Sustainable door to door solutions

UIC 1ST DOOR-TO-DOOR SOLUTIONS WORKSHOP BUSINESS TO BUSINESS OPPORTUNITIES FOR A SUSTAINABLE URBAN MOBIL

Carole Escolan Zeno - Head of Sustainable Unit - UIC



vnity, solidarity, universality

Hanoi, Vietnam, 2018

California, USA, July 2018

Coonabarabran, Australia, 2018 Lakeport, California, 2018

Dortmund, Germany, 2018

India, 2018





UIC TARGETS

LOW CARBON RAIL TRANSPORT CHALLENGE

- Final energy consumption from train operations:
- 50% by 2030 (1990)
- 60% by 2050
- Average CO2 emissions from train operations:
- 50% by 2030 (1990)
- 75% by 2050
- Railway share of passenger transport (pkm) by 2030:
 - + 50% (2010), +100% by 2050
- Railway share of freight land transport (tkm): = to road by 2030 50% greater than road by 2050





RAILWAY CLIMATE RESPONSIBILITY PLEDGE

CLIMATE CUMMIT 20	CLIM	ATE CUMMIT 201
-------------------	------	----------------

C TRAIN
Railway Climate Responsability Pledge
community is aware that a shift towards sustainable transport is essential to achieve the goal of limiting climate change to a rise in average global temperature of no more than
ost emissions efficient transport mode, but as a major transport mode we acknowledge hat further improvement is needed. This pledge sats out ambitious but achievable goals tion towards the solution to climate change.
rdivide community of railway operators and infrastructure managers, I commit to take a tions to prevent climate change, by reducing my company's carbon footprint and rds a more sustainable balance of transport modes.
, I pledge to:
/'s specific energy consumption and CO, emission, and through this contribute to the UIC Transport Challenge" and its global 2030/2050 targets, presented in 2014 at the UN
ift to roil in national and international markets, by working in partnership with key
ste climate friendly initiatives undertaken by my company during the year 2016 and raise awareness, acceptance and recognition of the role of sustainable transport as a to climate change;
company's specific energy consumption and CO ₂ emissions to UIC on a regular basis, in nd demonstrate the continuous improvement of railway sector at international level.
Foca, dos
Spater
First name, formily name, title of signee

•Contribute to the UIC "Low Carbon Rail Transport Challenge",

•Stimulate modal shift to rail in national and international markets,

•Actively communicate to raise awareness,

•Report data on one's company's indicators above on a regular basis in order to promote and demonstrate the continuous improvements at an international level.











FOCUS ON PASSENGER RAIL TRANSPORT



Source: IEA estimates based on IEA (2017b) and IEA (2017c)

- The most energy efficient passenger transport mode per pkm
- Requires less than 1/10th of energy needed to move an individual by car or by airplane.
- Despite accounting for 9% of the global passenger activity (in pkm) in 2015, it only represents 1% of the final energy demand in passenger transport.



https://uic.org/IMG/pdf/handbook_iea-uic_2017_web2-2.pdf



- Passenger Rail has decreased its energy consumption between 2005/2015
 - 27,8% per PKM
- Passenger Rail has decreased its CO₂ emissions between 2005/2015

- 21,7% per PKM







		~
\leq		
×	Ŕ	
~		



FOCUS ON URBAN RAIL



Source: IEA estimates based on IEA (2017b), ITDP (2014), UITP (2002) and UITP (2015b)

transport modes.



- strengthen the advantages of urban rail over other transport modes.
- CO2 emission intensity of urban rail is less than one tenth the intensity of urban PLDVs.

https://uic.org/IMG/pdf/handbook_iea-uic_2017_web2-2.pdf



Source: IEA estimates based on IEA (2017b), ITDP (2014), UITP (2002) and UITP (2015b)

The specific energy consumption of high capacity urban rail is the lowest of all urban passenger

The low energy intensities and mainly electric powertrains used for urban rail mobility further





DOOR-TO-DOOR SOLUTIONS Railway is the backbone of sustainable transport

Rail has to be fully integrated into the broader network of mobility options:

- Challenge of the first and last mile of journeys _ Rail can be integrated in the wholistic approach needed -

Rail can be the part of the answer to the change in passenger expectations, mobility patterns and technology

Optimising interfaces between rail and other modes of transport will result in:

- a public transport system faster and more flexible
- safer infrastructures and services
- easier to use and consequently more attractive









The project

- Methodological and political framework based on collective experience of members, with a strong focus on sustainable solutions.
- \succ Guidance and recommendations for the alignment of policy regulation, institutions and strategies at national and city levels.
- > Development of communication and mobility technologies, to keep Rail's market share and respond to customer satisfaction.
- > Adaptation of the natural urban transport hubs that are Railway stations, so as to embrace new mobility solutions.

The workshop

Opportunity for railways to discuss business opportunities for the first and last mile solutions, with a strong focus on sustainable solutions.

The goal of the workshop is to open a dialogue between railway companies and urban mobility providers for a new mobility offer to exchange best practices and stimulate partnerships and cooperation, in the frame of the new UIC project "Door-to-door solutions".



Link to the event: https://events.uic.org/uic-1st-door-to-door-solutions-workshop





Stay in touch with us!

Thank you for your kind attention...







Escolan-zeno@uic.org

UIC - @SustRail #UICrail Thank you for your kind attention.