

CER - representing the European railway community

- 66 railways and infrastructure companies
- from entire European area (including also Switzerland, Norway, EU accession states, and aspirant EU members)



Private / State owned • Integrated / Separated • Freight and/or Passenger • East / West • National / Across borders • EU / EU neighbours / EFTA

Negative effects of climate change could soon be irreversible – incentives for cleaner modes needed



- **Sustainability** → key criterion for society, economy, and transportation
- **Railway sector** plays a key role in reducing GHG/CO2 emissions → modal shift
- **Efficient instruments** needed to support environmentally-friendly transport modes



Need for an integrated EU transport, environmental and energy policy

The commitment – and the current reality

EU Council: *“[The EU] is willing to commit to a reduction of 30% of greenhouse gas emissions by 2020 compared to 1990 ... the EU makes a firm independent commitment to achieve at least a 20% reduction of greenhouse gas emissions by 2020 compared to 1990.”*

Environment Council, 20 February 2007

However...

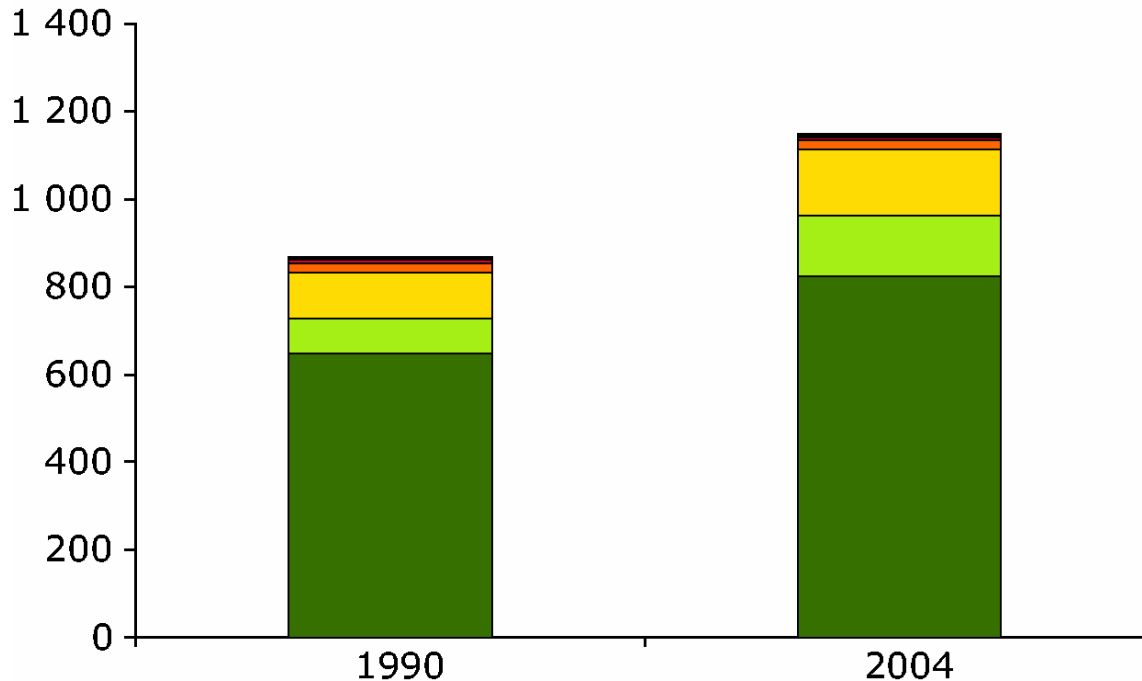
*“Current **transport emissions problems are serious** and without a coordinated intervention will in some respects get worse.”*

Energy and Environmental Aspects of the Transport Policy, Executive summary



Change in total EU25+ GHG transport emission by mode 1990-2004

GHG emissions (Mtonne)



➤ Rail is the only mode that has decreased GHG emissions since 1990; all other modes have increased.

■ Other transport

■ International maritime

■ Rail transport

■ Aviation

■ Domestic navigation

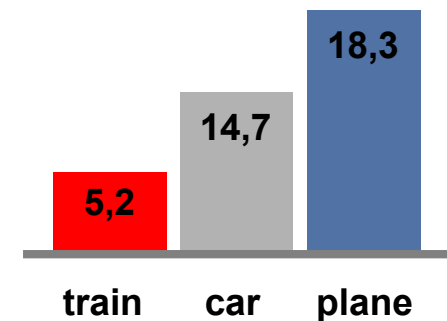
■ Road transport



CO2 emissions compared

- **Railways are the most energy-efficient** means of transport: calculated per person and assuming average utilisation, CO2 emissions in **road** traffic are **three times higher** than in rail traffic.
- Railways **continue to improve performance**: in 2002-04, Deutsche Bahn saved around 100,000 tonnes of CO2 through driver training in eco-driving

Long distance passenger transport: emissions in kg/CO2 per 100 passenger-km



Source: Deutsche Bahn

Driver #1: Modal shift discouraged by distorted pricing

- **Distorted prices** → wrong signals to users and suppliers of transport services
- Therefore, **strong parts of the railway system** – long distance for freight, urban/regional for passengers – cannot fully be used
- To change this, **new pricing measures** reflecting real costs are required

“People and goods are reluctant to abandon the road and air mode ... unless they are pushed by demand management integrated policies.”

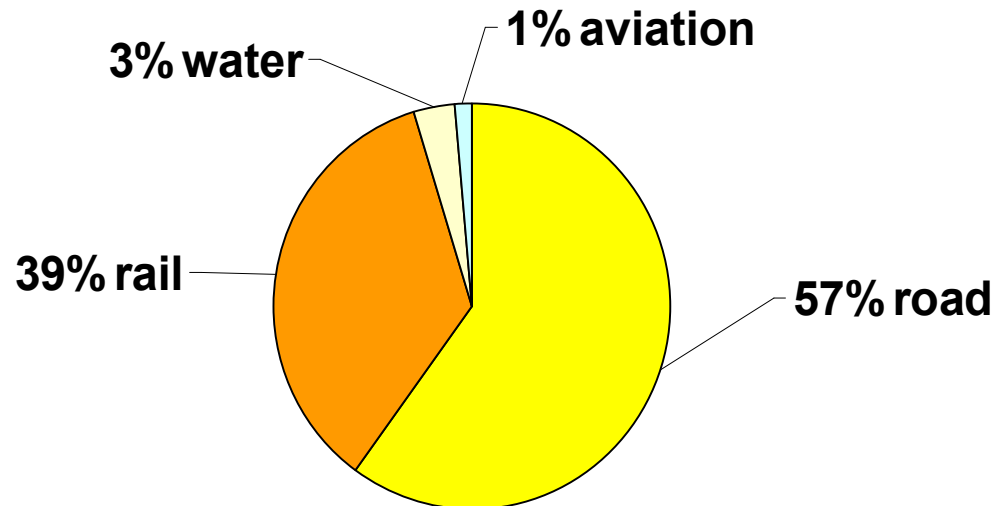
Energy and Environmental Aspects of the Transport Policy: Executive summary



Driver #2: Unbalanced infrastructure investment

1. Modal balance in Transport Operational Programmes EU10+2

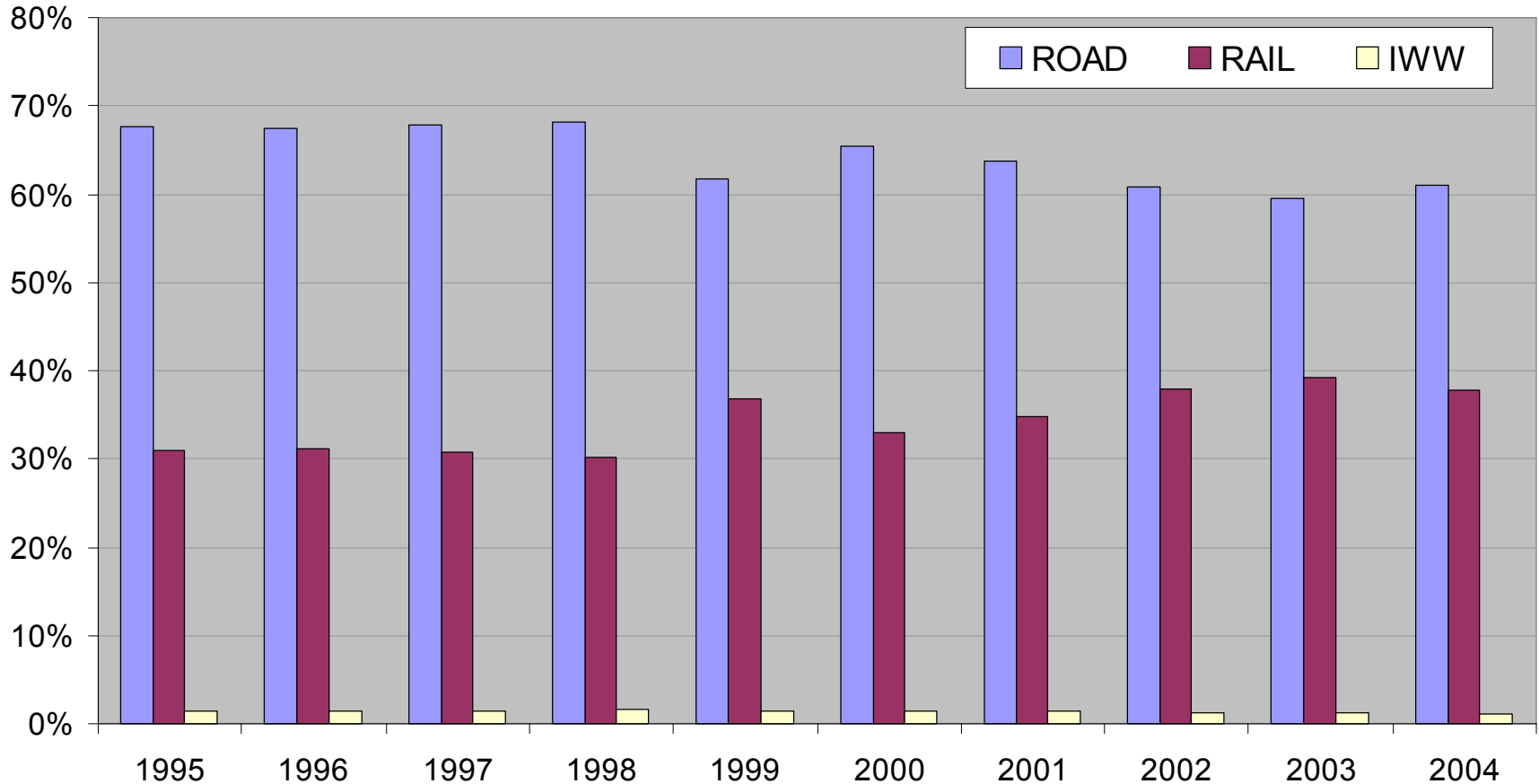
- **Biased infrastructure funding** → unfair advantage given to road
- **Investment** for road and rail infrastructure **needs to be more balanced** to allow modal shift



Source: Overview of Operational Programmes

Driver #2: Unbalanced infrastructure investment

2. Investment in road and rail infrastructure in EU-10, 1995-2004



EU10 = Austria, Denmark, Finland, France, Germany, Ireland, Italy, Spain, Sweden, and United Kingdom

Source: ECMT 2007 (provisional data)



CER

The Voice of European Railways

Answer #1: A sustainable European transport policy requires fair competition between modes

What is needed?



- Harmonised **principles** for infrastructure charging based on **user/polluter pays**
- **Eurovignette directive**: users choose the cheapest mode for themselves (not for the society), thus transport prices must reflect internal *and* external costs.

EU Environment Council: *“Irrespectively of the instruments chosen CALLS FOR better and shared knowledge of the true environmental costs of natural resource and energy consumption, pollutant emissions, waste production and other environmentally harmful activities without delaying effective actions; STRESSES that **the internalisation of environmental and other external costs** is vitally important for policies and sectors to be successful and sustainable in the long run; REITERATES that **progress on internalisation has to be speeded up.**”* - June 2007

Answer #2: Fairer funding for rail infrastructure

What is needed?



- **Financing priority projects** of the EU Trans-European rail network → charges/tolls for external costs
- Establish **European rail corridors** for freight and invest in most congested areas first
- Overcome lack of **interoperability**: e.g.
 - cross-acceptance of rolling stock
 - harmonised European train control and signalling system (ERTMS)
 - harmonised European rail freight communication system (TAF-TSI)

The Railway Community Aspiration

- Policy measures should make **environmental advantages** and improvements **price effective**
 - define a **fair infrastructure charging** mechanism through the framework of the “Eurovignette Directive”
 - **discontinue unsustainable political treatment**, such as aviation fuel tax exemptions
- **Rebalance** the biased infrastructure investment policy: extend rail network, maintain road network

*Joint declaration by CER, EIM, UIC, UITP, and UNIFE
26 June 2007*