

## Modal Workshop 3: Railways in a globalised world

### Session 1 - Resolving both economic and environmental crises: the role of rail

This session was focussed around how investment in rail can support economic recovery as well as contribute to cutting CO2 emissions in the transport sector. The keynote speaker was Moritz Leuenberger (Federal Transport Minister, Switzerland), and the panellists were Francisco José Cardoso dos Reis (President, Caminhos de Ferro Portugueses), Eberhard von Koerber (Club of Rome); Michael Clausecker (Director-General, UNIFE); and Bert Klerk (CEO, ProRail). It was moderated by Dr Friedrich Thelen.

#### Conclusions

- The workshop concluded that rail, particularly rail investment, can address both the current crises: supporting economic recovery from the recession whilst also contributing to meeting targets for cutting CO2 emissions in the transport sector.
  - Mr Von Koerber pointed out that in Germany, out of a 80 billion Euro recovery package, only 1.3 billion Euros (1.6%) are for rail
- The economic crisis provides a unique opportunity to address the environmental crisis, but if it is to be used effectively, then clear rules need to be defined by governments and the European Commission.
  - Mr Clausecker noted that there are a number of short term measures that could be introduced to help rail quickly, e.g. VAT is levied on rail tickets in some countries, but not on air flights
  - Mr Klerk concluded that the “climate is right for supporting rail” but that it is important to ensure that funding is predictable - multi annual contracts for infrastructure are needed
  - In an intervention, Johannes Ludewig (CER) said that reform to the pricing system is needed so that transport reflects its true costs - the changes made in Switzerland showed that economies did not break down when this happened.
- Investment will also provide for capacity to accommodate rail traffic growth once the economy recovers.

## Session 2 - Global transport governance: realising the potential of rail

This session discussed how governments and railways can jointly improve the efficiency and reliability of administrative and operational processes for cross-border and long-distance rail systems. An introduction to the subject was given by Hartmut Albers (CEO, Trans Eurasia Logistics) with panellists Camiel Eurlings (Dutch Transport Minister); Klaus Kremper (CEO, DB Schenker); Ed Burkhardt (President, Rail World); Mauro Moretti (CEO, Ferrovie dello Stato); and Juliusz Engelhardt (Undersecretary of State, Polish Ministry of Infrastructure). The discussion was moderated by Eva Molnar (Director Transport Division, UNECE).

### Conclusions

- In order to further develop international rail services, governments need to take an active role in removing operational and administrative barriers.
  - Mr Eurlings noted the need to break down the bureaucratic burden of these processes to prepare for the upturn. He added that politicians needed to appreciate the role they can play in making the industry more efficient - the call for harmonisation was increasingly loud, and governments had to listen to freight companies.
  - Mr Moretti suggested that rail services need to be developed in both the Eurasian and the European platforms - in both the key issue is standardisation, but railways and states alone cannot afford to pay for this and support could come form part of a stimulus package, supported by the European Union
- Freight tariffs for international rail traffic can be uncompetitive and subject to short-term change, transit times can be unreliable, documentation needs to be standardised.
  - Mr Albers, describing Trans Eurasia's plans to develop block train services between China, Germany, and Russia, said there was considerable potential particularly for time sensitive goods between where competition from shipping is least, but issues of timing, transit and documentation needed to be addressed
  - Mr Kremper also noted the need to strengthen cross border processes in particular
- Reliable and consistent financing of maintenance must be anchored in transparent contractual relations between the Government and the infrastructure manager.
  - Mr Burkhardt suggested that Europe-wide IT systems should be developed which would serve several functions