



Politique européenne des transports

Le point de vue de UNIFE

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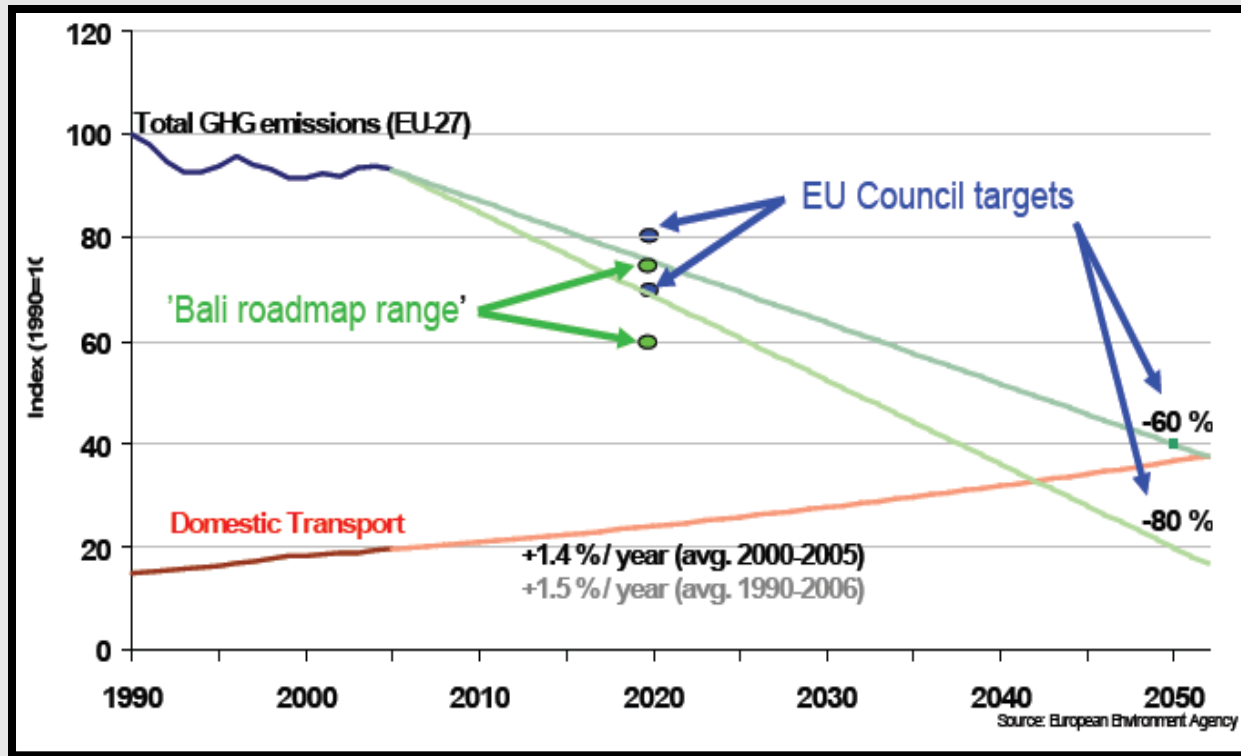


■ 70 Full Members

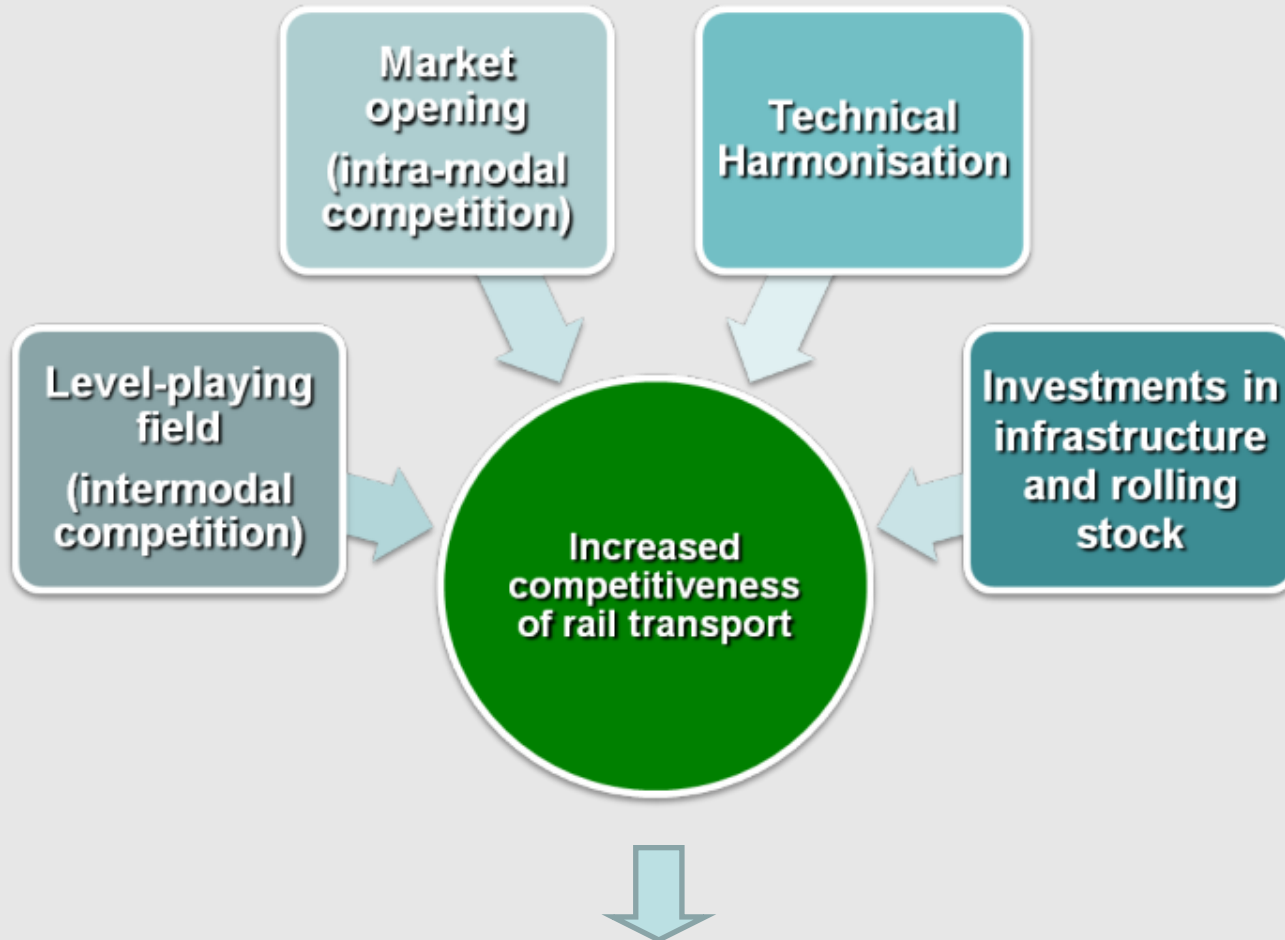
■ 15 National Associations



The corresponding political measures need to be taken to meet the challenge of climate change



...this is what UNIFE has been working on...



FUTURE OF TRANSPORT = MORE RAIL, LESS CO2

■ Why is there a need to take action?

	Railway transport	Road Transport	Air Transport	Maritime and Inland waterways transport
VAT on International Passenger Tickets	YES	YES	NO	YES
Energy and Fuel Tax	YES *	YES	NO ** (De jure total exemption)	NO (De jure total exemption)
Emissions trading scheme	NO	NO	Under discussion	NO
Infrastructure charges	YES	Optional	Only for airports	Only for ports

Source: UNIFE (2007)

* Energy and Fuel Tax on electricity and diesel traction with reductions or exemptions in certain Member States

** Optional reduced tax for domestic flights (Directive 2003/96/EC restructuring the Community framework for the taxation of energy products and electricity)

→ The revised Eurovignette Directive could contribute to establishing a level-playing field

Rail market opening and a level playing field?



Level
Playing
Field?

Intermodal competition

- Taxation
- Charging
- Internalisation of external costs



Intramodal competition

- Current status?
- How to achieve the goals of Liberalisation?

Netherlands

Rail freight growth
1995/2007: **+132%**

Rail freight modal
share: **5,5%**

Sweden

Rail freight growth
1995/2007: **+20%**

Rail freight modal
share: **36,5%**

UK

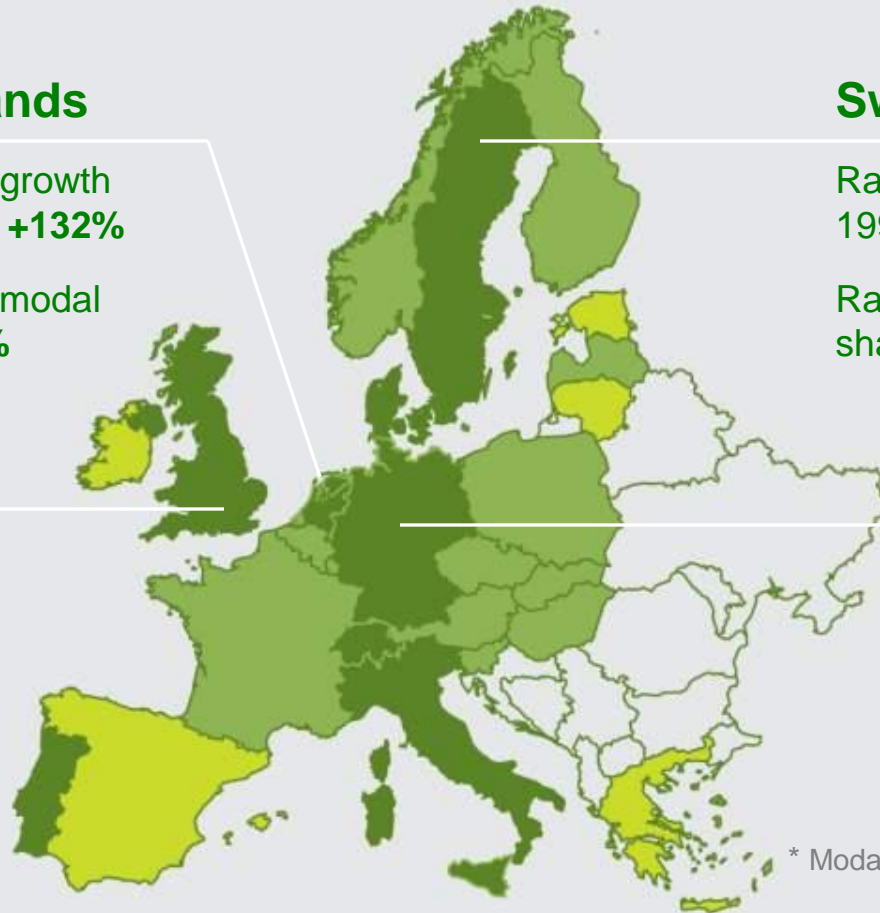
Rail freight growth
1995/2007: **+98%**

Rail freight modal
share: **12,7%**

Germany

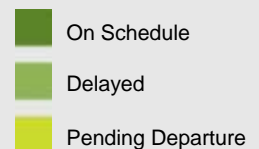
Rail freight growth
1995/2007: **+63%**

Rail freight modal
share: **21,3%**



* Modal share calculated in comparison with road, inland waterways and oil pipeline, in 2007

► Countries that record highest growth/modal share are those where rail freight liberalisation has most advanced...



Voltage Systems

-  25kV 50Hz AC
-  15kV 16,7Hz AC
-  3kV DC
-  0,75kV DC
-  1,5kV DC



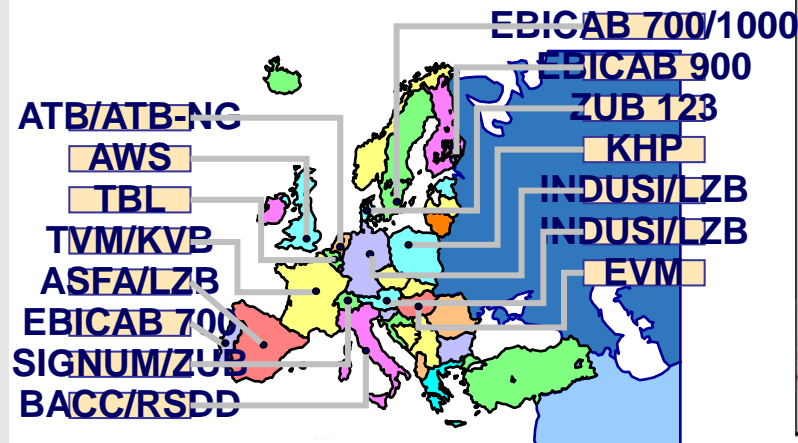
Track Gauge

-  1435 mm
-  1520/1524 mm
-  1668 mm
-  1674 mm
-  1600 mm



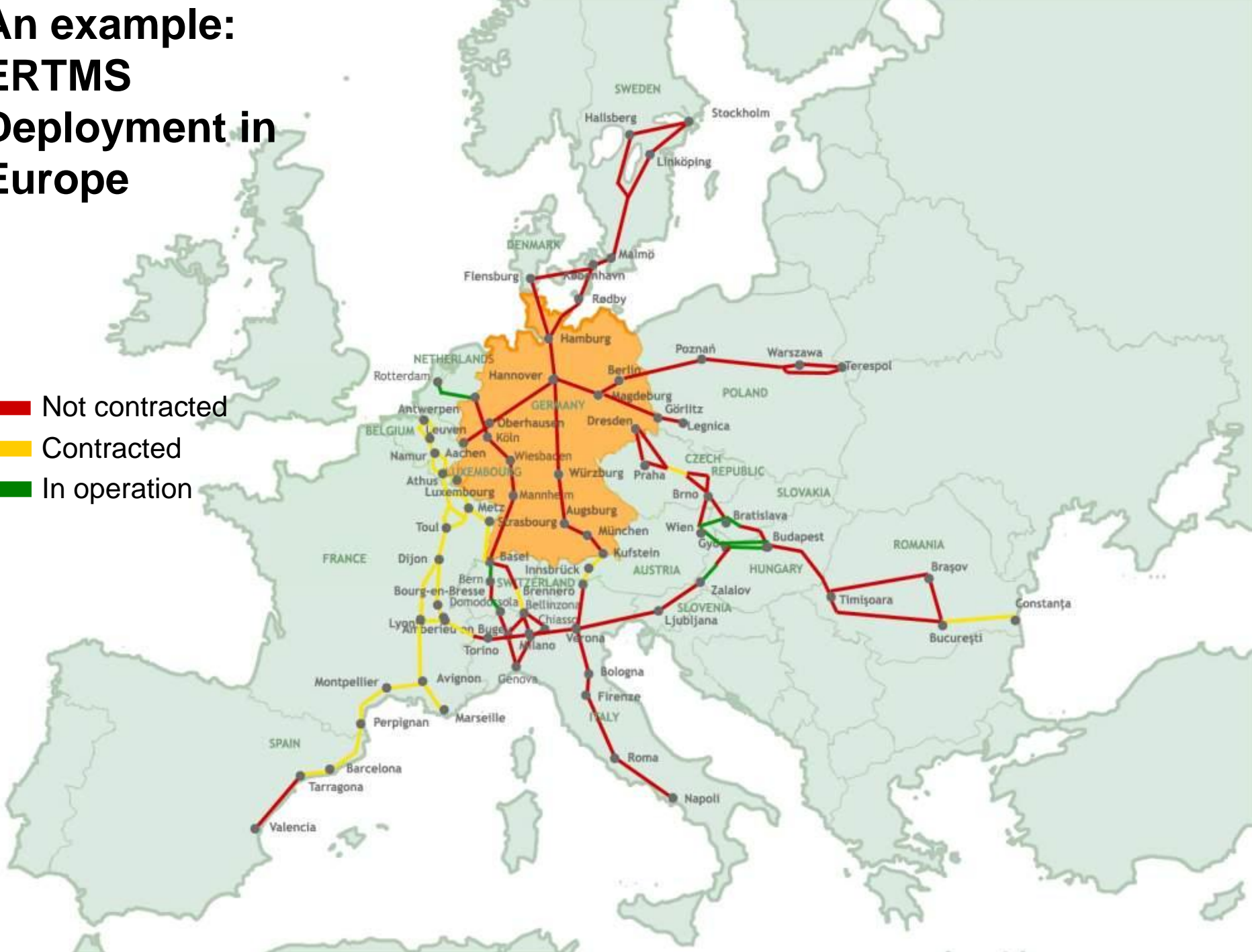
Direction of Running

-  right track
-  left track
-  right or left track



An example: ERTMS Deployment in Europe

- Not contracted
- Contracted
- In operation



- **Modal shift** towards rail is an absolute necessity if the EU wants to achieve its Climate Change objectives
- **Internalisation of external costs** and greener taxation is an essential pillar to level the playing field with other transport modes
- Additional policy measure are needed: **liberalisation, technical harmonisation, investments...**
- The **rail sector must also evolve** by putting an end to the time of protected markets/national views...



Competitive rail solutions for sustainable mobility

www.unife.org