

## 1 On the integration of the European railway network

2 Effective flows of goods and people is an important part of European integration.  
3 Therefore, the need for a transition to a fossil free transportation system within  
4 an effective and integrated railway network has never been greater.

5 The ongoing plans in several Member States to maintain, reactivate, upgrade and  
6 construct conventional and high-speed tracks is a good start, but needs to be  
7 boosted.

8 Investments in infrastructure for cross-border links – such as high-speed railway,  
9 EuroCity and Euronight are, essential in order to create a robust and integrated  
10 railway network and seriously challenge aviation as means of transport for both  
11 short and medium distances. All too often, rail travel and transport are handled  
12 as national issues, leaving aviation and road transport as the most likely choices  
13 for cross-border transportation.

14 The European level is much needed to fund important cross-border links and  
15 projects that individual Member States have trouble funding. In this context, it is  
16 important that allocated funds are additional and not a substitute for national  
17 budgets. The EU has also to develop stronger tools for shifting the goods from  
18 road to the railway - and to formulate concrete and binding goals.

19 Developing faster trains is a positive step, however this development should not  
20 be done to the detriment of the preservation of regional, regular - fixed prices -  
21 train lines, affecting especially the mobility of people with lower incomes, or  
22 living in less urban areas. Mobility for the few is not an ideal that we support,  
23 therefore, the train transportation systems should take the aspects of  
24 accessibility, and right to mobility for all as a core principle, and make sure that it  
25 applies through funding schemes, planning and implementation.

26 Another challenge for the European railway network is to make it easy to book  
27 journeys by train. The simplicity of flight bookings must be transposed to rail so  
28 that the consumer can just as easily buy a train ticket for a longer journey as a  
29 flight.

30 The transportation sector stands for about one fourth of the carbon emissions  
31 within the European Union, a share most likely to increase unless necessary  
32 measure are taken. Today, the growth in the transport sector more than  
33 outweighs the climate gains made in other sectors. We believe it is possible to  
34 change this development through a number of actions:

35 I. It must be easy to choose the train and other green means of transport, as

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- 38 much for individual travellers, as for the transportation of goods.
- 39 2. The EU must create platforms and support technical solutions to increase
- 40 the efficiency of door-to-door intermodal networks. Ticket purchases is
- 41 one example. Another useful option is to integrate the time schedule of
- 42 trains, aviation and buses, just like aviation time tables are integrated in
- 43 accordance with international agreements to support inter-modality.
- 44 3. Obstacles related to borders, such as cross-border planning of
- 45 infrastructure, technical standards and compatibility, finance models, ticket
- 46 purchases etc. need to be overcome and the issues solved. The EU should
- 47 set standards to harmonise the different signalling systems and the licences
- 48 of the trains within Europe to make it easier and cheaper to set up
- 49 boarder-crossing train lines. The EU system has to be used as a tool that
- 50 contributes to innovative solutions to a far greater extent.
- 51 4. Train and other green means of transport must no longer be discriminated
- 52 against as to infrastructure charges, taxes, investments and regulation.
- 53 5. The EU must work strategically to create better conditions for trains and
- 54 night trains as an alternative to aviation. European funds should therefore
- 55 be available for international train lines and night trains.
- 56 6. Shifting goods transportation from road to rail will make a substantial
- 57 difference to the carbon footprint of the transport sector. Therefore,
- 58 existing EU legislation must be revised and improved to create better
- 59 conditions for this necessary transition.
- 60 7. Since the aims of the Paris agreements have not yet been targeting air and
- 61 maritime transport, the European Union must enforce a regulation in order
- 62 to make the Paris agreement also relevant in these fields. This could be
- 63 done in the first place by forbidding subsidizing policies and low cost tickets
- 64 which create a discrimination between air transport, maritime transport
- 65 and railway transport.
- 66 8. Introduce a moratorium on investments from EU instruments such as TEN-
- 67 T<sup>1</sup>, CEF<sup>2</sup>, EIB<sup>3</sup> and the EFSI<sup>4</sup> on all transportation infrastructure that

<sup>1</sup> TEN-T = Trans-European Transport Network

The TEN-T policy supports the completion of Priority Projects, representing high European added value, as well as projects of common interest and important traffic management systems. Multi-annual and annual work programmes set the specific objectives and priorities to be met.

<sup>2</sup> CEF = Connecting Europe Facility

The Connecting Europe Facility (CEF) should accelerate investment in the field of trans-European networks and leverage funding from both the public and the private sectors. The CEF should enable synergies between the transport, telecommunications and energy sectors to be harnessed to the full.

<sup>3</sup> EIB = European Investment Bank

The EIB is the European Union's bank whose shareholders are the member states of the EU. It works closely with other EU institutions to implement EU policy and is the world's largest international public lending institution.

<sup>4</sup> EFSI = European Fund for Strategic Investments (EFSI)

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- 69 increase the European dependency on oil. Investments should aim at  
70 integrating the European infrastructure system mainly through investing in  
71 cross-border railway connections and sustainable maritime transportation.  
72 The focus must be put on regional cross-border rail sections that have been  
73 abandoned or dismantled (see <http://www.missing-rail-links.eu>). Further,  
74 agreed investments on high-ways and airports, etc. ought to be  
75 reconsidered.
- 76 9. In order to optimize TEN-T projects, a debate should be opened on the  
77 role of a European Transport Organizing Authority.
- 78 10. Money in the TEN-T projects should only be used for fossil free  
79 infrastructure to a much greater extent. It is necessary to change the  
80 competitive situation in favour of railways by altering the priority of  
81 transport infrastructure investment from road to railway construction. On  
82 the contrary, the EU has a responsibility to promote a pan-European fossil  
83 free transportation network. Public money should be spent not just where  
84 the return of investments will be granted from a financial point of view, but  
85 the return of investing in the environment must also be taken into account.  
86 Thus, it is necessary that investments prioritise those who contribute to  
87 minimising external costs, instead of generating them.
- 88 9. In the upcoming multi-financial framework, more money will have to be  
89 allocated to the completion of the railway in TEN-T.
- 90 10. The Commission needs additional tools to follow up the national plan of  
91 each Member State in order to ensure that enough is done to complete the  
92 core and comprehensive railway network of the TEN-T. European funds  
93 that pay for studies and infrastructure should be seen as added money on  
94 top of the national money spent on infrastructure, not financial resources in  
95 order to replace national investments in infrastructure.

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The European Fund for Strategic Investments (EFSI) is an initiative launched jointly by the EIB Group and the European Commission to help overcome the current investment gap in the EU by mobilising private financing for strategic investments in key areas such as infrastructure, education, research and innovation, as well as risk finance for small businesses.