



European Parliament: Study Day on the Future of Transport

The conditions under which road-rail Combined Transport can most optimally contribute

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The capabilities of Road-Rail Combined Transport



Less energy and much lower GHG emissions per tonne-kilometre

- Up to 30% less energy need
- At least 60% fewer greenhouse gas emissions

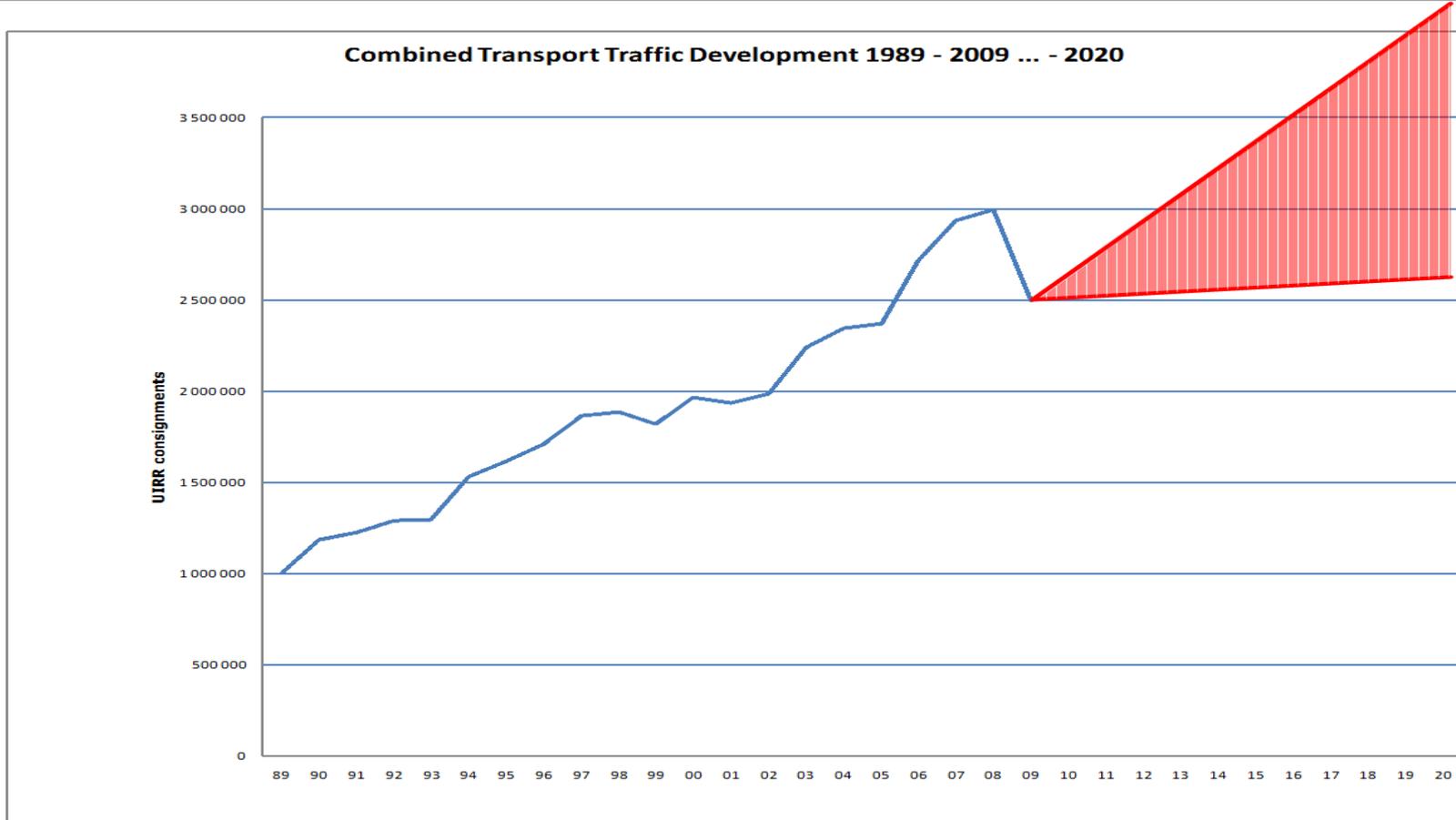
Faster, safer and more secure

- Top speed of CT freight trains today reaches 160 km/h – double the maximum speed allowed on road
- Only one rail accident occurs for every 40 road accident
- "Closed" rail infrastructure offers fewer opportunities for security breaches than the open (public) road network

Why then is road-rail CT not more prevalent in longer distance transport-chains?

- CT's externality advantages are not (yet) reflected in the price of transport
- The quality performance of rail is not (yet) where it should be

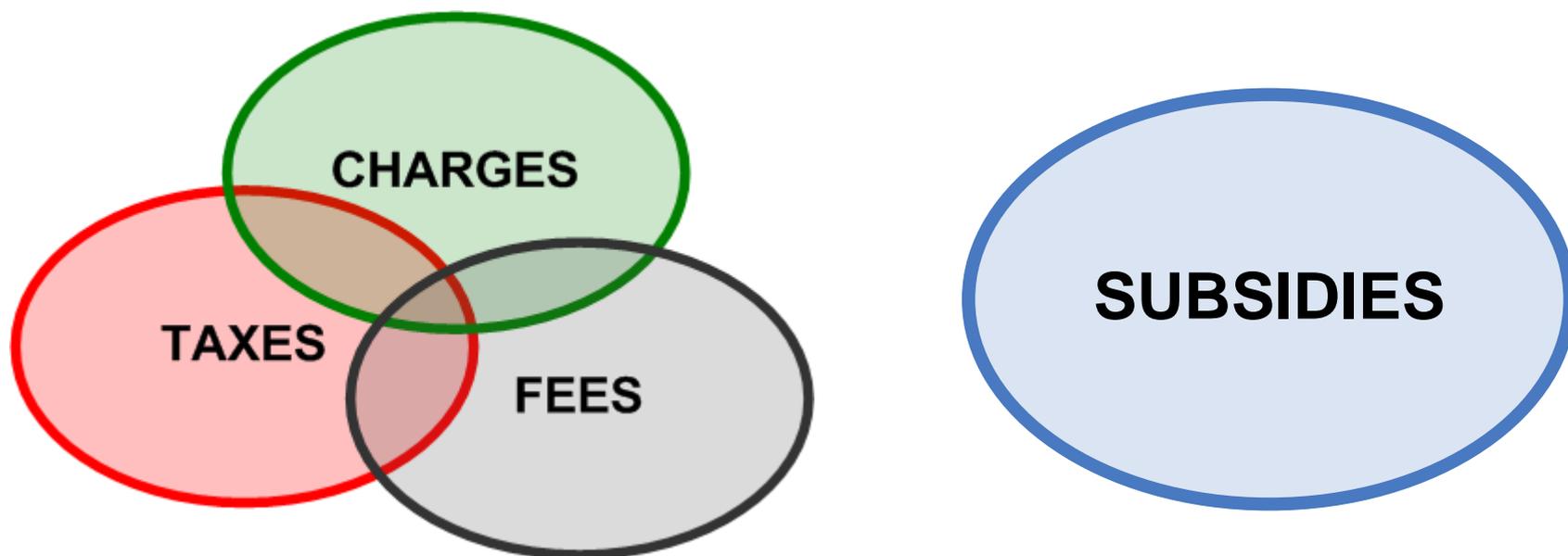
Performance and outlook



The potential of road-rail Combined Transport

- Every road transport of over 300km is a candidate for CT -> over half of road tonne-kilometres are performed over distances of 300km-s or more!
- Road tonne-kilometres could be reduced by at least a third -> a minimum 20% reduction of transport's GHG emissions!

Taxes, charges and fees on transport: A mess today



Taxes	Charges	Fees
VAT	Infrastructure access	Vehicle registration
Customs duties	Externality charges	Trafficworthiness
Income taxes		Safety certification
Excise duties		Licenses and permits
		Emission-checks

The present amendment of the Eurovignette Directive



- Limited to noise, congestion and local air pollution
- Leaves GHG emissions, oil dependency, accidents, vibration damage and territory fragmentation out
- Inadequate in the method of internalisation
- Continues to permit vignette-type (time-based) road tolling

Permits internalisation of road transport's externalities for the first time in the European Union:
The door is pried open



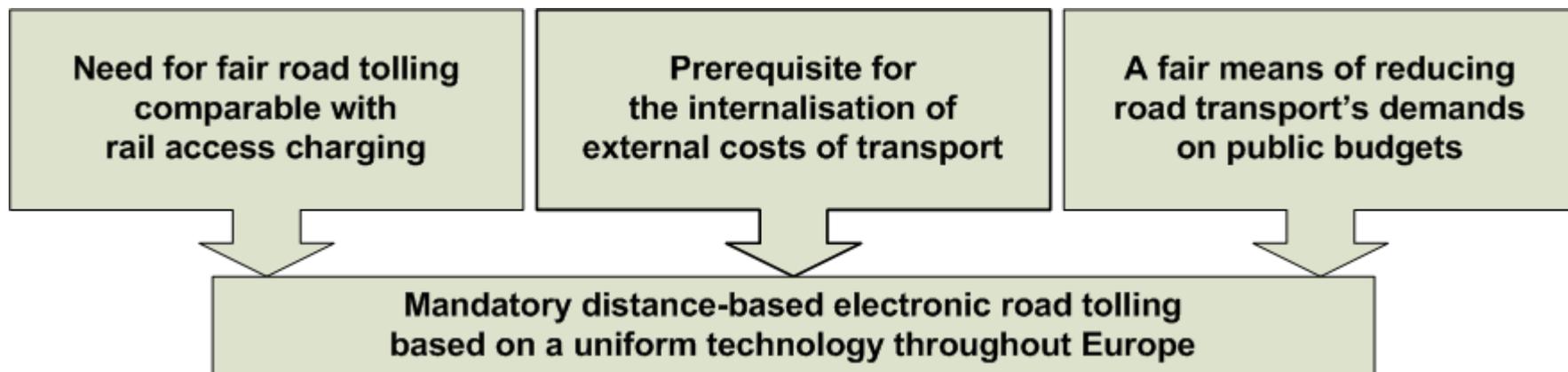
Further actions needed



Internalisation of GHG emissions of transport and the costs oil dependency

- Fuel excise taxes should be re-labelled for this purpose
- Scientific calculations needed to set the justified level

Distance-based (electronic) road toll collection should be mandatory



Fine-tune internalisation rules

- Revise rules of charging for congestion, local air pollution and noise
- Devise rules for internalising indirect accident costs, vibration damage and territory fragmentation
- Earmarking of internalisation revenues: the mode offering the greatest marginal reduction in externalities should receive the funds

Improvement of rail service quality



Re-cast of the First Railway Package

- Liberalisation of rail freight services: reaffirm separation of infrastructure management from railway undertakings
- Settle the inherited debt of state owned railways: reduce the overall influence of politics in the world of rail
- Greater transparency through detailed mandatory reporting requirements
- Reinforce the independence of rail supervisory authorities in Member States, and create a European authority to enforce cross-border rules

Other issues for regulation

- Devise algorithm for public financial support of the rail sector to compensate road's advantage during transition period to fair regulation
- Ensure public financing for necessary rail-infrastructure and terminal-capacity expansions
- Reduce ownership-related (vehicle) taxes and government fees to the level of related costs of public administration

Current Eurovignette amendment

- A historic step of prying the door of internalisation open
- Should be adopted as soon as possible – by the end of 2010?

Several shortcomings remain in legislation

- Recast of the First Railway package should be carried out
- Ensure that adequate financing is available for infrastructure development, as well as a transparent mechanism is in place for temporary compensation handicaps
- Prepare additional legislation on fuel excise and other transport-related taxes
- Make distance-based electronic road tolling compulsory throughout Europe
- Begin working on the new Eurovignette Amendment

Include all necessary action in 2011 Transport Whitepaper

- Seek Parliament and Council consensus over these goals

Road-Rail CT = Effectively inserting electric rail into contemporary transport-chains



THANK YOU FOR YOUR ATTENTION



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