

Draft EGP Resolution

1 **On the integration of the European railway network**

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

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

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

11 The European level is much needed to fund important cross-border links and projects that individual
12 Member States have trouble funding. In this context, it is important that allocated funds are
13 additional and not a substitute for national budgets.

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

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

- 21 1. It must be easy to choose the train and other green means of transport, as much for individual
22 travellers, as for the transportation of goods.
- 23 2. The EU must create platforms and support technical solutions to increase the efficiency of
24 door-to-door intermodal networks. Ticket purchases is one example. Another useful option is
25 to integrate the time schedule of trains, aviation and buses, just like aviation time tables are
26 integrated in accordance with international agreements to support inter-modality.
- 27 3. Obstacles related to borders, such as cross-border planning of infrastructure, finance models,

Draft EGP Resolution

- 28 ticket purchases etc. need to be overcome and the issues solved. The EU system has to be
29 used as a tool that contributes to innovative solutions to a far greater extent.
- 30 4. Train and other green means of transport must no longer be discriminated against as to
31 infrastructure charges, taxes, investments and regulation.
- 32 5. The EU must work strategically to create better conditions for trains and night trains as an
33 alternative to aviation. European funds should therefore be available for international train
34 lines and night trains.
- 35 6. Shifting goods transportation from road to rail will make a substantial difference to the
36 carbon footprint of the transport sector. Therefore, existing EU legislation must be revised and
37 improved to create better conditions for this necessary transition.
- 38 7. Introduce a moratorium on investments from EU funds such as TEN-T, EIB and the EFSI on all
39 transportation infrastructure that increase the European dependency on oil. Investments
40 should aim at integrating the European infrastructure system mainly through investing in
41 cross-border railway connections and maritime transportation. The focus must be put on
42 regional cross-border rail sections that have been abandoned or dismantled (see
43 <http://www.missing-rail-links.eu>). Further, agreed investments on high-ways and airports, etc.
44 ought to be reconsidered.
- 45 8. Money in the TEN-T fund should be earmarked for fossil free infrastructure to a much greater
46 extent. It is important that roads and railways do not compete on profitability grounds. On the
47 contrary, the EU has a responsibility to promote a pan-European fossil free transportation
48 network. Public money should be spent not just where the return of investments will be
49 granted from a financial point of view, but the return of investing in the environment must
50 also be taken into account. Thus, it is necessary that investments prioritise those who
51 contribute to minimising external costs, instead of generating them.
- 52 9. In the upcoming multi-financial framework, more money will have to be allocated to the
53 completion of the TEN-T.
- 54 10. The Commission needs additional tools to follow up the national plan of each Member State
55 in order to ensure that enough is done to complete the core and comprehensive network of
56 the TEN-T. European funds that pay for studies and infrastructure should be seen as added
57 money on top of the national money spent on infrastructure, not financial resources in order
58 to replace national investments in infrastructure.