

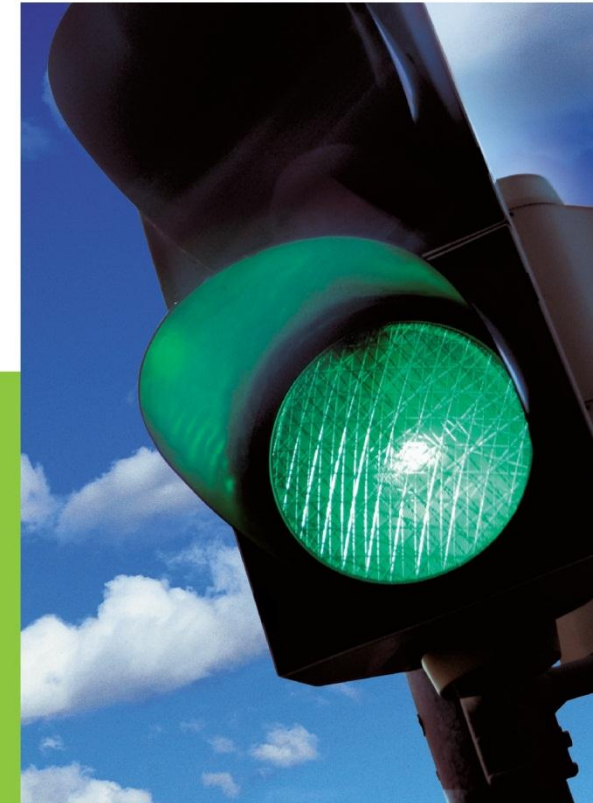


Transport and climate change in urban areas

Michael Cramer, MEP

*High-level Dialogue on Implementing Rio+20
Decisions on Sustainable Cities and Transport*

Berlin, 21 June 2013



My theses

Mobility is too cheap in the EU – only environmentally-friendly transport modes are too expensive. This is a political choice.

The rules of the market economy are not applied to the transport sector. (Johannes Ludewig, Christian Democrats).

We cannot stop climate change without changing our mobility.

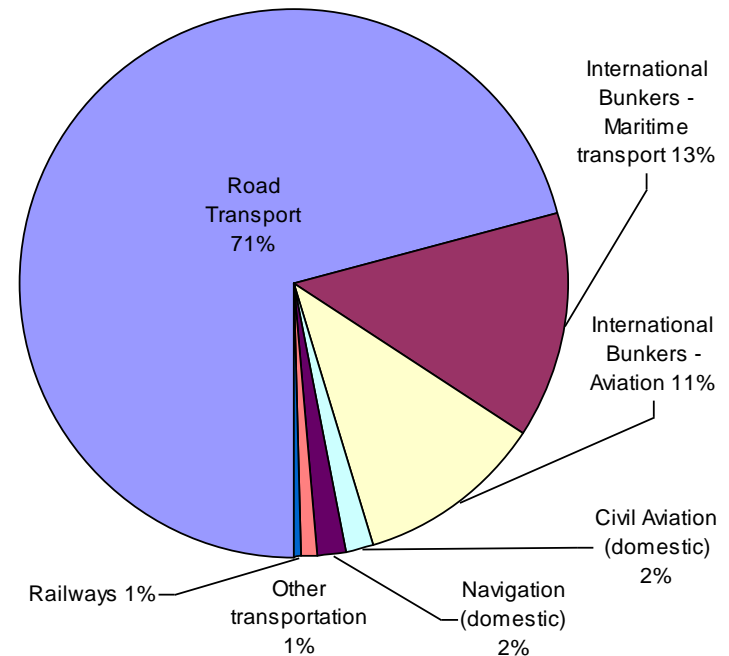
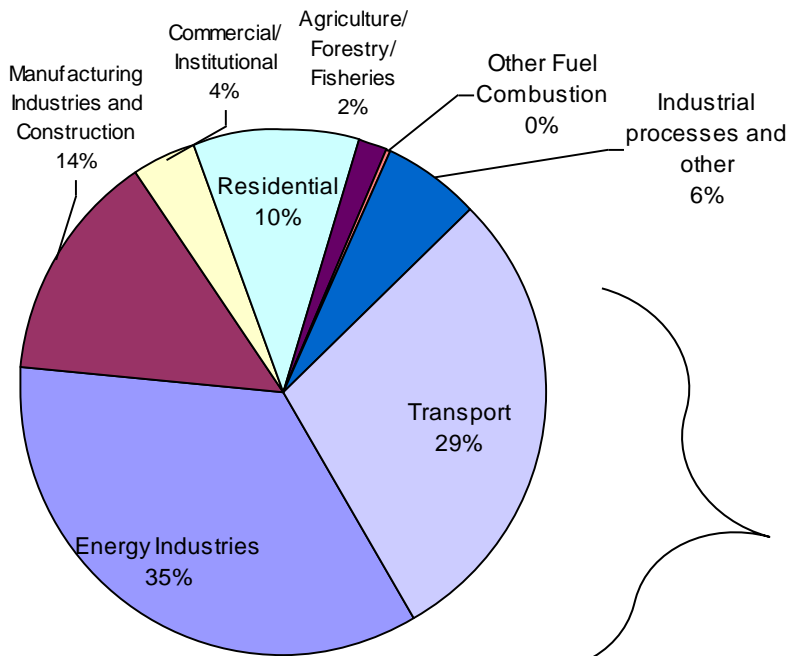
Where we want to go: the EU targets for 2020

- **20%** reduction of **greenhouse gas emissions**
- **20%** of EU's energy from **renewable resources**
- **20%** improvement of **energy efficiency**

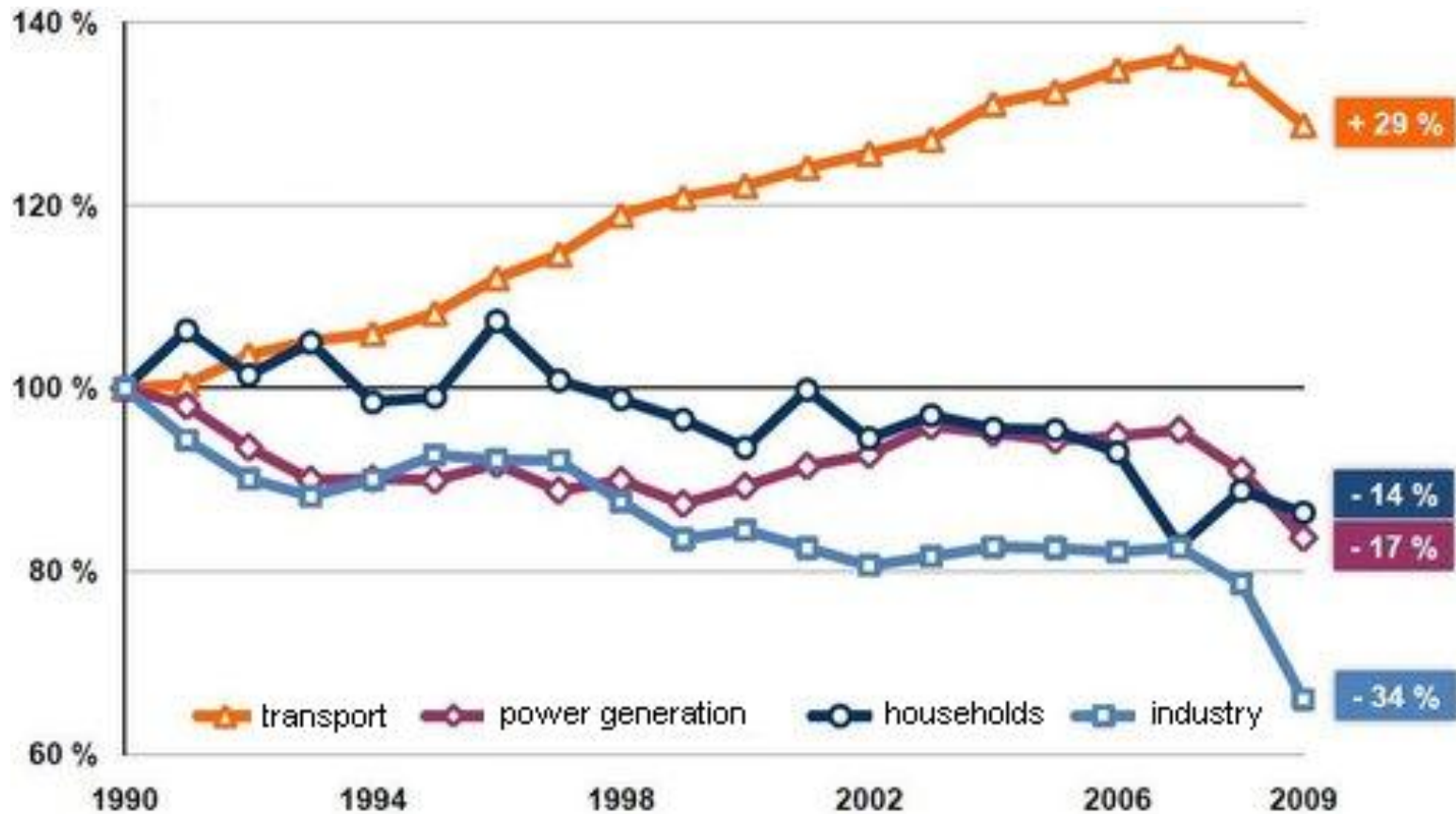
Where we stand

- Transport is responsible for **29%** of all CO₂-emissions
- In cities, for **70%** of all emissions which are harmful to the climate
- Weak connection between **economy and ecology**
- **Modal shift** in the **wrong direction**: from rail to road and air
- **Unfair competition** between different transport modes
- Transport planning with **wrong priorities** („think big“)

CO2 emissions by sector (2008)



Current situation

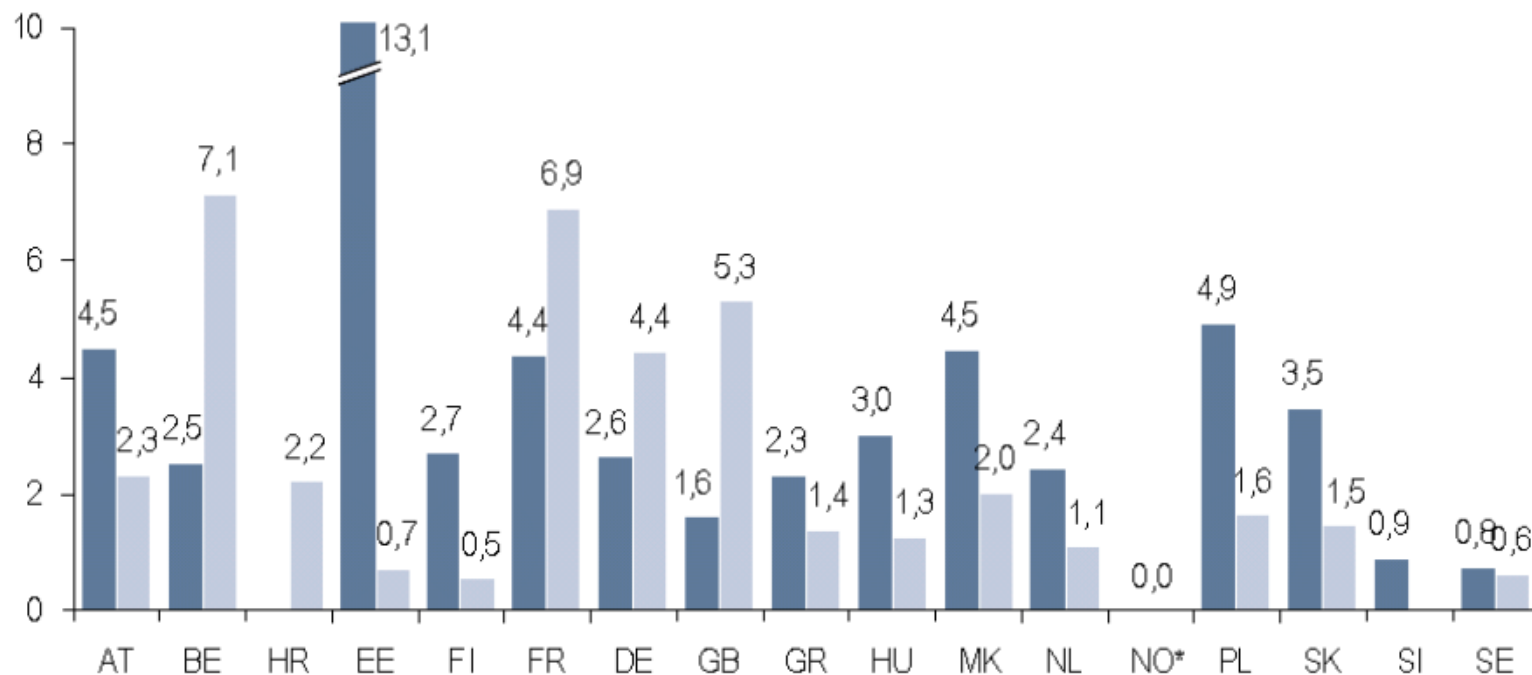


Mandatory rail charge in Europe

Euro per train kilometer, 2011

■ freight train charges
■ passenger train charges

Average track access charges



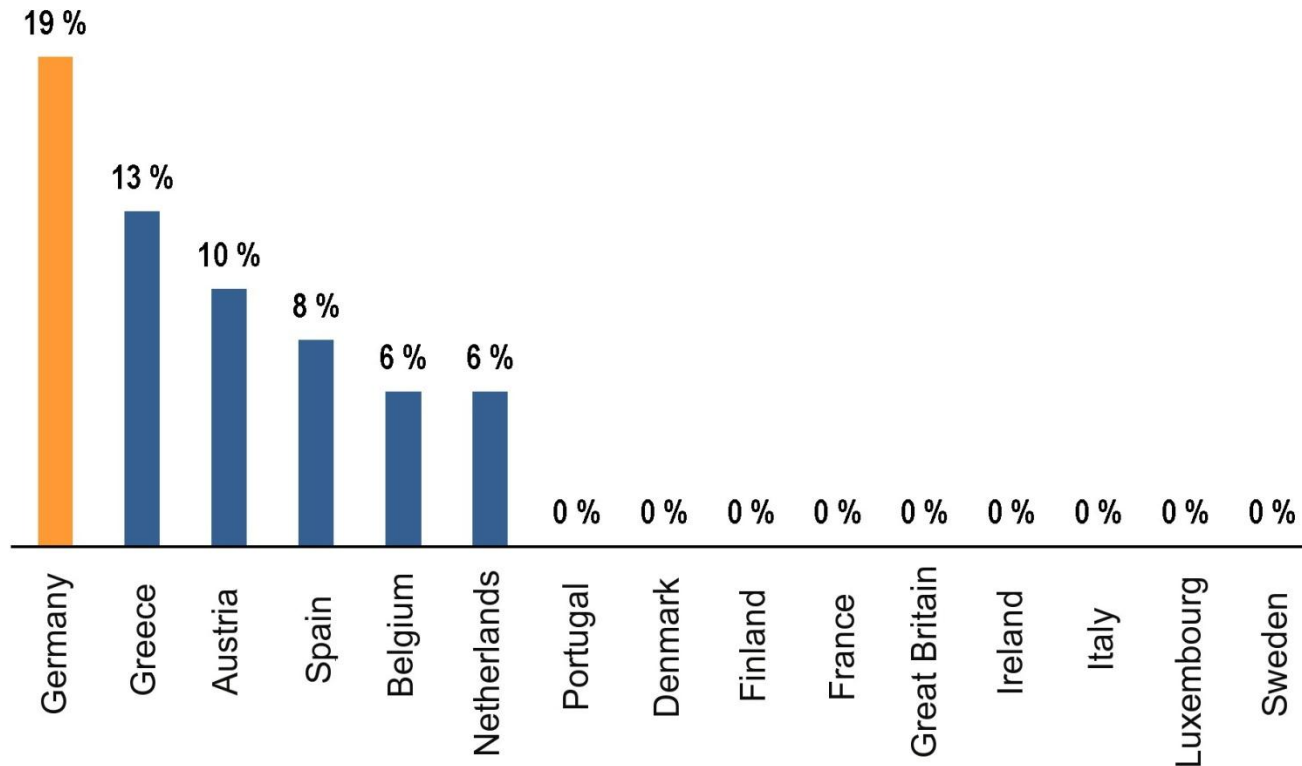
* Track access is generally not charged in Norway.

Source: Independent Regulators' Group - Rail

Track access charges vary broadly across the EU.

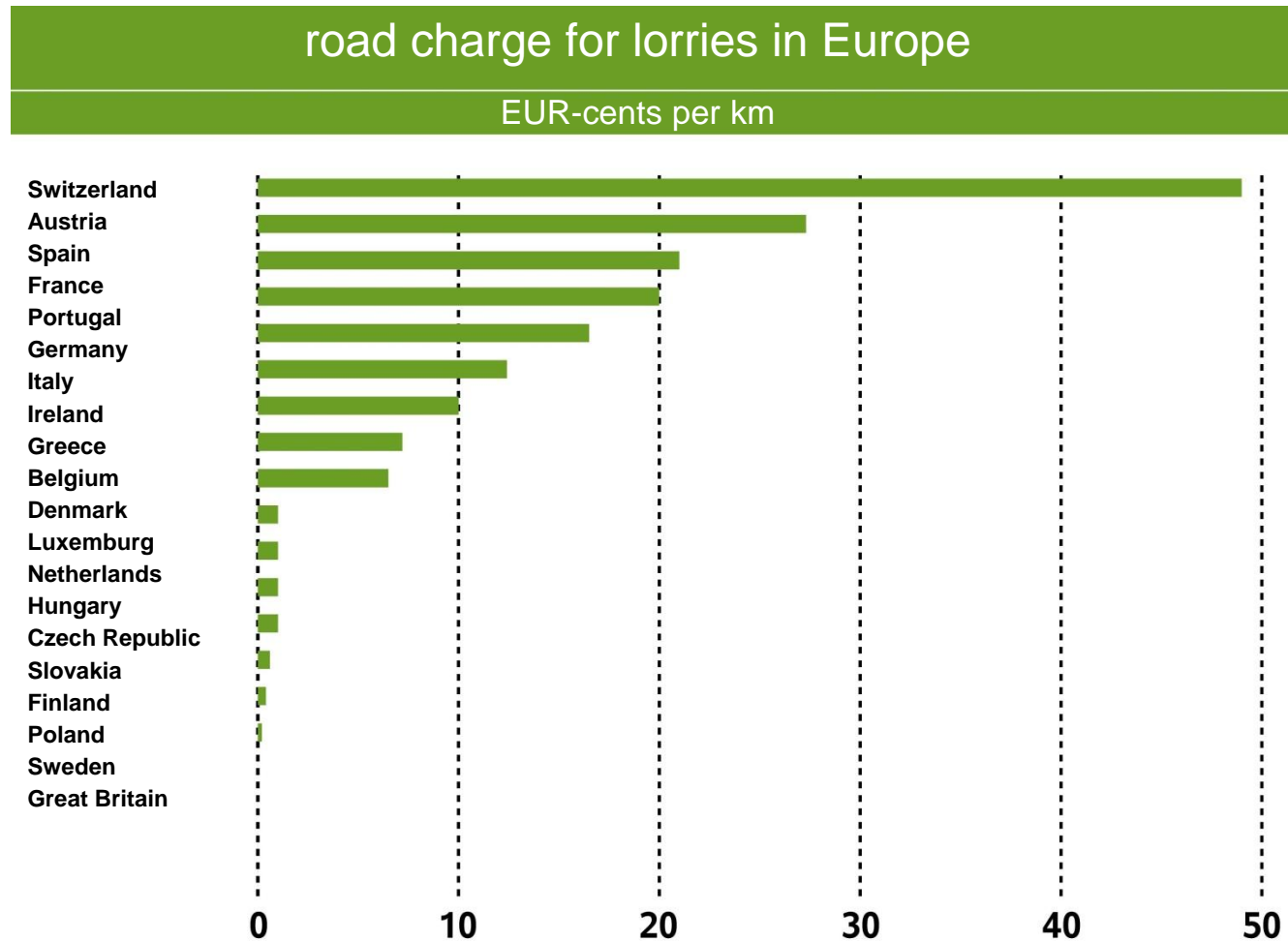
Taxation of rail services

EU comparison: VAT rates on transborder rail connections (long-distance traffic)



Source: "Allianz pro Schiene" on the basis of data provided by the European Commission (2011), all other EU Member States not shown here apply a rate of 0%

Non-mandatory road charge for lorries



Privileges for aviation



- No kerosene tax (14 bn. EUR subsidies per year)
- No Value Added Tax on international flights (16 bn. EUR/year)
- Weak integration in EU Emissions Trading Scheme (85% for free) and suspended until at least September 2013
- No charges on air corridors (with the exception of Siberia)

*What is the link with
urban mobility?*

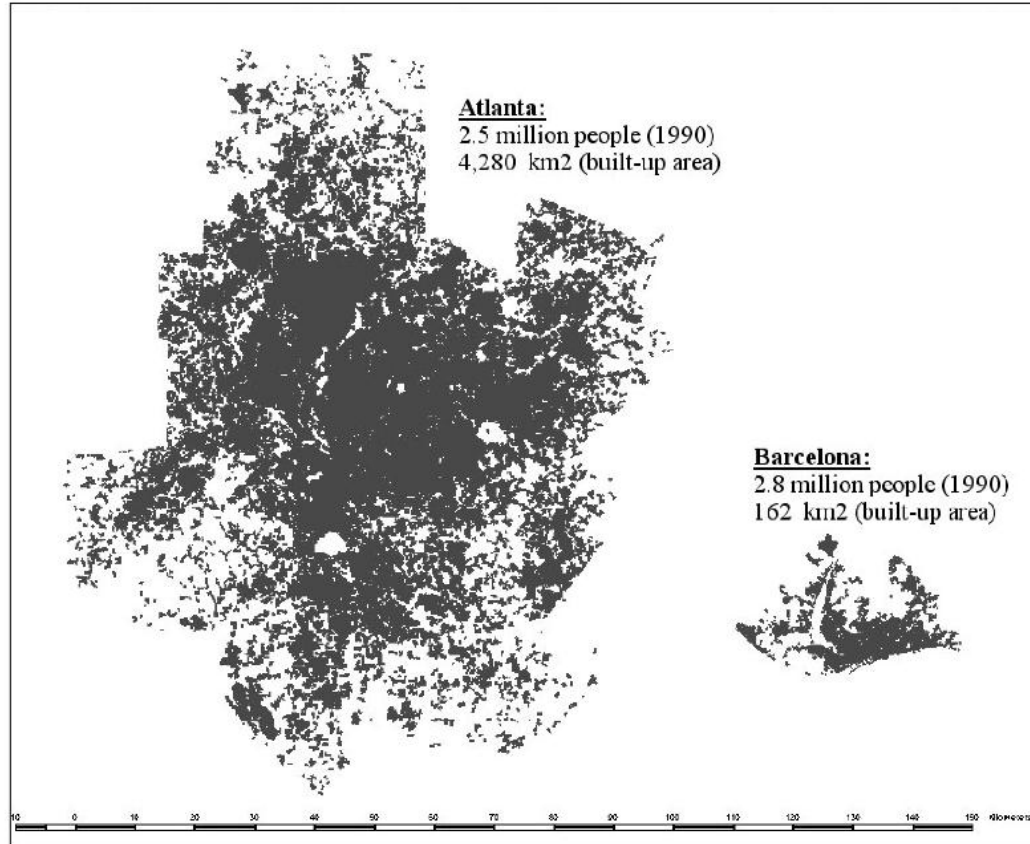


Facts on urban mobility



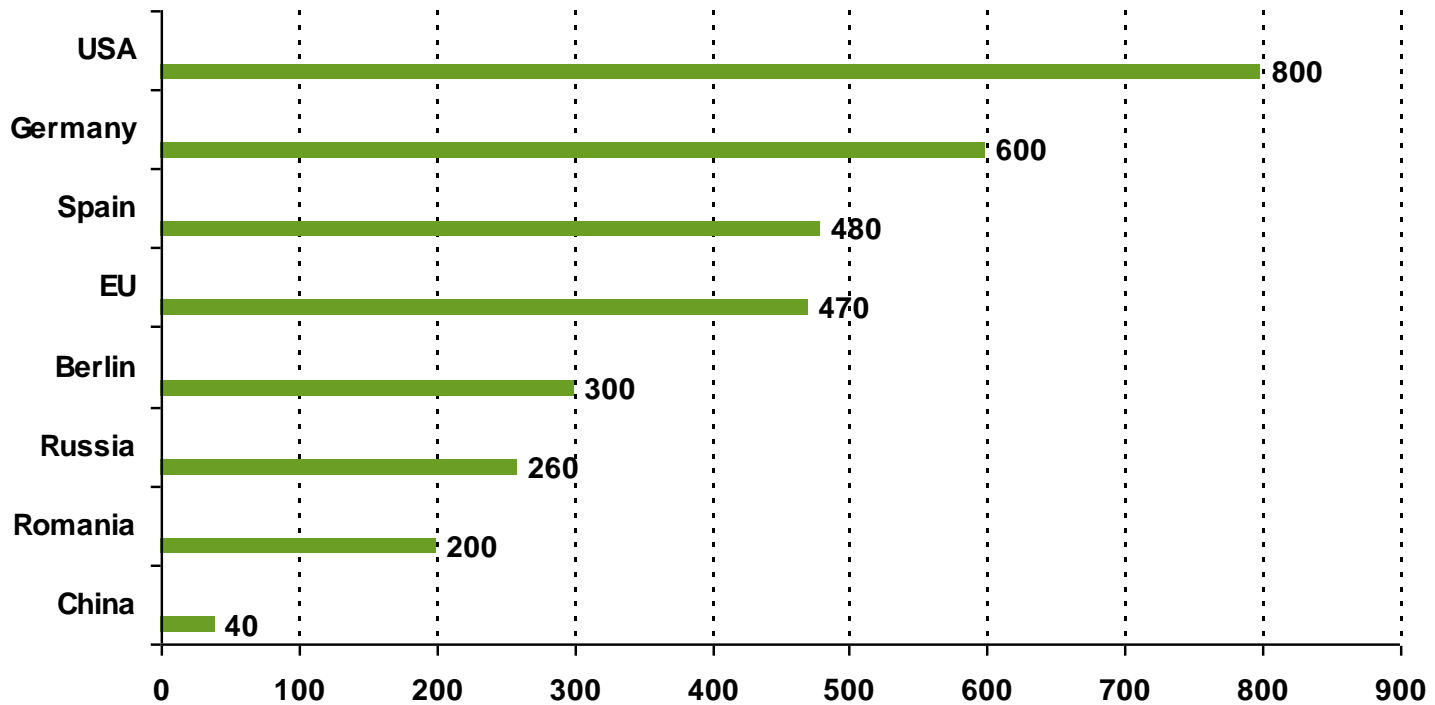
- in **2050** 84% of the EU population will live in cities
- in cities, transport is responsible for:
 - **40% of all CO2 emissions**
 - **70% of all emissions** which are harmful to the climate
- most trips start or end in cities
- by 2060, 30% of alle EU citizens will be older than 60 years (today: 17%)

Atlanta – Barcelona



- almost the same size of population
- the area covered by Atlanta is 26 times larger

Cars per 1 000 inhabitants



The true costs of automobility



Study by the Technical University of Dresden (2012):

- Uncovered external costs of **1,600 euros per car** (DE: 2100 euros)
- Every EU citizen pays **750 euros of subsidies** per year
- EU-27: altogether **373 billion euros** = 3,0% of GDP
- Cost factors:
 - **41% accidents**
 - 37% climate costs
 - 22% air pollution, noise and other effects

30 km/h speed limits: clear benefits



More safety...

- Breaking distance: 14 m instead of 28 m
- 42 % less accidents
- Fatality risk: 10% instead of 80%
- Higher acceptance

More life quality...

- More space for children, pedestrians, cyclists and public transport
- Less stress

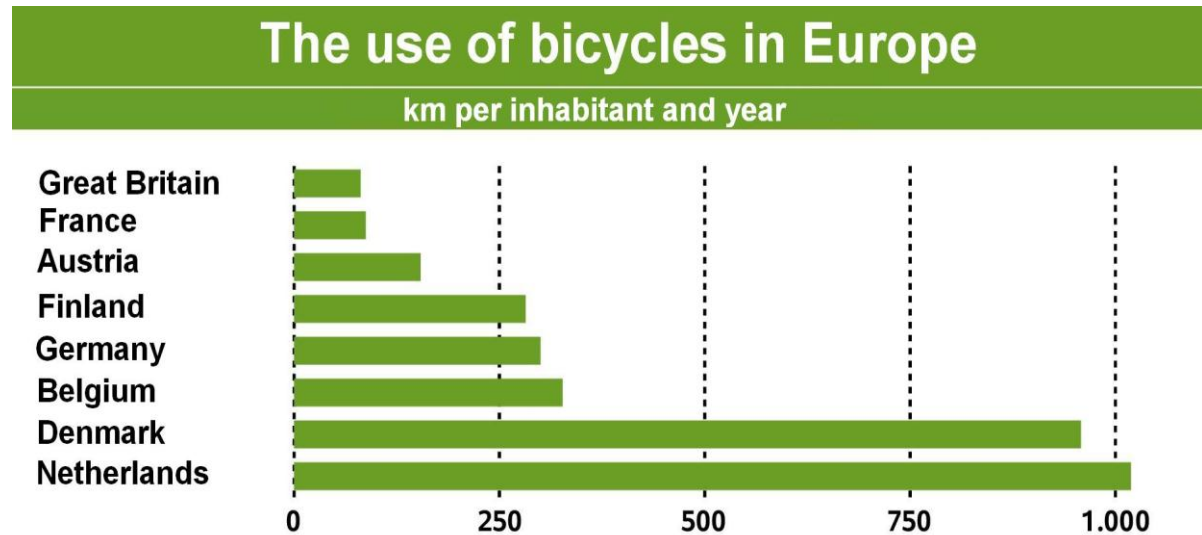
Environment and costs....

- Emissions: -12%
- Noise: -3db(A) = halving noise
- Less road signs, more clarity

Almost no loss of time...

- Only 10-20 sec. More per km
- Berlin: average speed of cars at 19 km/h!

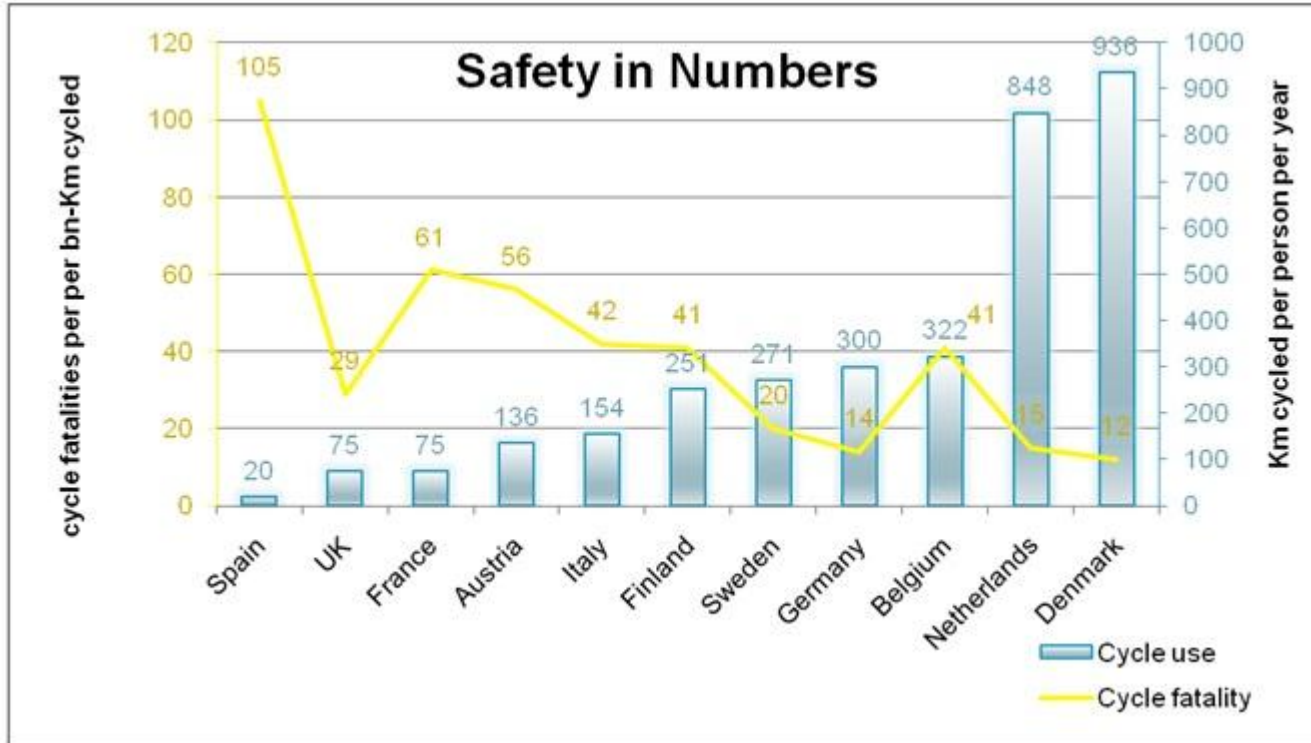
Bicycles as a means for sustainable mobility



Source: Cramer, M. (2006): *Fahrradnutzung in Europa*, page 2

“90 % of car journeys in German cities are shorter than 6 km”
(Peter Ramsauer, German Minister of Transport)

More bikes, more safety



Source: European Cyclists' Federation

The „Berlin Wall Trail“

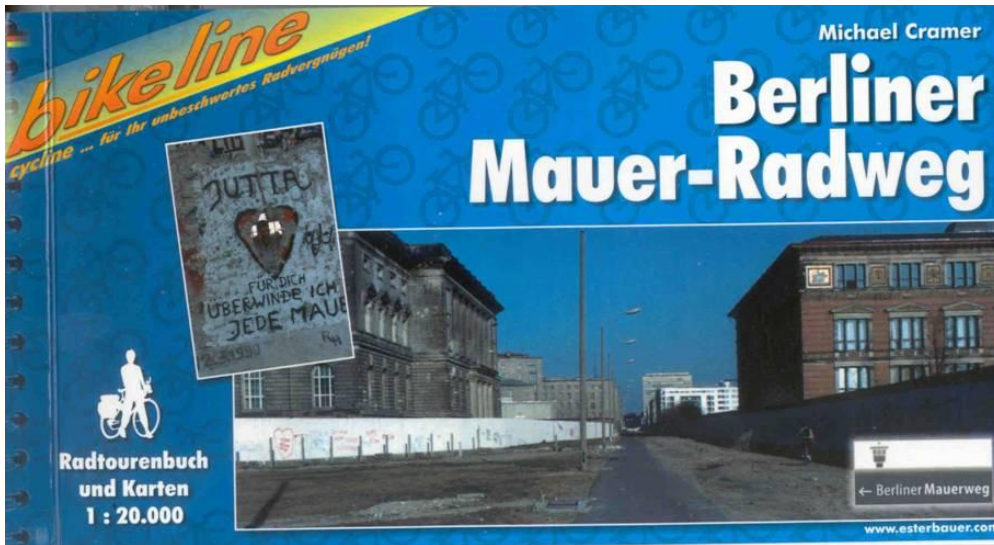


160 km around former West-Berlin

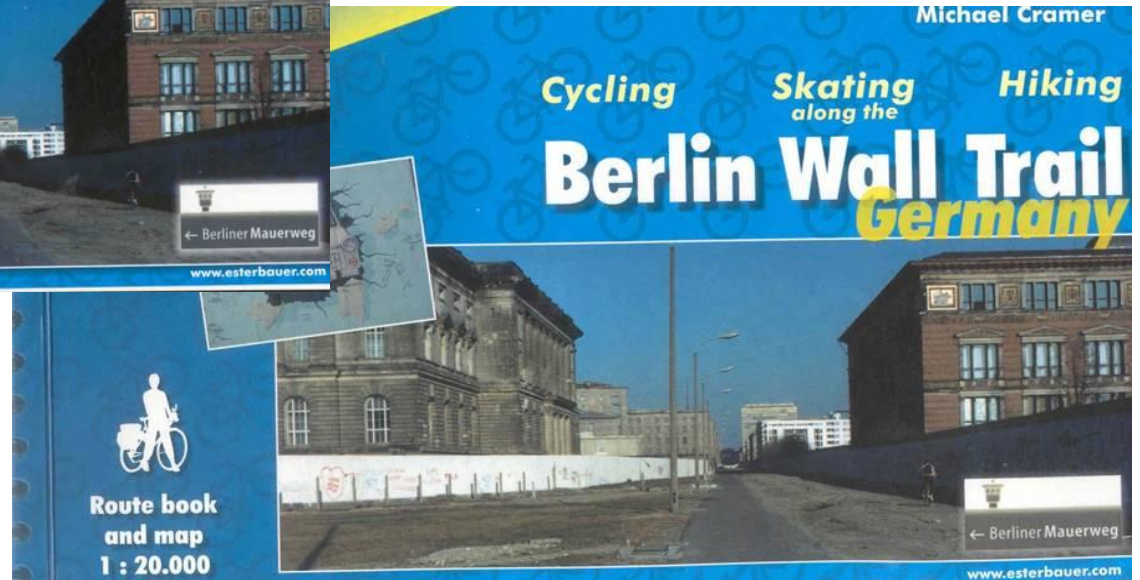


The „Berlin Wall Trail“

The Berlin Wall Trail in German...



...and in English.



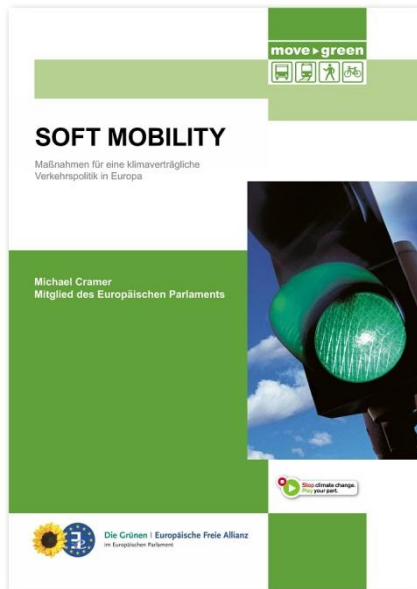
The way ahead:

Embed transport in the EU's climate strategy



- Commission 2011 White Paper on transport: **-20%** compared to **2008** by **2030**
- EP resolution on White Paper: **-20%** compared to **1990** by **2020**
- Commission proposal: **full internalisation of external costs**
- EP: supports this approach, calls for legislative proposal **by 2014**

Thank you very much for your attention!



Soft Mobility 2nd edition

**Measures for a climate-friendly
transport policy in Europe**

**48 pages, 7 tables
und 15 images.**

You can obtain the brochure or subscribe to the newsletter on

www.michael-cramer.eu