

The Transport White Paper targets: rail contribution

The **Transport White Paper**, adopted by the European Commission in March 2011, provided a comprehensive strategy and vision for tomorrow's transport in Europe. For its mid-term review by the Commission, CER reiterates that:

- The political priorities set by the White Paper should be kept;
- Effective steps must be taken to realise the goals of the White Paper.

Transport emissions: rail is part of the solution

Rail represents **less than 1.5%** of the EU transport sector's total CO₂ emissions but carries **18.1% of inland freight** and **6.5% of passengers**. Rail is the least CO₂ intensive transport mode (apart from urban cycling and walking).

Specific CO₂ emissions per transport mode

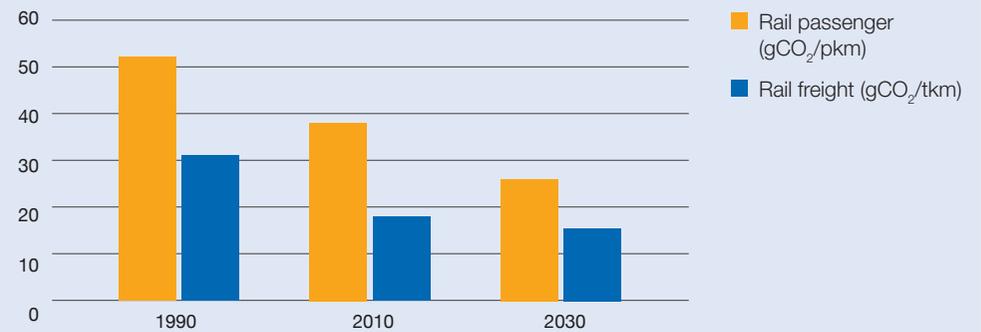


Source: European Environment Agency, 2014

Rail sector's commitments

European railway operators have agreed that by 2030 their **specific CO₂ emissions** will be **50% lower compared to 1990**. Their total CO₂ emissions would decrease even more with greater use of rail. Modal shift to rail would therefore contribute significantly to reducing transport emissions in the EU.

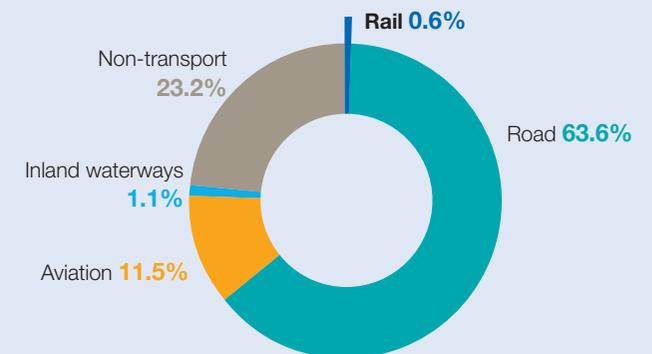
Evolution of specific CO₂ emissions in rail



Source: UIC Energy CO₂ database, 2012

Rail has the smallest oil consumption of all major transport modes

The transport sector accounted for around **three quarters of the EU's consumption of oil** and oil products in 2013. Road transport alone is responsible for 63.6%, whereas the share of rail is just 0.6%.



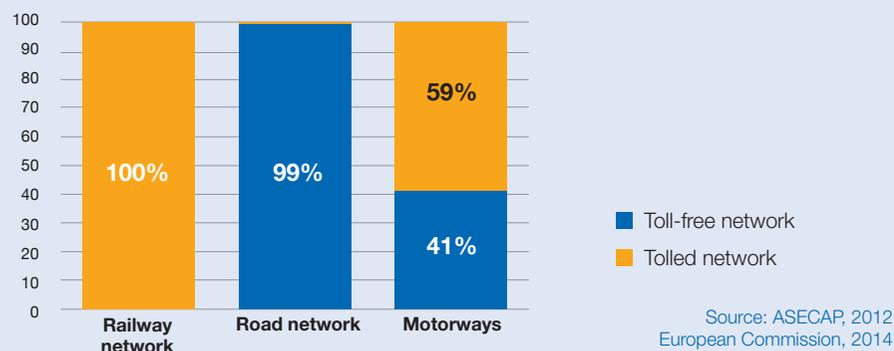
Source: Eurostat energy statistics, 2015

How to achieve the goals of the Transport White Paper?

Pricing and regulation policies

Distance-based infrastructure pricing is currently applied to all railway tracks in the EU but only to around half of motorways and to a tiny fraction of other roads. This adversely impacts the competitiveness of rail on the transport market.

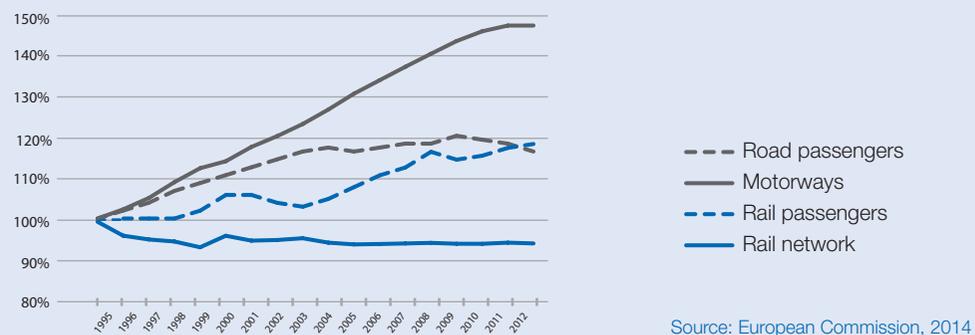
Share of infrastructure pricing: rail VS road



Infrastructure as a European growth engine

The under-financing of rail infrastructure over the past decades has become a major problem for Europe's transport network. The gap between passenger growth and infrastructure development is widening.

Evolution of rail and road infrastructure compared to passenger growth

%


Source: European Commission, 2014

CER recommendations:

1. Set up a Transport Pillar for the EU climate & energy policies

- Confirm in legislation the 60% reduction target for greenhouse gas emissions in transport
- Consider the **inclusion of transport fossil fuels** into the EU Emission Trading System
- Use the EU Emission Trading System **auction revenues** to further develop clean transport modes
- Expand **electrified rail** and **electrified public transport** and develop interconnections with private electric road vehicles for urban transport
- Provide incentives for a transition of transport towards a system with **low-fossil fuel vehicles** in every transport mode

2. Prioritise infrastructure development

- Promote rail infrastructure funding that is commensurate with future demand in all areas, namely **maintenance, renewal, upgrades and new build**
- Ensure that Member States provide **solid, sufficient and predictable long-term funding** to improvements of rail infrastructure quality and capacity to enable the provision of reliable and sustainable services by rail freight and passenger operators
- Give more weight to **environmental and safety criteria** in the selection of EU funded transport infrastructure projects

3. Create a level playing field between transport modes

- Move towards **distance-based** road infrastructure tolling and phase out time-based charges (vignettes)
- Fully **internalise external costs** of transport for all modes by applying common principles
- Ensure that a significant share of funds collected through **road tolls** is spent on developing **sustainable transport solutions**
- Achieve equal competitive conditions across transport modes for **energy taxes** and **VAT**