



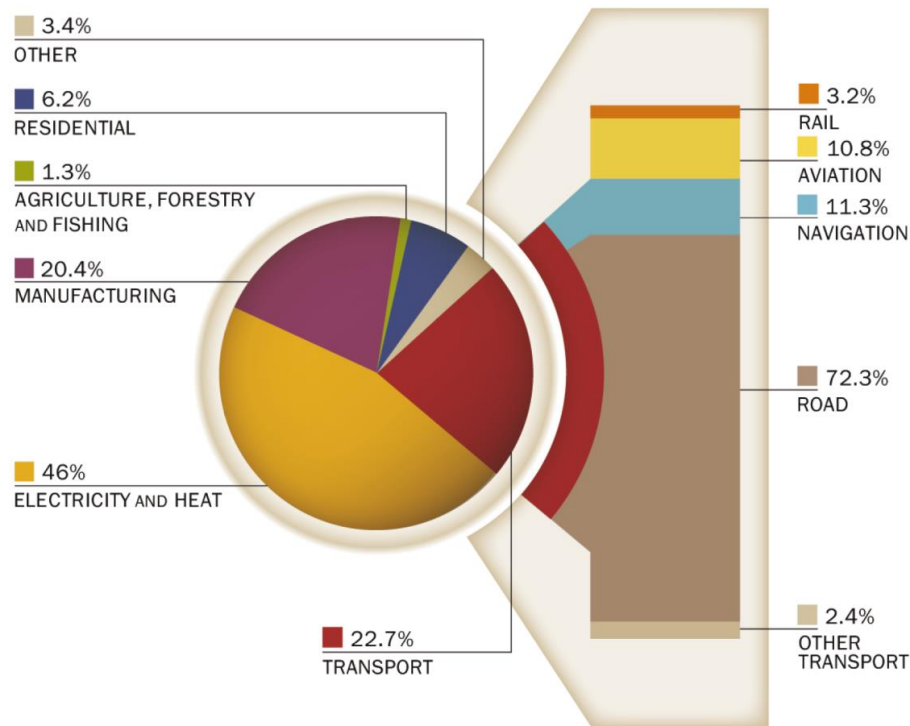
INTERNATIONAL UNION  
OF RAILWAYS

*unity, solidarity, universality*

# Low Carbon Rail Transport Challenge

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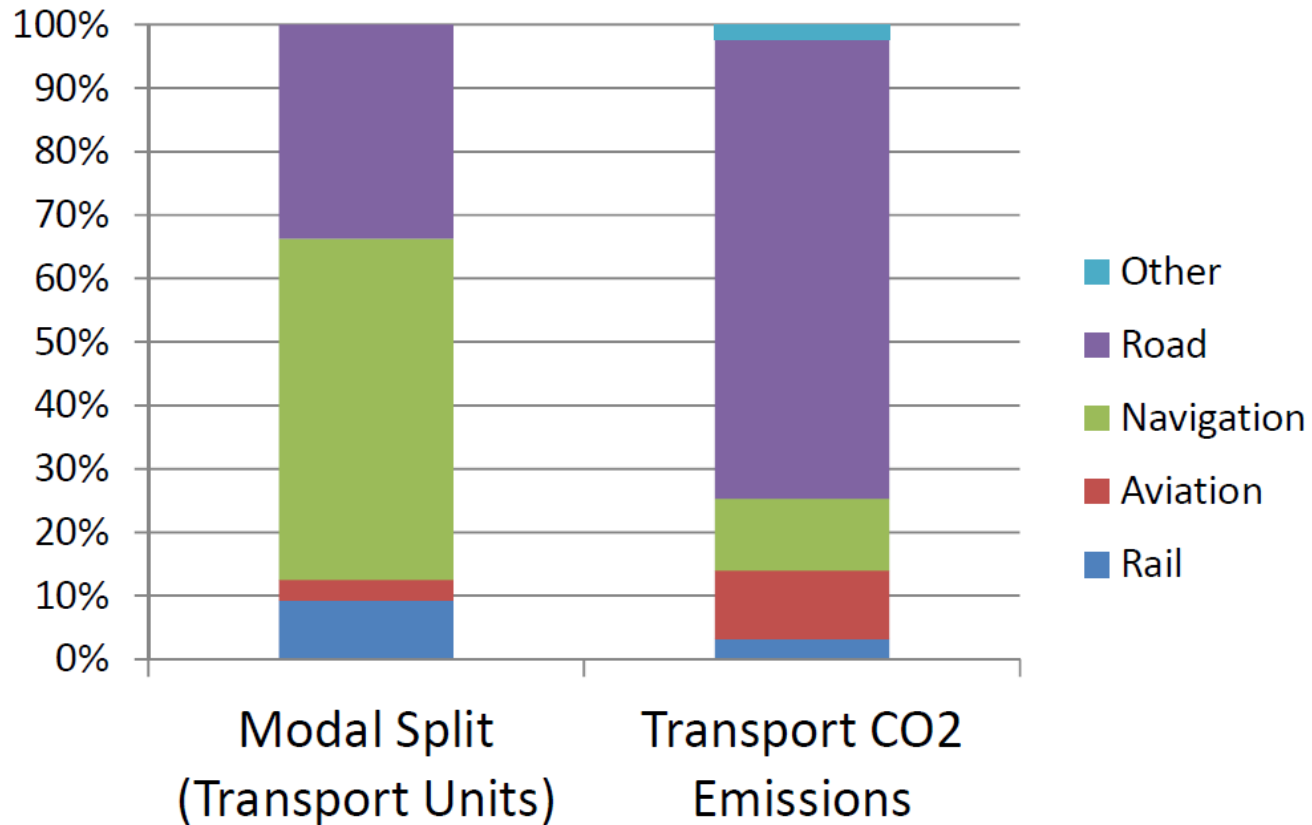
# The problem



Source: 2014 UIC-IEA Railway handbook on energy consumption & CO2 emissions

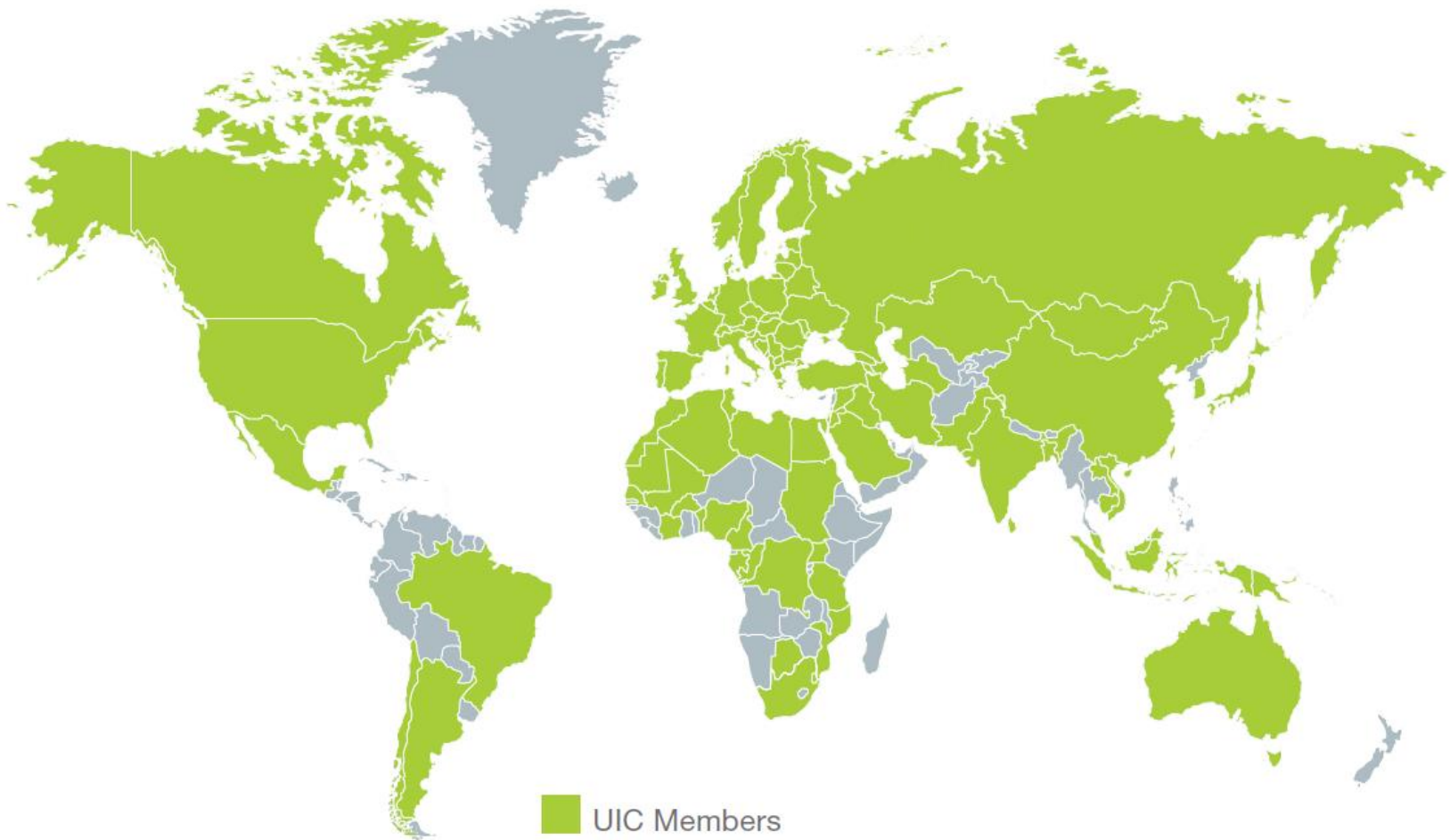
Emissions from transport are growing faster than any other sector

# Transport GHG emissions & modal share



Source: 2014 UIC-IEA Railway handbook on energy consumption & CO2 emissions

# International Union of Railways (UIC)

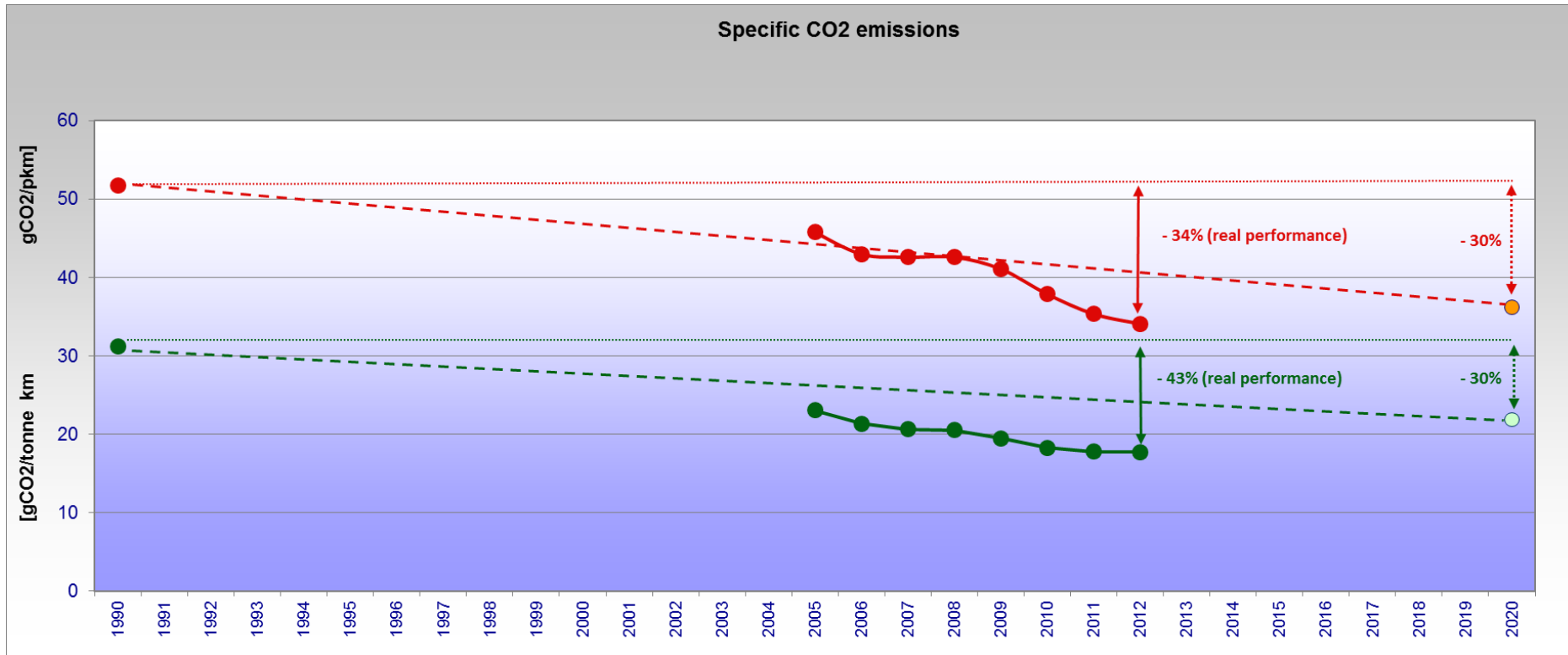


# Low carbon rail transport challenge proposed targets

- Reduction in specific final energy consumption from train operation per transport unit (passenger/km + ton/km):
  - 50% by 2030 (relative to a 1990 baseline)
  - 60% by 2050 (relative to a 1990 baseline)
- Reduction in specific average CO<sub>2</sub> emission from train operation:
  - 50% by 2030 (relative to a 1990 baseline)
  - 75% by 2050 (relative to a 1990 baseline)

# Experience from Europe

## Reporting the rail sectors performance



➤ Data collected via dedicated online tool [www.co2-data.org](http://www.co2-data.org)

# Low carbon rail transport challenge proposed targets

- Passenger land transport modal share (passenger/km):
  - + 50% by 2030 (re1990)
  - + 100% by 2050 (re1990)
  
- Freight land transport :
  - equal modal share with road by 2030
  - +50% greater than the road modal share by 2050

# Enablers for modal shift

- Rail placed as the backbone of sustainable transport master-plans, at both national and international levels
- Investment in new rail projects
- Investment in existing rail infrastructure
- Simplified boarder controls to support international and intercontinental freight corridors.
- The right environment for private finance initiatives.
- Smart land use planning
- Internalisation of external costs (eg via road pricing)



■ ■ ■ Thank you for your kind attention

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