



## PRESS RELEASE

### COP-MOBILITY: RAIL AND PUBLIC TRANSPORT FOR A LOW CARBON FUTURE

*International associations join forces for COP18 to show how to build a low-carbon transport system*

(November 28, Doha, Qatar) Three leading associations, UITP (International Association of Public Transport), UIC (International Union of Railways) and UNIFE (Association of the European Rail Industry) joined forces today at the COP18 (Conference of the parties) negotiations in Doha, Qatar, to present a vision for low-carbon transport that uses railways and other public transport modes to provide low-carbon alternatives to the car. The presentation of the associations' views was made at a joint side event which also featured experts in sustainable transport from Latin America.

COP18 presents a new opportunity for transport to be given fresh impetus in the international climate change regime. COP18 will see continued negotiations on the "Durban Platform for Enhanced Action" or ADP, which is a process that will establish a new worldwide climate change regime with legal force underpinned by global commitment. The new regime must be agreed by 2015 and launched in 2020. The leaders of the ADP process have noted a strong appetite among countries to tackle CO<sub>2</sub> emissions from the transport sector, and have highlighted the importance of engaging with stakeholders and experts to help progress both towards delivering an effective post-2020 agreement and bridging the ambition gap in the pre-2020 period.

There is clear evidence that public transport and railways reduce CO<sub>2</sub> and have the capacity to contribute even greater CO<sub>2</sub> reductions. For example, a recent study for UIC concluded that if rail were the dominant mode for long-distance transport in Europe (corresponding to a 38% modal share for total freight transport and a 27% share in passenger transport), this would result in an annual GHG (greenhouse gas) reduction of 238 Mtonne of CO<sub>2</sub>-equivalent, or 21% of total European transport emissions<sup>1</sup>.

In addition, UITP's strategy to double the market share of public transport worldwide by 2025, also known as PTx2, would make it possible to stabilise urban transport greenhouse gas emissions. A massive shift to public transport would prevent the emission of half a billion tonnes of CO<sub>2</sub> equivalent every year. This would mean that urban transport emissions would be in line with the objectives of the international climate negotiations despite the massive overall increase in the number of trips made in urban areas.

In line with this willingness of modal shift to sustainable transport, an unprecedented R&D effort to enhance capacity and reliability of the rail system is taking shape with the SHIFT<sup>2</sup>RAIL JTI initiative coordinated by UNIFE. It will contribute to the building of a low/no-carbon transport system through the development of innovative green technologies with an

investment of €800m - €1bn coming from committed rail industries and from the possible support of the European Union setting up a Public Private Partnership.

The benefits of co-modality between modes are also key. A recent World Bank report made the point that “shifting from passenger vehicles to mass transit can significantly reduce emissions,” and that “having good intermodal connectivity and good integration between transport corridors and feeder systems is crucial to the success of alternative infrastructure”. Multi-modal ticketing, improved interchange between other transport modes, as well as walking and cycling, and improved passenger information are all critical to attracting more passengers to mass transit, which in turn will reduce emissions.

The joint side event at COP18 gives a perfect opportunity for UITP, UIC and UNIFE to provide this input by showcasing the many ways in which railways and public transport can reduce CO<sub>2</sub> in the transport sector.

Jean-Pierre Loubinoux, Director General of UIC, said *“UIC has been a consistent participant in the UNFCCC (United Nations Framework Convention on Climate Change) COP negotiations and the worldwide debate on Climate change for nearly 20 years. We continue to present the evidence that railways are a low-carbon form of transport, which, when optimally combined with other transport modes can provide an attractive alternative to the passenger car, and are competitive with road freight. We sincerely hope the ADP (“Durban Platform for Enhanced Action”) provides a new opportunity for railways and public transport to be better included in the international financing and government strategies that result from the UNFCCC process.”*

*“If we are to avoid the worst aspects of climate change; we need strong modal shift ambitions and to double the market share of public transport worldwide. Public transport operators are striving to provide cities across the world with a low carbon future by combining their mobility packages to provide a real alternative to the car,”* stated Alain Flausch, Secretary General of UITP.

Philippe Citroën, Director General of UNIFE highlighted: *“Sustainable transport is the backbone of the green economy. Decision makers shall consider the external costs and environmental impacts of their decisions and strive to a more sustainable future. UNIFE is fully committed to support the UN activities on sustainable growth and be a partner to develop sustainable transport solutions for the world’s population.”*

## NOTES TO EDITORS

1. The study, **“Potential of modal shift to rail transport - Study on the projected effects on GHG emissions and transport volumes”** was commissioned by the Community of European Railway and Infrastructure Companies (CER) and the International Union of Railways (UIC) to consider the potential levels of modal shift to rail, and in particular the greenhouse gas (GHG) reduction savings that could result. It was undertaken by the consultancies CE Delft (Netherlands) and TRT (Italy). It is available on the UIC website here: <http://www.uic.org/spip.php?article3029>
2. For further information and more examples please see the UIC Sustainability Report 2012, available online here: <http://www.uic.org/spip.php?article1543>
3. UITP is pleased to present its new campaign ‘Grow with Public Transport’. UITP is moving forward with the PTx2 strategy. Further information can be found online: <http://growpublictransport.org>
4. Further information on the SHIFT2RAIL initiative can be found on the UNIFE website: <http://www.unife.org/page.asp?pid=193>
5. The IEA / UIC Railway Handbook 2012 – Energy Consumption and CO2 Emissions”, 2012, is available online here: <http://www.uic.org/spip.php?rubrique1638>
6. The Brochure “Moving Towards Sustainable Mobility”, CER / UIC, October 2012 is available online here: <http://www.uic.org/spip.php?rubrique1638>