Germany is expected to grow by more than 20 per cent until 2040, increasing from 4,1 bn tonnes (2014) to 4,8 bn tonnes. Total freight performance as measured in tonne-kilometers is expected to double until 2040, reaching a total of 962 bn tonne-kilometers.

Shell Nutzfahrzeugstudie 2016

Experts are particularly worried about current growth rates in freight transport: Rapidly increasing freight volumes and an ever greater share of goods transported by trucks and planes – rather than by rail and ship – mean that with today’s trends pollution and emission are set to grow even further.

What really makes the transport sector different, however, is the lack of a clear policy framework for cleaner transport and lower emissions: Whereas the “energiewende” sets concrete targets for the power sector, energy efficiency and renewables, the picture is very different in the transport sector:

The diversity of technology options available, and disagreements over decarbonisation

pathways, make an already difficult policy challenge even more complicated. At present, no single drive technology or alternative fuel has emerged as the clear frontrunner for decarbonising road freight transport. And while society has been pushing ferociously for a nuclear phase-out and renewables, a post-Paris consensus has yet to emerge regarding the future of transport and mobility.

Truck dominance 1: 71 per cent of total transport volume in Germany is handled by trucks, up from about 60 per cent in the early 1990s.

Germany is the largest market for heavy trucks in Europe, accounting for more than a quarter of new truck registrations.

Shell Nutzfahrzeugstudie 2016



- ➔ Against this background, our media workshop will take a deep dive into freight transport, exploring Germany's political and technical options for reducing carbon emissions from transportation.
- ➔ In meetings with policy analysts and stakeholders from the heavy vehicles, logistics and transport industries, as well as relevant NGOs, we will ask which policy and regulatory framework the transport sector needs as it moves towards decarbonisation.
- ➔ Various on-site visits will expose participants to the freight supply chain, from global shipping hubs to inner-city delivery concepts.

Truck dominance 2: In 2009, two thirds of all road transport emissions came from private cars. With more private electric cars, greater fuel efficiency for passenger cars and increasing shares of public transport, trucks are set to become the dominant source of transport emissions.

Content

- **The programme:** Who? What? When?
- **From A to M:** Background info on the programme items
- **Organisational** details and how to **apply**
- About the **organisers**



© Siemens

**Powered with electricity from renewables:
A truck with overhead contact lines at a testing site in northern Brandenburg**

The programme: Who? What? When?

Sunday, 18 September 2016

17.00 *Welcome drinks at Clean Energy Wire/Agora Verkehrswende, Anna-Louisa-Karsch-Strasse 2, 10178 Berlin*

18.00 *Introduction and outline of the programme Sven Egenter, Executive Director, Clean Energy Wire*

A

**Climate policy, decarbonisation and the key role of the transport sector:
Finding a way out of the impasse**

Meeting with Maria Krautzberger, President of the German Federal Environment Agency (Umweltbundesamt UBA)

B

Discussion moderated by Christian Hochfeld, Executive Director, Agora Verkehrswende

20.00 *Dinner*

21.30 *Transfer to Leonardo Royal Hotel Berlin, Otto-Braun-Straße 90, 10249 Berlin*

Monday, 19 September 2016

8.30 **Freight transport: How relevant is it for climate policy? Assessing the environmental and climate impact, major trends and future developments**

C

Presentation by Professor Gernot Liedtke, Head of the Commercial Transport Department, Institute for Transportation Research at Deutsches Zentrum für Luft- und Raumfahrt (DLR National Aeronautics and Space Research Centre DLR
Location: Leonardo Royal Hotel Berlin, Otto-Braun-Straße 90, 10249 Berlin

9.30 **Vehicle technology as a lever for decarbonising freight transport: Which range of options is available?**

D



Presentation by Dr Peter Mock, Europe Managing Director, ICCT
Location: Leonardo Royal Hotel Berlin, Otto-Braun-Straße 90, 10249 Berlin

10.30 **Climate friendly road transport 2050: Policy options and regulatory approaches**




E

Presentation by D. Florian Hacker, Deputy Head of Resources & Mobility, Öko Institute for Applied Ecology
Location: Leonardo Royal Hotel Berlin, Otto-Braun-Straße 90, 10249 Berlin

11.30 *Lunch*

- 12.00 *Bus transfer to Uckermark*
- 13.30 **Clean Energy Wire for trucks: Turning the *autobahn* into an eHighway**
 On-site visit of testing site for overhead contact line electric trucks operated by Siemens
 **F**
 Meeting with Hasso Georg Grünjes, Head of eHighway, Siemens AG and Katharina Zoefeld, Communications, Siemens AG
Location: Groß-Dölln, Uckermark
- 15.00 *Bus transfer to Schenkenberg*
- 16.00 **Truck fuels from the air? Turning wind to hydrogen**
 On-site visit of hybrid power plant operated by Enertrag
 **G**
 Meeting with Robert Döring, Head of Public Affairs, Enertrag AG
Location: Dauerthal 3, 17291 Dauerthal
- 17.30 *Bus transfer to Neubrandenburg and dinner at Restaurant Berlin*
Location: Restaurant Berlin, Fritz-Reuter-Straße 1, Neubrandenburg
- 18.30 *Dinner at Restaurant Berlin, Fritz-Reuter-Straße 1, Neubrandenburg*
- 20.00 *Bus transfer to Hamburg*
- Overnight-stay in Hamburg
Location: Hotel Rilano, Hein-Saß-Weg 40, Hamburg

Tuesday, 20 September 2016

- 9.00 **Port of Hamburg: Where global shipping becomes local. Sustainability options for cleaner ships**
 **H**
 Presentation by Malte Siegert, Head of Environmental Policy, NABU Hamburg
Location: Am Ballinkai 1, 21129 Hamburg
- 9.30 **Turning high volumes/low energy into low volumes/high energy? Organising the intersection of the high seas and the hinterland**
 **I**
 Presentation by Heinrich Goller, Managing Director Operations, Hamburger Hafen und Logistik AG (HHLA)
Location: Am Ballinkai, 21129 Hamburg
- 10:30 **Autonomous electric driving: The future began in Altenwerder**
 **J**
 On-site visit of Altenwerder Container Terminal (CTA) at the Port of Hamburg, operated by HHLA
Location: Am Ballinkai, 21129 Hamburg
- 11:45 *Lunch*
- 12:15 *Transfer to United Parcel Service (UPS)*

- 12:45 **Inner-urban delivery transport: Ensuring sustainability for the “last mile“**
On-site visit to United Parcel Service (UPS) project
Meeting with Christian Luner, Supervisor/ Head of Operations
Location: Bei der Stadtwassermühle, 20354 Hamburg
- K**
- 14.00 **Sustainable logistics: Bringing together industry needs, government incentives and regulation towards a coherent policy framework**
Meeting with Andrea Schön, Sr Mgr Carbon Controlling & Consulting
DB Schenker AG
Location: Heidenkampsweg 79, 20097 Hamburg
- L**
- 16.00 *Transfer to Pattensen*
- 18.00 **Meeting with DHL Deutsche Post**
Presentation of and meeting with Win Neidlinger, Director Business Development, StreetScooter GmbH and Achim Jüchter, Senior Expert Shared ValueGoGreen von Deutsche Post DHL Group
Location: Ludwig-Erhard-Str. 39, 30982 Pattensen
- M**
- 19.30 *Transfer to Hannover*
- 20.00 **Of trucks, fuels and engines: How the truck industry is tackling the decarbonisation challenge**
Dinner session with Magnus Höglund, director Sustainable Transport, Scania Trucks
Comments by William Todts, Director Freight and Climate, Transport & Environment
Location: Restaurant muscade, Königstrasse 7, 30175 Hannover
- N**
- 22.00 *End of the official programme*
- Overnight stay at CityHotel Königstrasse 12, 30175 Hannover*

Wednesday, 21 September 2016

The IAA Nutzfahrzeuge opens with its media day. Participants wishing to attend are kindly asked to organise their visit individually.



© Aleksander Slota/VCD

From A to N: Background info on the programme items

A

The Umweltbundesamt (Federal Environment Agency, UBA) is Germany's main environmental protection agency. Its core mission is the early detection of environmental risks and threats in order to develop viable and timely solutions. The UBA's work centers on gathering data environmental data, investigating the relevant interrelationships and providing federal bodies such as the Ministry of the Environment with policy advice. The UBA also implements environmental law in areas such as CO₂ trading and approval processes for chemicals, pharmaceutical drugs and pesticides.

- Official UBA website, in English and German: <https://www.umweltbundesamt.de/en>
- UBA study "Klimaschutzbeitrag des Verkehrs bis 2050", in German: <https://www.umweltbundesamt.de/publikationen/klimaschutzbeitrag-des-verkehrs-bis-2050>
- European Environment Agency Report on transport indicators tracking progress towards environmental targets in Europe, in English: <http://www.eea.europa.eu/publications/term-report-2014>

Maria Krautzberger is President of the Umweltbundesamt. In the course of her professional career she has launched numerous environmental and conservation projects, such as the "Stadtentwicklungsplan Klima Berlin", a climate-related urban development plan for Berlin. The plan was the first its kind to take into account the impacts of climate change on Berlin. One of her major fields of work has been ecological transport policy. She was a key player in the establishment of Germany's

first environmental zone in the capital, and developed a comprehensive cycling strategy for the city. Krautzberger studied sociology and administrative sciences in Munich and Constance. Prior to positions in Berlin and in the Lübeck city governments, Krautzberger held various positions relating to the municipal and environmental administration of the city of Wuppertal.

- ➔ Environment agency warns of growing traffic problem in Germany, report by Deutsche Welle, citing Maria Krautzberger (in English): <http://www.dw.com/en/environment-agency-warns-of-growing-traffic-problem-in-germany/a-18625973>
- ➔ Clean Energy Wire dossier on the German utilities and the Energiewende (in English): [worldhttps://www.cleanenergywire.org/dossiers/utilities-and-energy-transition](https://www.cleanenergywire.org/dossiers/utilities-and-energy-transition)

B

Agora Verkehrswende (*mobility transition*) is a joint initiative of the Mercator Foundation and the European Climate Foundation (ECF). In order to achieve Germany's climate protection goals and honour the Paris Agreement, carbon emissions from road vehicles, ships and aircraft must be reduced to almost zero by 2050. Following the success of Mercator and ECF's Agora Energiewende initiative, which since 2012 has helped to stimulate stakeholder and public support for the transformation of the power sector, Agora Verkerswende was created in 2016 to catalyse public discourse over the decarbonisation of Germany's transport sector.

Agora Verkerswende's Advisory Council brings together stakeholders from politics, business, media and civil society for regular discussions and debate. It is chaired by Achim Steiner, the former UN Under Secretary General and Executive Director of the UN Environment Programme. Agora Verkerswende's permanent staff are engineers, economists, urban planners and political scientists. It has a starting budget of 5 million euros.

Note: Like the Clean Energy Wire, Agora Verkehrswende is a project funded by Stiftung Mercator and the European Climate Foundation.

- ➔ Agora Verkehrswende official website (in German): <http://www.agora-verkehrswende.de/>
- ➔ Agora Verkehrswende detailed project description (in English): https://europeanclimate.org/wp-content/uploads/2016/06/project_description_ENGLISH.pdf

Christian Hochfeld is Director of Agora Verkehrswende. Hochfeld worked as a research assistant at the Institute for Applied Ecology to Environment & Climate from 1996 to 2004, and was a Member of the Board of the Öko-Institut from 2004 to 2010. From 2011 to 2014, Hochfeld was as Programme Director for Sustainable Transport at the German Society for International Cooperation (GIZ). In 2015, Hochfeld became a member of the International Advisory Committee of the Chinese Platform for Electric Mobility. He graduated with a diploma in environmental engineering from the Technical University of Berlin in 1996.

- ➔ Link to the Verkehrswende youtube channel with video featuring Hochfeld and kick-off event: https://www.youtube.com/channel/UC9Hq9ZJWt_wta4yAv1CvI8g

C

Deutsches Zentrum für Luft- und Raumfahrt (DLR), is Germany's national center for aerospace, energy and transportation research. The DLR's Institute for Transportation Research, headquartered in Berlin, focuses on passenger transport, urban mobility and development, electromobility and commercial transport.

Commercial transport already accounts for about a third of kilometers travelled on German roads, and will play an even greater role in the future due to increased globalisation and technological advances in logistics. The Department of Commercial Transport develops measures to improve the quality and cost-effectiveness of transport, and reduce the impact of freight on public health and the environment. One of the Institute's current projects, "Transport and the Environment," aims to analyse the relationship between end-user mobility behaviour, the formation of transportation infrastructure, and the effects of such infrastructure and traffic on society and the environment. The goal is to provide new scientific knowledge that enables multi-disciplinary evaluation of transport developments.

- ➔ Official DLR Institute for Transportation Research website (in English and German): <http://www.dlr.de/vf/en/desktopdefault.aspx/tabid-845/>
- ➔ Transport and Environment Project website (with introductory video) in English: http://www.dlr.de/vf/en/desktopdefault.aspx/tabid-2974/1445_read-30822/

Gernot Liedtke is head of the DLR's Department of Commercial Transport. He has a masters degree in physics, a PhD in economics, and has taught extensively in the fields of microeconomics, industrial organisation, freight transport systems and network economics. His major research interests include multi-agent simulation of commodity transport demand systems, spatial interaction models, and infrastructure charging.

- ➔ Liedtke's DLR profile page (in English): http://www.dlr.de/vf/en/desktopdefault.aspx/tabid-945/1398_read-30274/

D

The International Center for Clean Transportation (ICCT) is an independent nonprofit organisation founded to provide first-rate, unbiased research and technical and scientific analysis to environmental regulators. The ICCT's mission is to improve the environmental performance and energy efficiency of road, maritime and air transportation in order to benefit public health and mitigate climate change. The ICCT International Council brings together high-level civil servants, academic researchers and independent transportation and environmental policy experts to set a global agenda for clean transportation. Its members are largely drawn from the environmental and energy regulatory agencies of the major global vehicle markets: the European Union, China, the US, Japan, Mexico, India, Brazil, South Korea and Canada.

The ICCT was recently recognised for its scientific work highlighting discrepancies between lab and road emissions tests of Volkswagen diesel passenger vehicles. This led to the discovery of Volkswagen's "defeat device," and the breaking of the "dieselgate" story.

- Official ICCT website (in English), with introductory video: <http://www.theicct.org/about-icct>
- Overview of key technologies and best practices (in English): <http://www.theicct.org/green-freight-program-and-technology-verification>
- TransportPolicy.net (developed by the ICCT and DieselNet) provides up-to-date information on energy and environmental regulations in the transportation sector worldwide, with a focus on emissions and fuels: http://transportpolicy.net/index.php?title=Main_Page
- Global Green Freight initiative, created in partnership with the Climate and Clean Air coalition: <http://www.globalgreenfreight.org/why-green-freight>

Peter Mock is Managing Director of the ICCT's Europe programme, and splits his time between the ICCT's offices in Berlin and Brussels. Within the ICCT's Light Duty Vehicles and Technology & Innovation programmes, he focuses on making credible data on technological emission reduction opportunities and costs easily available to a broad audience. Before joining the ICCT, Peter worked at Daimler's Global Environmental Protection department, and completed a thesis assessing the market potential of different vehicle technologies and fuels at the DLR's Institute of Vehicle Concepts. He has a diploma degree in chemistry and economics and a PhD in engineering.

- Profiles of the ICCT and Mock's role in uncovering VW emissions scandal by Bloomberg news: <http://www.bloomberg.com/news/articles/2015-09-19/volkswagen-emissions-cheating-found-by-curious-clean-air-group>, and by the Telegraph: <http://www.telegraph.co.uk/news/uknews/road-and-rail-transport/11883343/volkswagen-scandal-campaigners-expose-world-biggest-car-company.html>
- The ICCT's blog is regularly updated by staff members (in English): <http://www.theicct.org/blogs/Staff>

E

The Öko Institute for Applied Ecology, founded in 1977, is a leading European research and consultancy institute working for a sustainable future at the local, national and global level. Research by the institute's more than 100 researchers is organised into five departments: Energy and Climate, Nuclear Engineering and Plant Safety, Products and Material Flows, Environmental Law and Governance, and Resources and Mobility. The Resources and Mobility department is guided by four key areas of investigation: examining possibilities for sustainable passenger and freight transport, analysing and developing requirements for sustainable business, creating criteria for sustainable resource use, and analysing the role of environmentally friendly tourism.

- Öko Institute Resources and Transport website (in English and German): <http://www.oeko.de/en/the-institute/research-divisions/resources-transport/>

Florian Hacker is Deputy Head of Resources and Mobility at the Öko Institute, where he focuses on electric propulsion technology and strategies for carbon emissions reduction in the transport sector. His academic background is in geo-ecology and environmental science and management. His key projects include ePowered Fleets Hamburg, Renewbility and eMobil 2050. The latter brought together stakeholders in the transport sector together to envision and simulate future scenarios to decarbonise transport.

- Description of eMobil 2050 and Renewbility projects (in English): <http://www.oeko.de/en/research-consultancy/issues/sustainable-transport/scenarios-for-increasing-climate-protection-in-the-transport-sector/>
- Renewbility Project website (in German): <http://www.renewbility.de/>
- Dr. Hacker's personal page, with access to publications: <http://www.oeko.de/en/the-institute/staff/division/Resources%20and%20Transport/florian-hacker/>

F

In June 2016, **Siemens**, in partnership with the truck producer Scania, opened the world's first electric highway (eHighway) on a public road in Sweden. During this section of the workshop, the group will meet with **Hasso Georg Grünjes**, Head of Siemens' eHighway project, and visit a track in **Groß-Dölln** designed to test eHighway technology. The test track was supported with funding from the German Federal Government's Electric Mobility programme, specifically the ENUBA projects (electromobility in heavy commercial vehicles to reduce the environmental impact on densely populated areas). The aim of the ENUBA projects was to develop energy-efficient and clean freight transport. The track in Groß Dölln is designed to mirror real-world operating conditions. A bend was added to the track to test the ability of vehicles to remain in contact with the overhead wires while traveling at speeds of up to 90 kilometres per hour. These features enabled design engineers to showcase the overall technical feasibility of the electrification system.

- Description of eHighway system, with introductory videos (in English): <http://w3.siemens.com/topics/global/en/electromobility/pages/ehighway.aspx>
- Siemens press release on first eHighway in Sweden (in English): [http://www.siemens.com/press/en/pressrelease/?press=en/pressrelease/2016/mobility/pr2016_060319moen.htm&content\[\]=MO](http://www.siemens.com/press/en/pressrelease/?press=en/pressrelease/2016/mobility/pr2016_060319moen.htm&content[]=MO)
- Quartz article on eHighway technology: <http://qz.com/714381/siemens-says-it-can-power-unlimited-range-electric-trucks-using-a-150-year-old-technology/>
- German Federal Government's site for emobility (in English): <http://www.bmub.bund.de/en/topics/air-mobility-noise/mobility/electric-mobility/>

G

Robert Döring is Head of Communications at **Enertrag**, a European energy supplier which generates electricity solely from renewable sources. One of Europe's leading wind energy suppliers, it has 630 wind turbines installed and produces 2.7 billion kilowatt-hours of electricity per year. Enertrag's hybrid power plant in the Uckermark region of northern Brandenburg combines a wind energy plant, a hydrogen generation facility, and a combined heat and power plant. When there is an oversupply of wind energy, the electricity is used to power an electrolytic process to generate hydrogen. Unlike electricity, hydrogen can be easily stored. When demand for electricity is high, the hydrogen can be used to fuel hydrogen vehicles, or converted back into electricity in the combined heat and power plant. Waste heat from the latter process is also used as district heating for the town of Prenzlau.

- Article from Public Radio International in English (with audio version available): <http://www.pri.org/stories/2015-04-08/car-future-very-near-future-might-be-driven-wind>
- Profile of hybrid power plant (in English): http://ec.europa.eu/regional_policy/en/projects/germany/the-first-hybrid-electricity-fuel-heat-power-plant-with-hydrogen-storage-in-the-world
- Enertrag website's description of hybrid plant (in German) : https://www.enertrag.com/90_hybridkraftwerk.html?&L=1

H

The **Naturschutzbund Deutschland** (Nature And Biodiversity Conservation Union, NABU), founded in 1899, is one of Germany's oldest and largest environment organisations. With more than 560,000 members and sponsors, NABU's mission is to preserve natural habitats and biodiversity, promote sustainable agriculture, forestry and water use, and to disseminate the values of conservation in society. NABU is the German national chapter of BirdLife International.

- Official NABU Website (in German and English): <https://en.nabu.de/about/>

Malte Siegert is Head of Environmental Policy of NABU Hamburg, where he focuses on environmental issues related to shipping and maritime infrastructure. Due to the concentration of heavy machinery and vehicles in ports, cities such as Hamburg regularly exceed the established EU-limit for air pollutants. One of Siegert's key projects was the EU LIFE-funded "Clean Air in Ports" programme, which brought together port stakeholders from across Europe (e.g. companies, legislators, workers, residents) to encourage projects that enhance air quality, such as the use of alternative drive technologies and fuels.

- NABU website with link to Clean Air in Ports report (in English): <http://www.nabu.de/ports>
- Clean Air in Ports official website (in English): <http://www.cleanair-europe.org/en/projects/nabu/clean-air-in-ports/>

I

Heinrich Goller is Managing Director of Operations at **Hamburger Hafen und Logistik AG** (HHLA), where he has worked in various capacities for the past two decades. Founded in 1885, HHLA is a port and transport logistics company which serves Central, Eastern and South-Eastern Europe. HHLA's main operations revolve around its three container terminals in Hamburg. Although HHLA was partially privatised in 2007, the city of Hamburg still owns about 70 percent of the company. HHLA has more than 5,300 employees, around 3,800 of whom work in Hamburg. In 2015 the company's revenues exceeded 1.14 billion euros (HHLA). Through its focus on ecologically sustainable transport chains, efficient use of space, and innovation in the field of automation and battery powered vehicles, HHLA is considered a leader in the field of port logistics. The Fraunhofer Center for Applied Research on Supply Chain Services ranked HHLA among the most sustainable logistics companies in the sector (HHLA)

- Official HHLA website (in German and English): <https://hlla.de/en/sustainability/overview.html>
- World Shipping Council ranking: <http://www.worldshipping.org/about-the-industry/global-trade/top-50-world-container-ports>

J

The **Container Terminal Alternwerder** (CTA), operated by HHLA, is Hamburg's largest container rail terminal, with a capacity of 930,000 standard containers (Hafen-Hamburg). CTA has been recognised for innovation in efficiency, for example its battery powered automated guided vehicles (AGVs) and charging stations. The automated system, which works to reduce exhaust, emissions and noise pollution, has been supported by the German Federal Ministry for the Environment's programme "Flottenversuch Elektromobilität im Wirtschaftsverkehr" (*Fleet Test of Electromobility in Commercial Transportation*). The battery system technology was developed as part

of the Federal Ministry of Economics and Technology's BESIC project (Battery Electric Heavy Goods Transports within the Intelligent Container Terminal Operation).

- CTA website (in German and English): <https://hhla.de/en/container/cta.html>
- Article profiling automated port vehicles and battery technology at CTA (in English): <http://www.safety4sea.com/flagship-e-mobility-project-besic-enters-crucial-phase/>
- Recent article about CTA expansion: <https://www.hafen-hamburg.de/en/news/hhla-further-expands-germany-s-largest-container-rail-terminal---34636>

K

The German Society for Sustainability recently awarded **UPS**, the world's largest package delivery company an Award for Excellence in Environment for its **Sustainable City Logistics** project, developed in cooperation with the City of Hamburg. Worldwide, UPS has over 10 million customers, 110,000 vehicles in its delivery fleet, and almost half a million employees. In 2015 it posted profits of well over 4 billion euros. Its project in Hamburg entailed setting up four storage containers as interim distribution points, and then using zero-emission hand trucks and electric cargo bikes to deliver packages to their final destination. After a successful pilot project at Neuer Wall in 2012, the City of Hamburg and UPS collaborated to expand the programme to three other areas of the city.

- Local news article describing the project (in English): <http://www.hamburg-news.hamburg/en/cluster/trade-finances/going-cycle-deliveries/>
- UPS Annual Report: <http://www.investors.ups.com/phoenix.zhtml?c=62900&p=irol-reportsannual>
- UPS Sustainability website (in English): <https://sustainability.ups.com/>
- German Awards for Excellence (in German and English): <http://ga-excellence.com/en/>

L

Schenker AG is the logistics division of Deutsche Bahn (DB), the German railway company. As a subsidiary of DB, Schenker is a private joint-stock company with the Federal Republic of Germany as its single shareholder and one of the largest land, air and sea transport and logistics companies in the world. In fiscal year 2015, it recorded annual revenues of over 15 billion euros and profits of 395 euros (DB Facts and Figures). It employed over 66,000 people at over 2,000 locations in some 140 countries. In the same year, Schenker became the first major logistics service provider to agree on climate protection targets with shipping companies and airlines (see interview with Andrea Schön below).

- DB Schenker official website (in English and German): http://www.dbschenker.com/ho-en/about_dbschenker_new/
- DB press release on climate protection targets (in English and German): http://www.dbschenker.com/ho-en/news_media/press/corporate-news/news/11053396/CMA-DB-Schenker-Climate-Protection-targets.html
- DB Facts and Figures (in English): http://www.deutschebahn.com/file/en/2211562/0Vst4NQZPRsddgRxEy96JwTiLdA/10948124/d_ata/2015_duf_en.pdf

Andrea Schön, Senior Manager for Carbon Controlling and Consulting at Schenker, is responsible for the standardisation of emissions calculation and accounting in freight transport. She has a background in carbon footprint analysis and journalism.

- DB Interview with Schön (English): <http://www.logistics-newsfeed.com/interview-1/interview-may/>

M

Deutsche Post DHL is a leading mail and logistics group, operating a fleet of approximately 92,000 ground vehicles and 250 aircraft worldwide. In 2015, the company recorded profits of 2.41 billion euros (DHL website). The state-owned German development bank KfW owns 21 percent of the company's shares, with the rest owned by institutional (65.6 percent) and private investors (13.4 percent). In the area around Bonn, the company is switching to an electric vehicle fleet for delivery services, which will put 141 electric vehicles on the road by the end of 2016, resulting in a fall in carbon dioxide emissions of over 500 tonnes of per year. To put this in perspective, Deutsche Post DHL as a whole emitted 27.95 million tonnes of carbon dioxide in 2015 (see company environment report below). Along with technical modifications to conventional fuel vehicles, the company has increased efforts to deploy alternative drive technologies and fuels to further reduce greenhouse gas emissions.

- Deutsche Post DHL official website (in English and German): http://www.dpdhl.com/en/media_relations/events/carbon_neutral_delivery.html
- Earnings report (In English): http://www.dpdhl.com/en/media_relations/press_releases/2016/annual_earnings_2015_deutsche_post_dhl_group.html
- Environment report (in English): <http://cr-report2015.dpdhl.com/environment-solutions/emissions.html>

N

Scania is a Swedish manufacturer of commercial vehicles, specifically heavy trucks and buses. It has over 44,000 employees and operates in over 100 countries. In 2015, as part of the Volkswagen Group, Scania reported approximately 1 billion euros in profit (see annual report). Together with Siemens, Scania developed the technology which led to the world's first eHighway on a public highway in Sweden. In Scania's words, the transport industry "is undergoing a paradigm shift... with GDP growth set grow 40 percent by 2030 compared to 2012, global freight transport has to deliver almost double its output. At the same time, we need to halve our impacts" (see Scania official website). Scania is looking to become a trusted partner and leader when it comes to sustainable transport solutions.

- Scania "Shifting Gears" towards sustainable transport: (in English) <https://www.scania.com/group/en/shifting-gears/>
- Scania Annual Report 2015: http://www.volkswagenag.com/content/vwcorp/info_center/en/publications/2016/03/Scania_AR_2015.bin.html/binarystorageitem/file/Scania-Report-2015-EN_.pdf
- Scania eHighway press release (in English): <https://www.scania.com/group/en/worlds-first-electric-road-opens-in-sweden/>

Magnus Höglund is Director of Sustainable Transport at Scania. In 2016, after over ten years with the company, he was tasked with developing the company's sustainable transport department. He has a master's degree in mechanical engineering and worked as a development engineer at Volvo before joining Scania in 1999.

- ➔ Höglund's presentation at the 2016 Berlin Energy Transition Dialogue: <https://www.energiewende2016.com/wp-content/uploads/2016/03/Magnus-H%C3%B6glund.pdf>

Transport & Environment's mission is promote sustainable transport policy at a European and global level. First established in 1990, T&E coordinates the International Coalition for Sustainable Aviation, is a member of the Green 10 group of major European environmental NGOs, and has special consultative status within the Economic and Social Council of the UN. In 2015, it had a budget of over 3.72 million euros – mostly from foundations and private grants – and over 35 staff (EU Transparency Register). The organisation has contributed to many high-profile EU policy changes, such as stronger standards for fuel-efficient vehicles, sustainable biofuels, the inclusion of aviation in the EU Emissions Trading Scheme, the introduction of green tire labels, and enhanced EU rules for heavy motor vehicles.

- ➔ Transport & Environment official website (in English): <https://www.transportenvironment.org/>
- ➔ Green 10 website: <http://www.green10.org/about-us/>
- ➔ T&E EU Transparency Register: <http://ec.europa.eu/transparencyregister/public/consultation/displaylobbyist.do?id=58744833263-19>

William Todts is Director of T&E's Freight and Climate programme, where he has focused on fuel economy standards for cars and trucks. Before joining T&E in 2011, he worked as an assistant counsellor in the environment section of the Belgian Permanent Representation to the EU. He has masters degrees in history and european studies.

- ➔ Todts' profile page: <https://www.transportenvironment.org/people/william-todts>
- ➔ Article featuring Todt's commentary on emissions standards: <https://www.transportenvironment.org/press/global-brands-logistics-giants-and-green-groups-call-juncker-set-fuel-economy-standards-trucks>



© Marco2811/Fotolia

Organisational details

Who can take part?

The media workshop is open to European journalists with a professional background in transport, environmental or climate policy journalism.

How to apply

To apply, please use the template on our website at:

<https://www.cleanenergywire.org/workshops/phasing-out-nuclear-energy-germany-cost-obstacles-unanswered-questions>

Please apply by 8 August at the latest.

We will inform you by 22 August whether your application has been successful.

What are the costs?

Participation in the media workshop is free of charge. All expenses during the workshop including food, accommodation and transport will be covered by the organisers.

Please note participants must cover their own expenses for travel to Berlin (where the workshop will begin) and back home from Hannover (where the workshop will end).

What languages will be spoken?

Presentations during the workshop will be either in English or in German. English-German simultaneous translations will be provided.

What about travel arrangements?

Travel during the workshop will be organised by the Clean Energy Wire. Participants are kindly asked to organise their own travel to Berlin and back home from Hannover.

In specific cases and upon individual application we can provide funding support for travel of up to 300 Euros per person.

For more information, please contact:

Eva Freundorfer

eva.freundorfer@cleanenergywire.org

m. +49 151 64 42 83 31

www.cleanenergywire.org

About the organisers

Clean Energy Wire

Germany's so-called *energiewende* is a project of global relevance. It's a reference point in a world that has embarked on a path to end the use of fossil fuels in the wake of the Paris Agreement on Climate Change. As the share of renewables in the power sector is growing rapidly, there is an increasing focus on how the world's second biggest export nation and leading manufacturer of cars and trucks is tackling decarbonisation of the transport sector.

The Clean Energy Wire provides well-researched, fact-based and unbiased information as well as support for international journalists reporting on decarbonisation and the energy transition in Germany. We believe that quality journalism plays a key role in productive domestic and international debates, which are essential for the successful transition to a low-carbon economy.

The Clean Energy Wire is committed to the highest standards in journalism. Our [charter](#) sets out the guiding principles of our work, including independence from commercial, political or other special interests.

As an independent non-profit and non-partisan organisation, the Clean Energy Wire can offer its services free of charge thanks to its funders, Stiftung Mercator (stiftung-mercator.de) and the European Climate Foundation (europeanclimate.org). It has seven staff and its seat is in Berlin.

www.cleanenergywire.org

International Council on Clean Transportation

The International Council on Clean Transportation is an independent nonprofit organisation founded to provide first-rate, unbiased research and technical and scientific analysis to environmental regulators. Its mission is to improve the environmental performance and energy efficiency of road, marine, and air transportation, in order to benefit public health and mitigate climate change.

The ICCT has some 40 staff and offices in Berlin, San Francisco and Washington, D.C. Its work is funded by philanthropic foundations, including the ClimateWorks Foundation, the William and Flora Hewlett Foundation, the Energy Foundation, and the David and Lucile Packard Foundation.

In 2015, the ICCT played a prominent role in bringing to the public's attention that Volkswagen applied illegal defeat devices in some of its diesel vehicles.

www.theicct.org