

The spoken word alone prevails

**Speech given by Jean-Pierre Loubinoux, UIC Director General
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on Sustainable Development Goals
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Thank you for the opportunity to speak here today. The International Union of Railways represent the rail sector at world level. We have over 200 members, in 95 countries on 5 continents.

The development and promotion of sustainable transport systems is now an established UIC activity.

(SDGs)

The world needs a shared vision of sustainable transport systems for the future. To realise this we need long term, consistent investment and partnership between governments, NGO's, private investors and commercial operators.

For this reason UIC is convinced that a Sustainable Development Goal dedicated to transport is vital, to provide a focal point that can catalyse action, overcome fragmentation and realise a shared vision of sustainable transport systems.

(Rail – an engine for growth & development)

Sustainable transport is a key enabler for wider development. Rail has a strong pedigree as an engine of growth & development, first established during the industrialisation of Europe, then instrumental for the opening up & development of the Americas, and more recently in the rapid growth we have seen in Asia.

Rail is a classic example of sustainable low carbon technology transfer. Incubated in the western world, but now firmly established as the transport of leading developing nations.

The vital role of rail in emerging economies is evidenced by the fact that

- India and China now move more passenger kilometres (61%) than the rest of the world combined
- India and China achieve some of the highest levels of energy efficiency (energy per passenger-km or tonne-km)
- China now has nearly half of the worlds high speed lines.

(Freight & co-mobility)

Sustainable transport systems need the right combination of transport modes. It is not possible to solve the mobility and transport challenges with single- mode transport systems.

Combined transport is the ideal solution for freight shipments. The major part of the journey is done by rail, inland waterways or sea, and any pre- and onward carriage is carried out by trucks. Consequently, combined transport is using the main strengths of each transport mode. This requires cooperation and partnership between different carriers – to the benefit of all concerned.

Rail freight is growing, especially in combined transport and commodities. Between 1988 and 2008 international combined transport increased by 215% worldwide.

To meet the increasing demand for rail freight new lines are under construction. Notable major projects include:

- the Dedicated Freight Corridor in India, with over 3000km of new line approved and a further 7000km proposed.
- An ambitious network spanning Ethiopia, for which construction has commenced on a 700km route to the nearest sea port

Freight operators are constantly looking for ways to streamline the movement of goods between transport modes. For example:

- in Turkey, TCDD and partners have combined train-ferry freight transport between Samsun (Turkey) and Kavkaz (Russia), and also a demonstration train between Wels (Austria) and Halkali (Turkey).
- In Bulgaria, NRIC has developed a Ro-La terminal at Dragoman (Ro-La is a combined transport system to transport trucks and cars by rail), and is building another at Svilengrad

(Safety)

Rail systems come with many benefits. Rail is one of the safest forms of transport. Because of this, moving traffic off road and onto rail offers great potential for reducing road fatalities.

The UIC Safety Database has been collecting data on significant accidents since 2001. UIC is working to expand this to capture data beyond the current 21 European countries. Positive safety trends have been observed over the on the last seven years.

(Environmental friendly)

Rail has strong environmental credentials, underlined by its high capacity and high efficiency.

UIC have completed a recent EU funded study (CleanER-D) on the reduction of harmful emissions from diesel engines. This confirmed that within Europe, due to improving technology and tighter regulation:

- rail diesel emissions (NO_x and PM) reduced by about 35% from 1990 to 2008
- further reductions of more than a third are expected by 2020 (NO_x more than -35% and PM more than -45%)

(Climate change & energy efficiency)

UIC work in partnership with the with the International Energy Agency to document the advantages rail systems can deliver as a low carbon transport mode. To assist informed decision making, we publish annual data and analysis on Energy consumption and CO2 emissions for the rail sector. The handbook presenting these data are available today and to down load from our website.

Analysis of the data shows the potential for reducing carbon emissions through shifting to rail worldwide, railways generate only 3% of transport CO2 emissions, while sustaining more than 9% of total transport activity.

It also shows the trend for improving energy efficiency and lowering emissions, between 2000 and 2010 energy consumption & CO2 emissions:

- per passenger-km decreased by over 30%
- per freight tonne-km decreased by 18%

This is partly due to the electrification of railways, currently around 30% in India, 50% in China and 25% worldwide. Typically, the electrified sections of rail networks carry the highest traffic volumes and provide clean transport for urban areas.

Large sections of the rail system are immediately compatible with zero carbon energy. Notably, the European railway sector has already surpassed the target set by EU directives, taking nearly 20% of its energy from renewable sources.

(Declaration of Sustainable Mobility)

UIC took an important step, with the launch of the the Declaration of Sustainable Mobility and Transport at the 19th Commission for Sustainable Development here in New York in 2011. The Declaration was then accepted as the rail sectors voluntary commitment at Rio+20.

We have added new signatories to the declaration in 2013 and expect more in 2014. The signatories now include major Railway Operators and Infrastructure Managers from all over the world.

The Declaration represents the sectors commitments to sustainable transport, including 18 of the most important sustainable development goals for the global railway sector, such as:

- rail as the safest mode of transport
- rail reduces congestion
- rail improves access to mobility
- railway companies are responsible and attractive employers
- rail has a low impact on the environment and climate change

In 2014 UIC will work with our members to establish environmental performance targets of the rail sector at world level. This will build upon the success of the Deceleration of the Sustainability and positive experience of working towards targets within the European region.

(Closing remarks)

I trust that that we can agree on the need for co ordinate action on sustainable transport, to provide:

- An engine for growth & development
- Safe and attractive mobility for all sections of society
- To reduce environmental impact

and I hope that you agree that rail is the backbone of sustainable transport systems, and that you can support the proposal for a sustainable development goal dedicated to transport.

Thank you for your kind attention.