

Keep Kyoto on Track

– Transport and Climate Change at the crossroads



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The Climate Change Offer: 'Global Transport Deal'

The package includes:

- Achieve the aims of the Kyoto Protocol alone by transport
- Reduce drastically the number of transport deaths and casualties
- Improve health of urban and local citizens
- Minimise local emissions (noise, exhaust gasses)

Invited Parties:

- Society - passengers and freight customers
- The entire transport sector - global & local
- Governments - planning, transport and environmental authorities



The Climate Change Offer: 'Global Transport Deal'

A successful 'Global Transport Deal' to be achieved by:

1. Modal shift from air and road to Rail and PT
2. Increased and improved rail infrastructure capacity
3. Better, more customer oriented Rail & PT services

Financing this deal:

- Earmarked funds from global carbon trading to build Rail & PT infrastructure
- Equal playing field - levelling infrastructure costs
- Enforce internalisation of external costs of transport



Why do we need a Global Transport Deal?



- Global & local transport is essential for today's society and economy
- Today's global transport sector is extremely harmful to health, safety and environment
- Improvements are eaten by the increasing transport volumes
- Global Planning, Transport, and Environmental policies are not sufficiently integrated

The railway climate change advantages...



- Rail today is 3-10 times more energy efficient than road transport
- Electric train operation is already 100% compatible with Renewable Energy sources e.g. hydro power
- Further improvement potential 20-50% due to optimising of load and traffic management

www.railway-energy.org

www.railway-procurement.org

What's the difference...?



Shaping the railway of the 21st century

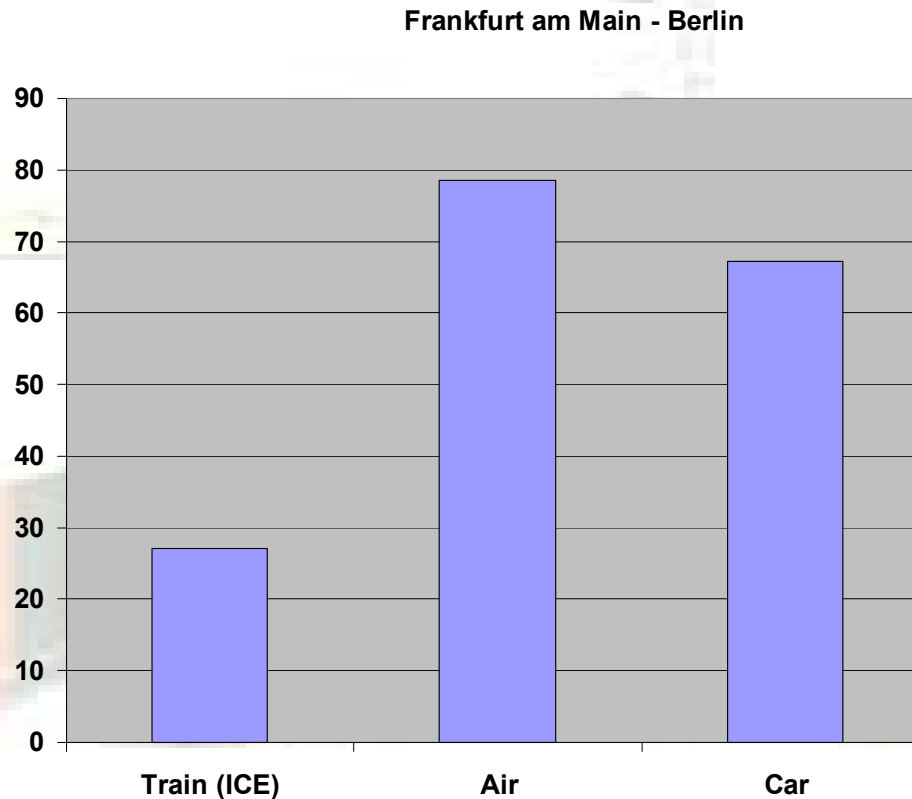
Transport Climate talks, UNFCCC web kiosk, COP9, Milan, 9 December 2003

What's the difference...?



The rail CO₂ advantage: Frankfurt am Main - Berlin

CO₂ Emissions
(kg per person)



Source: DB AG



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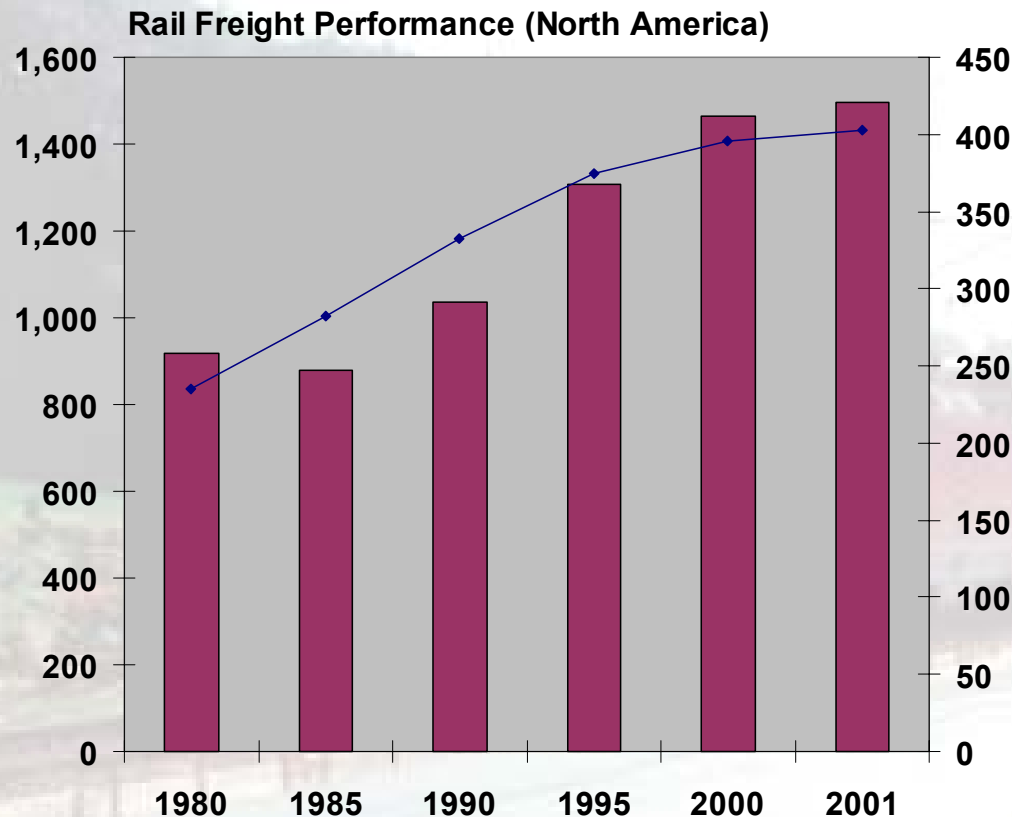
Do railways ever improve performance...?



Shaping the railway of the 21st century

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Do railways ever improve performance...?



Source: American Association of Railroads

www.aar.org

■ Revenue tonnes miles (billions)
◆ Revenue tonnes miles per gallon of fuel consumed



Yes, we do:

- Rail Production raised with **62%**
- Energy Efficiency gain 1980- 2001: **71%**
- Absolute annual fuel saving 1980-2001: **750 million Liters**

Splitting the transport cake...



Today:

- More than 90% of transport GHG emissions come from road transport

Tomorrow:

- Shifting 30% of transport from road to rail, PT, cycling and walking would alone bring compliance with Kyoto reduction target 5.2%!

Global Transport Deal - the soft and hard sides



Pre-conditions for a Global Transport Deal

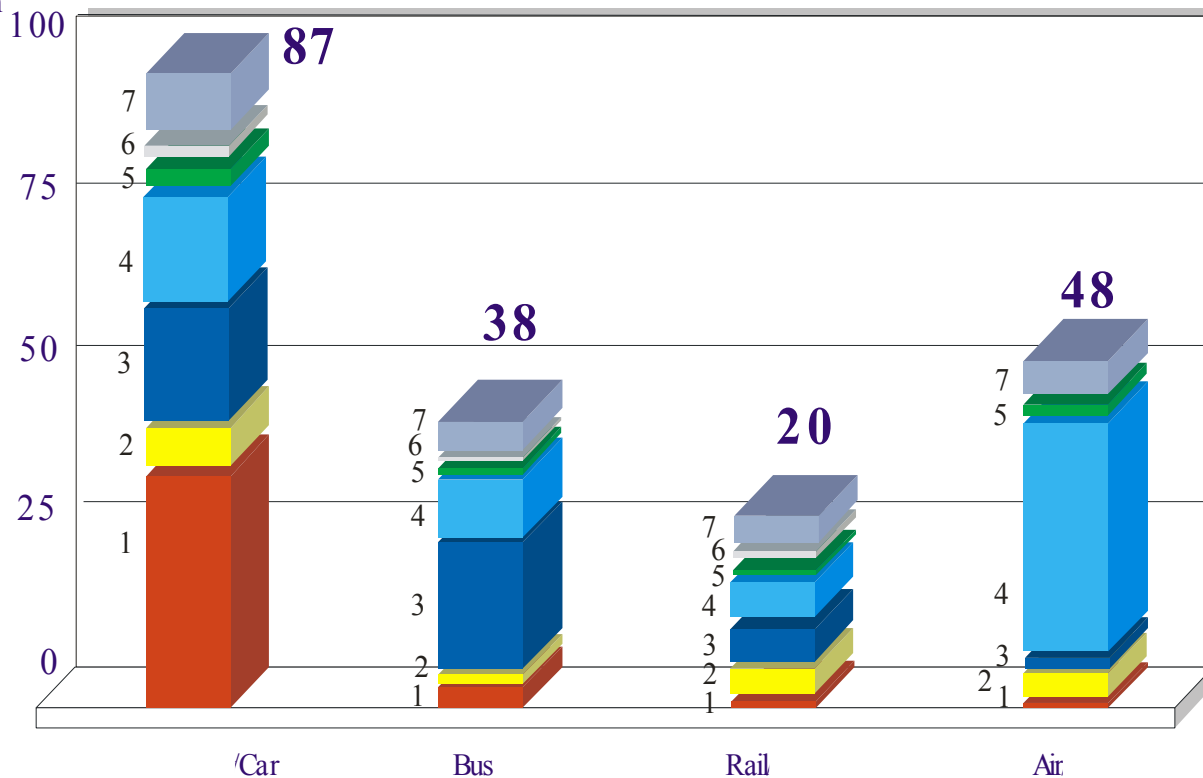
- Inter-modal understanding and co-operation
- Heavy Infrastructure investment in the next 10-20 years starting now!
- True integration of planning, trade, transport and environmental policies

Getting prices right...

External Costs of Transportation (1/2)

Average External Costs without Congestion: Passenger Traffic 1995

Euro / 1000 pkm



1 Accidents / Unfälle

2 Bruit / Lärm / Noise

3 Air Pollution / Luftverschmutzung

4 Changements climatiques /

Klimaveränderung / Climate Change

5 Paysage / Landschaft / Landscape

6 Effets urbains / städtische Effekte /

urban Effects

7 Upstream process

Source/Quelle: INFRAS/IWW 3/2000



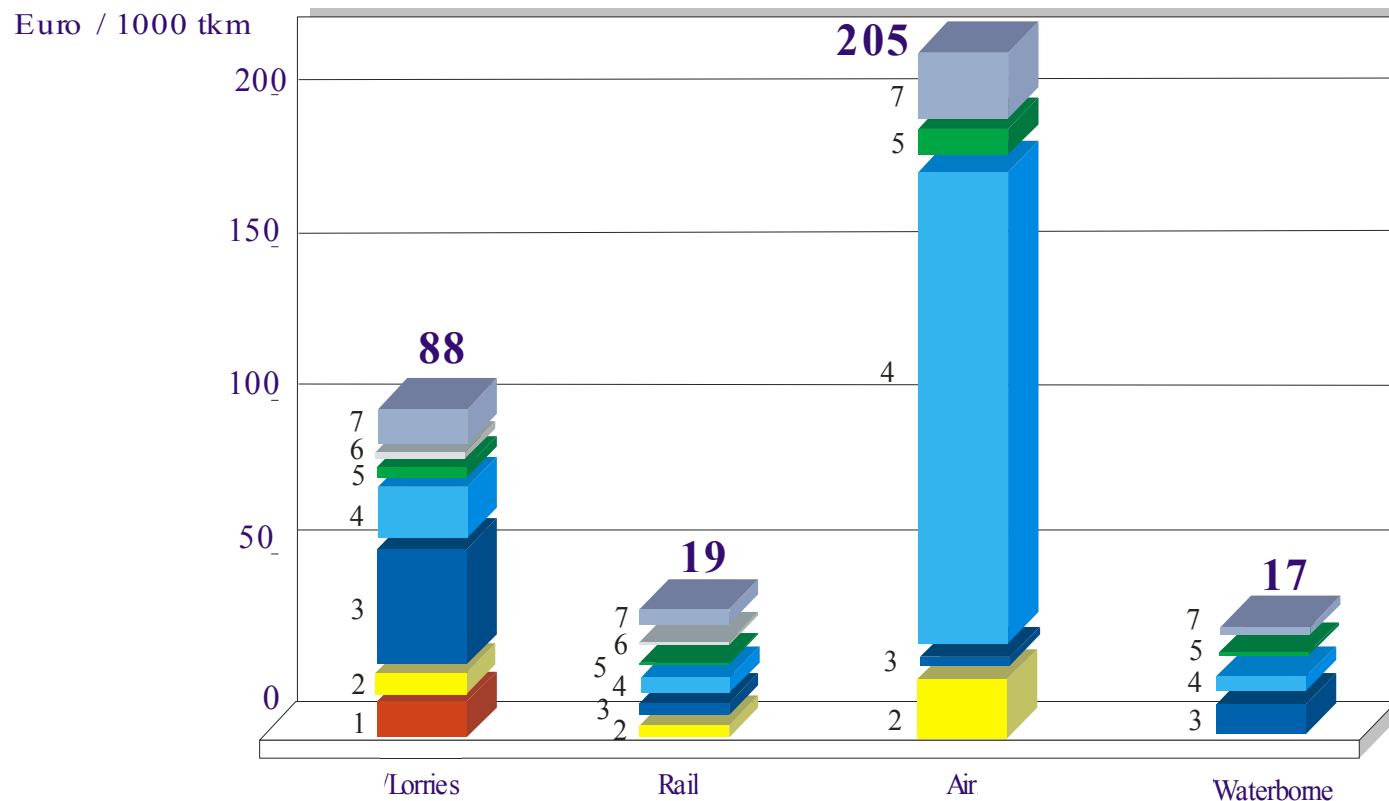
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Getting prices right...

External Costs of Transportation (2/2)

Average External Costs without Congestion: Freight Traffic 1995



1 Accidents / Unfälle

2 Bruit / Lärm / Noise

3 Air Pollution / Luftverschmutzung

4 Changements climatiques/
Klimaveränderung / Climate Change

5 Paysage / Landschaft / Landscape

6 Effets urbains / städtische Effekte /
urban Effects

7 Upstream process

Source/Quelle: INFRAS/IWW 3/2000



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- Sustainable transport systems are needed in order to curb the GHG Emissions and achieve the Kyoto Protocol
- A Global Transport Deal based on Railways and Public Transport as the backbone would benefit all and serving the developing countries' need for economic growth
- Railways will continue to improve their environmental performance to remain responsible and stay competitive
- Need for new rail infrastructure with external financial support
- A level playing field reflecting true costs of transport - integration of transport and environmental policies